

AGENDA

CABINET

MONDAY, 19 MAY 2025

2.00 PM

**COUNCIL CHAMBER, FENLAND HALL,
COUNTY ROAD, MARCH**

Committee Officer: Linda Albon
Tel: 01354 622424
e-mail: memberservices@fenland.gov.uk

- 1 To receive apologies for absence
- 2 Previous Minutes (Pages 5 - 12)

To confirm and sign the minutes of the Extraordinary meeting held 14 March and meeting held 24 March 2025.
- 3 To report additional items for consideration which the Chairman deems urgent by virtue of the special circumstances to be now specified
- 4 To receive members' declaration of any interests under the Local Code of Conduct or any interest under the Code of Conduct on Planning Matters in respect of any item to be discussed at the meeting
- 5 Shared Prosperity Funds - Transitional Funding (Pages 13 - 122)

For Cabinet to consider Shared Prosperity Funding from the Cambridgeshire and Peterborough Combined Authority for a one-year period 2025/26.
- 6 Grounds Avenue Development and Lease to Support Housing Duties (Pages 123 - 174)

To consider proposal to commission Cornerstone Place to develop land at Grounds

Avenue, March and enter relevant legal documentation to lease the land to a Registered Provider for 125 years with the Council providing directly the required management and support to residents in the properties.

- 7 Decision to enter a contract through the Football Foundations PlayZones Framework to construct PlayZones at Barton Road and Manor Field (Pages 175 - 182)

For Cabinet to consider supportive match funding for Playzone projects in Whittlesey and Wisbech.

- 8 Whittlesey Relief Road Project (Pages 183 - 194)

This report relates to the Whittlesey Relief Road Strategic Outline Business Case.

- 9 Fenland Future Ltd - Appointment of Director (Pages 195 - 198)

To seek Cabinet approval to appoint a new Director to fill a vacancy on the Board of Fenland Future Ltd.

- 10 Wisbech High Street Update (Pages 199 - 204)

To provide Cabinet with a monthly update regarding the ongoing construction work at 24 High Street, Wisbech.

- 11 Draft 6 Month Cabinet Forward Plan (Pages 205 - 206)

For information purposes.

- 12 Items which the Chairman has under item 3 deemed urgent

- 13 Port Fees and Charges (with CONFIDENTIAL appendices) (Pages 207 - 234)

To set fees and charges for port operations at both Port Sutton Bridge and Wisbech Port for financial year 2025/26.

Appendices 2 and 3 to this report comprises exempt information - to exclude the public (including the press) from a meeting of a committee it is necessary for the following proposition to be moved and adopted: "that the public be excluded from the meeting for Items which would involve the likely disclosure of exempt information as defined in the paragraphs 3 and 5 of Part 1 of Schedule 12A of the Local Government Act 1972 (as

CONFIDENTIAL - ITEMS COMPRISING EXEMPT INFORMATION

To exclude the public (including the press) from a meeting of a committee it is necessary for the following proposition to be moved and adopted: "that the public be excluded from the meeting for Items which involve the likely disclosure of exempt information as defined in the paragraphs 3 and 5 of Part I of Schedule 12A of the Local Government Act 1972 (as amended) as indicated."

14 Port Operations and Maintenance (CONFIDENTIAL) (Pages 235 - 644)

To provide members with an update on Wisbech Port.

Friday, 9 May 2025

Members: Councillor C Boden (Chairman), Councillor Mrs J French (Vice-Chairman), Councillor G Christy, Councillor S Count, Councillor Miss S Hoy, Councillor S Imafidon, Councillor Mrs D Laws, Councillor C Seaton, Councillor S Tierney and Councillor S Wallwork

This page is intentionally left blank

CABINET



FRIDAY, 14 MARCH 2025 - 6.15 PM

PRESENT: Councillor C Boden (Chairman), Councillor Mrs J French (Vice-Chairman), Councillor I Benney, Councillor Miss S Hoy, Councillor C Seaton, Councillor S Tierney and Councillor S Wallwork

APOLOGIES: Councillor Mrs D Laws and Councillor P Murphy

Due to the meeting of Full Council ending later than anticipated, Cabinet commenced at 7pm.

CAB60/24 LOCAL GOVERNMENT REORGANISATION - DRAFT PROPOSALS

Cabinet considered the feedback received from members in relation to the questions raised in Appendix 1 of the Local Government Reorganisation - Draft Proposals report that had been presented at Full Council prior to the Cabinet meeting. This was to inform what Fenland District Council's response should be to the government consultation on local government reorganisation.

Proposed by Councillor Boden, seconded by Councillor Hoy and AGREED to delegate to the Leader of the Council and Portfolio for Finance the final drafting and submission of Fenland District Council's response to government by the deadline of 21 March 2025, taking into account those comments made by members at Full Council.

7.04 pm

Chairman

This page is intentionally left blank

CABINET



MONDAY, 24 MARCH 2025 - 4.00 PM

PRESENT: Councillor C Boden (Chairman), Councillor Mrs J French (Vice-Chairman), Councillor I Benney, Councillor Miss S Hoy, Councillor Mrs D Laws, Councillor A Miscandlon, Councillor P Murphy, Councillor C Seaton and Councillor S Wallwork

APOLOGIES: Councillor S Tierney

CAB61/24 PREVIOUS MINUTES

The minutes of the meeting held 24 February 2025 were approved and signed.

CAB62/24 INVESTMENT BOARD UPDATE AND REVIEW OF THE COMMERCIAL & INVESTMENT STRATEGY

Members considered the Investment Board Update and Review of the Commercial and Investment Strategy report presented by Councillor Boden.

Proposed by Councillor Boden, seconded by Councillor Benney and AGREED:

- To note the report of the Investment Board and
- That the ongoing review of the current Commercial and Investment Strategy as determined by the constitution and delegated to the S151 officer is currently deferred.

CAB63/24 UPDATE OF THE COUNCIL'S CORPORATE COMPLAINTS POLICY (3C'S) AND ASSOCIATED PROCEDURES

Members considered the Update of the Council's Corporate Complaints Policy (3C's) report presented by Councillor Boden in the absence of Councillor Tierney.

Proposed by Councillor Boden, seconded by Councillor Seaton and AGREED to approve the proposed changes to the policy in line with the Complaint Handling Code published by the Ombudsman for Local Government and Social Care.

CAB64/24 COUNTY-WIDE HOUSING ADAPTATIONS AND REPAIRS POLICY

Members considered the County-wide Housing Adaptations and Repairs Policy report presented by Councillor Hoy.

Councillor Hoy pointed out errors within the report at paragraphs 2.11b and 5.8 where the text in each paragraph reads: "Grant will be given to fund to works up to £15,000 with any balance over this figure being given as a repayable loan". The texts should read: "Grant will be given to fund to works up to £10,000 with any balance over this figure being given as a repayable loan".

Councillor Boden asked for clarification that the grant remains at £10,000 but what changes is there is the potential for a repayable loan of an additional £15,000. Councillor Hoy agreed that was correct, the additional amount would be a top up if necessary.

Proposed by Councillor Hoy, seconded by Councillor Mrs French and AGREED to note the amendment and approve the County-wide Housing Adaptations and Repairs Policy.

CAB65/24 FOOD WASTE CONTAINER PROCUREMENT

Members considered the Food Waste Container Procurement Report presented by Councillor Murphy.

Councillor Boden asked how this new service would be communicated to residents in advance as he had read with concern the minutes of a meeting of Peterborough City Council stating they had incurred additional costs of £800,000 due to residents incorrectly separating their food waste, using residual bins rather than caddies. Councillor Murphy responded that officers would undertake spot checks and distribute advisory leaflets where householders were found to be sorting their food waste incorrectly. Bins used incorrectly would not be emptied and householders would have to remove the unsuitable waste and arrange collection of bins themselves. Advance publicity will be key to householders complying correctly from day one.

Councillor Mrs Laws said she is concerned about this new initiative. Publicity is all very well but people are in the habit of using their green bin and it may be that the threat of a fine is required. She cannot see compliance unless there is some hard enforcement behind it. Councillor Boden said he doubted that the Council would have the legal power to issue fines, but the only sanction would likely be not to collect the bin. Councillor Boden added that this strategy is more than 12 months away and will take a bit of forward planning to get it right.

Councillor Seaton asked for clarification on how many bins residents will have as he was concerned too many will cause confusion. Councillor Murphy advised that there will be no additional bins, only a slightly larger outdoor caddy to transfer food waste daily from a smaller indoor caddy and these are being rolled out nationally. Councillor Seaton commented that if there is a danger of these caddies being blown down the road in high winds as larger bins do now, it would not be a good start to a new service. Councillor Boden said it would be useful to contact Peterborough City Council colleagues to gain from their experience of using the caddy service over many years.

Councillor Hoy commented that she has reservations regarding this system. She queried how it may work when staff are already doing their best to advise those residents who continue to incorrectly sort their waste which then creates a mess, particularly in areas where there is a high concentration of HMOs. She is concerned that bins may end up piled high with smelly food waste that will go uncollected and all the problems that brings. This may be a year away, but it is important to ensure the message is communicated extensively to all residents including those for whom English is not their first language.

Councillor Boden said that although this report was about procurement, it is clear from the comments that there are concerns about how the new system will be implemented and it is good to have this discussion now.

Proposed by Councillor Murphy, seconded by Councillor Mrs Laws and AGREED to:

- **delegated power for the Corporate Director with responsibility for Environmental Services, in consultation with the Portfolio Holder, to purchase the required containers through the most cost-effective and timely means.**
- **the capital expenditure from the monies supplied by Defra for this purpose, and that should the total exceed the monies supplied that this further capital be sought from appropriate reserves by the Section 151 Officer in consultation with the Finance Portfolio Holder.**

- **delegate authority to the Portfolio Holder for Refuse and Recycling, Parks and Open Spaces to inform Defra of any change to implementation deadlines should this be required if there are delays to the delivery of these containers, or other essential equipment such as vehicles.**

CAB66/24 REVIEW OF 2 AIR QUALITY MANAGEMENT AREAS FOR WISBECH

Members considered the Review of 2 Air Quality Management areas for Wisbech report presented by Councillor Wallwork.

Councillor Wallwork said following concerns raised by some residents she would like to stress that this is unrelated to the incoming Wisbech incinerator, which will have separate air quality monitoring procedures in place. This is simply to do with a coal fired boiler once operating in Lynn Road that has long been decommissioned, hence it is a requirement of DEFRA that these two air quality management areas are removed.

Councillor Hoy said she had also queried why the AQMAs were being removed if the incinerator is being built and thanked Councillor Wallwork for her clarification. However, she had noted MVV's own air quality management proposals within the report and was concerned to see that they will be assessing this themselves. Despite understanding it is a legal procedure, she would like to review this going forward and perhaps see a later report at Cabinet about what this authority is doing on MVV and air quality. Whilst she appreciates that MVV will have to provide the Council with access to their data, she is concerned that they will be responsible for managing the air quality monitoring data themselves.

Councillor Wallwork said there will be a host of monitoring processes and MVV will not be left to their own devices. There are already 19 in place to deal with traffic pollution, and the Council's Environmental Health team have already had input into what they would like to see. Councillor Hoy thanked Councillor Wallwork and said although she had no doubt that officers were dealing impeccably with the whole incinerator process, she felt that the public do not necessarily know this work going on in the background and perhaps a way can be found to get that message out. Councillor Boden agreed that having this as an agenda item for a future Cabinet meeting could be helpful for information purposes.

Proposed by Councillor Wallwork, seconded by Councillor Miscandlon and AGREED by Order under the Environment Act 1995 Part IV to the revocation of Air Quality Management Areas Wisbech 1 and Wisbech 2 as identified in Schedule 1 to the report, following removal of the original pollution source, and therefore securing compliance with the national statutory particulate and sulphur dioxide air quality objectives.

CAB67/24 FENLAND INSPIRE! ENHANCEMENTS TO THE WISBECH PARK SPLASH PAD

Members considered the Fenland Inspire! Enhancements to the Wisbech Park Splash Pad report presented by Councillor Murphy.

Councillor Hoy proposed an amendment to the recommendations, seconded by Councillor Murphy, and approved by members to add a second recommendation to read: 'This is a staged plan, this year the project will include canopy, picnic benches and landscaping added to existing infrastructure and next year a larger scheme will be implemented. A further paper with next year's scheme with rough cost will return to Cabinet in three months' time'.

Councillor Hoy said for the record she would like to recognise the work of partners. Tivoli work Monday to Friday so for the Splash Pad to be opened at weekends for the benefit of young people, Wisbech Town Council pay to have someone come and open it. Therefore, she would like to recognise the work that partners are doing because it is a joint project.

Proposed by Councillor Murphy, seconded by Councillor Hoy and AGREED:

- **To note the contents of the report and approve further work to be carried out to deliver enhancements to the Wisbech Park Splash Pad, and to authorise the Section 151 Officer to add £60,000 to the Capital Programme to fund the enhancements and delegate to the Portfolio Holder for Open Spaces and the Corporate Director to enter into all necessary arrangements to deliver the project.**
- **This is a staged plan. This year the project will include canopy, picnic benches and landscaping added to existing infrastructure. Next year a larger scheme will be implemented. A further paper on next year's scheme with rough costs will return to Cabinet in 3 months' time.**

CAB68/24 FENLAND INSPIRE! WHITTLESEY - MANOR FIELD COMMUNITY PATHWAY

Members considered the Fenland Inspire! Whittlesey Manor Field Community Pathway report presented by Councillor Miscandlon.

Councillor Mrs Laws said this pathway would be very welcome. Whittlesey is known for flooding, particularly in the Manor area and this pathway will provide a great opportunity for wider use so not just for park runners but for power walkers and people with prams or pushchairs. In the anticipation that the path will also be used by more dog walkers, she would request certain signage to be put up and perhaps the installation of some waste bins. Councillor Miscandlon agreed that the pathway would be a great asset that would enhance the area and welcomed the idea of additional bins.

Proposed by Councillor Miscandlon, seconded by Councillor Mrs French and AGREED to note the contents of the report and approve a budget of up to £300,000 to deliver a robust pathway around the perimeter of the Manor Field suitable for all members of the community and authorise officers to formally procure and then enter a contract with the successful tenderer to deliver the necessary construction work.

CAB69/24 PORT FEES AND CHARGES

Councillor Boden advised that Cabinet are due to receive a substantive report on Port Fees and Charges at the meeting of Cabinet in May and proposed this item be deferred until then.

Proposed by Councillor Boden, seconded by Councillor Benney and AGREED that this item be deferred until May's Cabinet meeting.

CAB70/24 DRAFT 6 MONTH CABINET FORWARD PLAN

Councillor Mrs French said there is nothing on the plan relating to Fenland Inspire! or 3G pitches and would like these added between May and September.

Councillor Boden advised the meeting of Cabinet planned for 28 April has been cancelled.

The Forward Plan was noted for information.

CAB71/24 ACCOMMODATION REVIEW (CONFIDENTIAL)

Councillor Boden advised that since the confidential Accommodation Review report was proposed, there have been changes insofar as Local Government Reorganisation is concerned. He would therefore propose that this review be paused pending the outcome of the LGR process.

Councillor Mrs French agreed that was the sensible way forward as she could see no point in using up officers' time when nobody knows what is going to happen.


Councillor Boden advised that by law it still needed to be proposed that the report be treated as an exempt item so the confidential information within it does not enter the public domain. This was seconded by Councillor Laws.

Proposed by Councillor Boden, seconded by Councillor Laws and AGREED to note the content of the confidential FBC and to instruct officers to pause the proposed relocation on the terms outlined within it, pending the outcome of the ongoing LGR process.

4.42 pm

Chairman

This page is intentionally left blank

Agenda Item No:	5	
Committee:	Cabinet	
Date:	19 May 2025	
Report Title:	Shared Prosperity Fund	

1 Purpose / Summary

- 1.1 The Shared Prosperity Fund (SPF) is the government's domestic replacement for the European Structural and Investment Programme.
- 1.2 All areas of the UK are receiving an allocation of SPF funding calculated by a funding formula where the funding available to Fenland District is for SPF £279k over a transitional one-year period 2025-26.
- 1.3 Two SPF projects have been approved by the Cambridgeshire and Peterborough Combined Authority (CPCA), a continuation of the business grant scheme Investment in Business with a budget of £220k and the Firebreak and Anti-Social Behaviour project with a budget of £59k.

2 Key Issues

- 2.1 The one-year SPF allocated for Fenland projects will be paid by the Department for Levelling Up, Homes and Communities (DLUHC) to the CPCA. In accordance with the Draft Funding Agreement the District Council will claim in arrears the funding for each of the projects from the CPCA.
- 2.2 As the District Council is accepting SPF funding from the CPCA a decision is required to accept the funding.

3 Recommendations

- 3.1 Cabinet is requested to consider and recommend acceptance of Shared Prosperity Funding from the Cambridgeshire & Peterborough Combined Authority for a one-year period 2025-26.

Wards Affected	ALL
Forward Plan Reference	KEY/24APR25/01
Portfolio Holder(s)	Cllr Steve Count – Portfolio Holder for Economic Growth
Report Originator(s)	Anna Goodall, Assistant Director Simon Jackson, Economic Growth Manager
Contact Officer(s)	Simon Jackson, Economic Growth Manager

Report:**1 BACKGROUND AND INTENDED OUTCOMES**

- 1.1 The UK Shared Prosperity Fund (SPF) is a transitional fund for one-year 2025-26 to maintain support for businesses and communities prior to the introduction of the Government's Industrial Strategy to be launched in 2026.
- 1.2 One-year transitional SPF funding will be paid by the Department for Levelling Up, Homes and Communities (DLUHC) to the CPCA. In accordance with the Draft Grant Funding Agreements (GFA) the District Council will claim in arrears the funding from the CPCA.
- 1.3 Fenland has negotiated with CPCA an SPF allocation of £279k. This is the largest single allocation to any of the Cambridgeshire and Peterborough local authorities.
- 1.4 Fenland SPF Draft GFA's can be found in Schedule 1.
- 1.5 The two SPF projects are in summary:
- 1.6 A continuation of the Investment in Business project with a budget of £220k. The project will continue to be managed and delivered by the Council's Economic Growth Team. This project will provide access to the appropriate expertise and pump-priming grant funding for Fenland businesses to drive local economic growth, productivity, R&D, energy saving and business innovation to secure access to market opportunities. The project will proactively prioritise sectors that are important drivers for economic growth in Fenland including agri-food, precision engineering and advanced manufacturing sectors, however, there will be no sectoral restrictions for the project. The project will maintain the involvement of the Cambridgeshire Chamber of Commerce in assessing grant bids and making recommendations to the Council's Grant Team for final decisions on grant applications.
- 1.7 Firebreak and Anti-Social Behaviour - Delivered in partnership with the Fire Service, County Council Youth Engagement team, law enforcement agencies, and local youth organisation CICs, the project provides structured youth engagement opportunities, focusing on personal development and crime prevention. As well opportunities to engage and reassure the wider community through visible policing across all areas of Fenland. A key component of this initiative addresses youth-related anti-social behaviour (ASB) and crime through targeted outreach, increased police visibility, and proactive intervention strategies. Under Operation Luscombe, law enforcement will enhance patrols in ASB-prone areas across Fenland, improving public perception of safety and reducing nuisance incidents.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The SPF helps to support the delivery of the Council's economic growth and communities' corporate objectives.
- 2.2 The proposed projects have the greatest potential to deliver new, inclusive and sustainable growth opportunities for the district's residents and businesses.

3 CONSULTATION

- 3.1 Engagement with partners and evaluation on current provision such as via the CPCA Growth HUB has enabled external views and policies to be incorporated into the proposed SPF projects.

4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 The SPF is a specific funding opportunity with no comparable alternative options. Acceptance of the funding provides an opportunity to deliver the outcomes specified in the CPCA's SPF GFAs and is a requirement of receiving the funding. The SPF agreements have been subject to appropriate legal oversight to ensure that Fenland District Council's position is adequately protected.

5 IMPLICATIONS

5.1 Legal Implications

- 5.2 Powers: FDC will enter into the GFA's with CPCA and grant recipients using its powers under section 1 of the Localism Act 2011.
- 5.3 Contracting: The grant funding agreements with FDC do not impose any unacceptable risks or obligations on FDC and that, to the extent feasible, risks and obligations will flow down to the end grant recipients through appropriate grant funding agreements to mitigate FDC's risk.
- 5.4 Procurement: The awards will be made via a grant funding agreement as opposed to a contract for services, so there will be no relevant public procurement implications.
- 5.5 Subsidy Control: The potential awards have been previously externally considered and reviewed for subsidy control compliance with the Subsidy Control Act 2022. There will be no subsidy to FDC as FDC will be acting in the course of its public functions and, in any event, will not receive any economic advantage from the grants. There will be no subsidy to the end recipients, or the grants will be provided by way of the minimal financial assistance allowance under the Act.

5.6 Financial Implications

- 5.7 The projects are fully externally funded. Whilst FDC will be responsible for administering the various projects there are no significant implications for the FDC budget.
- 5.8 It is currently being assumed that there will be no carry over of the SPF funds allocated for 2025-26 into 2026-27. There is a potential risk that some of the of SPF funding may not be utilised. All of the Fenland project leads are aware of this risk and are undertaking mitigating actions.

5.9 Equality Implications

- 5.10 All individual projects and services have been assessed to ensure equality of access, etc.

6 SCHEDULES

Schedule 1 – SPF Draft Grant Funding Agreements with CPCA



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

DATED:

GRANT FUNDING AGREEMENT

between

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY

and

FENLAND DISTRICT COUNCIL

IN RELATION TO THE UK SHARED PROSPERITY FUND (UKSPF)

FENLAND – INVESTMENT IN BUSINESS

THIS GRANT FUNDING AGREEMENT is made the day of 2025

Between:

- (1) **CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY** whose principal address is at 2nd floor, Pathfinder House, St Mary's Street, Huntingdon, Cambridgeshire, PE29 3TN ("**CPCA**"); and
- (2) **FENLAND DISTRICT COUNCIL** whose principal address is Fenland Hall, County Road, March, PE15 ("**Recipient**").

Each individually a "**Party**" and together the "**Parties**".

Background

- (A) The Ministry of Housing, Communities and Local Government ("MHCLG") has approved funding to the CPCA from the UK Shared Prosperity Fund (UKSPF).
- (B) The UK government has set out an ambitious plan for change, focused on 5 national Missions: ambitious, measurable, long-term objectives that provide a driving sense of purpose for the country.
- (C) The UK Shared Prosperity Fund (UKSPF) proactively supports Mission-delivery: pushing power out to communities everywhere, with a specific focus to help kickstart economic growth and promoting opportunities in all parts of the UK.
- (D) The 5 government Missions that fit within that are:
 - Mission 1: Kickstart economic growth
 - Mission 2: Make Britain a clean energy superpower
 - Mission 3: Take back our streets
 - Mission 4: Break down barriers to opportunity
 - Mission 5: Build an NHS fit for the future
- (E) For 2025-26, the UK government have mapped existing interventions into Mission-led themes across the three priority areas: Communities and Place; Support for Local Business; and People and Skills.
- (F) The Fund's mix of revenue and capital funding will ensure places deliver directly on the foremost Mission to kickstart economic growth. Alongside this, it will support the four remaining Missions, helping those at risk of being left

behind and boost community cohesion, including supporting efforts to address homelessness, in areas right across the UK.

- (G) CPCA will pay sums of grant funding money to the district councils and unitary authority within its area.
- (H) CPCA has agreed to pay the Grant to the Recipient to assist it in carrying out the Project.
- (I) The payment of the grant funding by MHCLG and subsequently by CPCA is conditional on the terms of the Memorandum of Understanding between MHCLG and CPCA and the Recipient delivering the Project in accordance with the terms and conditions of this Agreement.
- (J) This Agreement sets out the terms and conditions on which the Grant is made by CPCA to the Recipient.
- (K) These terms and conditions are intended to ensure that the Grant is used for the purpose for which it is awarded.

Agreed terms

1. Definitions

- 1.1 In this Agreement the following terms shall have the following meanings:
 - (a) **Bribery Act** means the Bribery Act 2010 and any subordinate legislation made under that Act from time to time together with any guidance or codes of practice issued by the relevant government department concerning the legislation.
 - (b) **Budget Sheet** means the budget sheet at Schedule 7.
 - (c) **Claim Form** means the form at Schedule 3.
 - (d) **Concept Form** means the form submitted by the Recipient to the CPCA, which is set out in Schedule 1.
 - (e) **Commencement Date** means 1st April 2025
 - (f) **Data Controller**: has the meaning set out under Data Protection Legislation.
 - (g) **Data Processor**: has the meaning set out under Data Protection Legislation.
 - (h) **Data Subject**: has the meaning set out in Data Protection Legislation.

- (i) **Data Protection Legislation** means all applicable data protection legislation and privacy legislation in force from time to time in the UK including without limitation the UK GDPR; the Data Protection Act 2018; the Privacy and Electronic Communications Directive 2002/58/EC (as updated by Directive 2009/136/EC) and the Privacy and Electronic Communications Regulations 2003 (SI 2003/2426); any other directly applicable European Union regulation relating to privacy; and all other legislation and regulatory requirements in force from time to time which apply to a party relating to the use of Personal Data and the privacy of electronic communications including by not limited to the guidance and codes of practice issued by the Information Commissioner or the relevant regulatory authority and which are applicable to a party.
- (j) **EIRs** means the Environmental Information Regulations 2004 and any subordinate legislation made under it and any guidance and/or codes of practice issued relating to it.
- (k) **Events of Default** means any of the events described in clause 11.
- (l) **Excluded Expenditure** means Project costs for which the Recipient cannot make a Claim as set out in the Qualifying Expenditure Plan.
- (m) **FOIA** means the Freedom of Information Act 2000 and any subordinate legislation made under it and any guidance and/or codes of practice issued relating to it.
- (n) **Grant** means the monies paid to the Recipient in accordance with this Agreement.
- (o) **Grant Period** means the period for which the Grant is awarded starting on the Commencement Date and ending on 31st March 2026.
- (p) **Intellectual Property Rights** means all patents, copyrights and design rights (whether registered or not) and all applications for any of the foregoing and all rights of confidence and Know-How however arising for their full term and any renewals and extensions.
- (q) **Know-How** means information, data, know-how or experience whether patentable or not and including but not limited to any technical and commercial information relating to research, design, development, manufacture, use or sale.

- (r) **Market Value** means the price at which a product or service could be sold in a competitive, open market.
- (s) **Maximum Sum** means **£220,000.00**
- (t) **MHCLG** means the Ministry of Housing, Communities and Local Government.
- (u) **Monitoring** means the requirements to provide information relating to the outcomes and outputs of the Project as described in clause 9 and using the form in Schedule 4.
- (v) **Monitoring Form** means the form set out in Schedule 4.
- (w) **Monitoring End Date** means 6 months following the end of the Grant Period.
- (x) **Personal Data** means shall have the same meaning as set out in the Data Protection Legislation.
- (y) **Planned Delivery Forecast** means the planned delivery forecast set out in Schedule 1.
- (z) **Prohibited Act** means:
 - (i) offering, giving or agreeing to give to any servant of CPCA any gift or consideration of any kind as an inducement or reward for:
 - (A) doing or not doing (or for having done or not having done) any act in relation to the obtaining or performance of this Agreement or any other contract with CPCA; or
 - (B) showing or not showing favour or disfavour to any person in relation to this Agreement or any other contract with CPCA;
 - (ii) entering into this Agreement or any other contract with CPCA where a commission has been paid or has been agreed to be paid by the Recipient or on its behalf, or to its knowledge, unless before the relevant contract is entered into particulars of any such commission and of the terms and conditions of any such contract for the payment thereof have been disclosed in writing to CPCA;
 - (iii) committing any offence:
 - (A) under the Bribery Act;
 - (B) under legislation creating offences in respect of fraudulent acts; or

- (c) at common law in respect of fraudulent acts in relation to this Agreement or any other contract with CPCA; or
 - (iv) defrauding or attempting to defraud or conspiring to defraud CPCA.
- (aa) **Project** means the project described in Schedule 1.
- (bb) **Project Change Request** means any request to CPCA for changes to the Project including, but not limited to, Project outcomes, outputs, and timescales for a change using the form at Schedule 5 which must be completed.
- (cc) **Project Closure Report** means the project closure and lessons learnt report using the template at Schedule 8
- (dd) **Project Manager** means the individual who has been nominated to represent CPCA for the purposes of this Agreement.
- (cc) **Qualifying Expenditure** means the costs set out in the Qualifying Expenditure Plan which CPCA is satisfied either have been or will be reasonably and properly incurred by the Recipient on the Project and which does not include Excluded Expenditure.
- (dd) **Qualifying Expenditure Plan** means the plan set out at Schedule 2 to be produced by the Recipient prior to the first Claim and updated annually thereafter and on each occasion as approved by CPCA.
- (ee) **Regulatory Body** means any UK or EU Government department or agency or any other regulatory body having jurisdiction whether regional, national or local and including, but not limited to, the National Audit Office, UK central Government, the European Commission or any successor such department, agency or regulatory body which, whether under statute, rules, regulations, codes of practice or otherwise, is entitled to regulate, investigate, or influence the matters dealt with in this Agreement or any other affairs of CPCA.
- (ff) **Request for Information** has the meaning in the FOIA or the EIRs or any apparent request for information under the FOIA or the EIRs or the Code of Practice on Access to Government Information (Second Edition).
- (gg) **Subsidy** has the meaning set out in the definition of 'subsidy' in the TCA, or the Subsidy Control Act 2022, as applicable.
- (hh) **Subsidy Control** means (i) the Subsidy Control Act 2022 and any subordinate legislation made under the same from time to time,

together with any guidance issued by the relevant Government department or the Competition and Markets Authority in relation to such legislation; and (ii) to the extent that Article 10 of the Northern Ireland Protocol in the "*Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community*" applies, the provisions set out in Annex 5 of the Northern Ireland Protocol, as amended and/or replaced from time to time.

- (ii) **Tax** means any tax, levy, impost, duty or other charge or withholdings and any charges of a similar nature, together with interest thereon and penalties with respect thereto, if any, and any payments made on or in respect thereof and "Taxation" and "Taxes" shall be construed accordingly.
- (jj) **UK GDPR** means General Data Protection Regulation ((EU) 2016/679).
- (kk) **UKSPF** means the UK Shared Prosperity Fund.
- (ll) **Working Day** means 9:00am to 5:00pm any day (other than a Saturday or Sunday) on which banks are open in London for normal banking business and excluding public holidays.

2. Purpose of Grant

- 2.1 The Recipient shall use the Grant only for the delivery of the Project and in accordance with the terms and conditions set out in this Agreement. The Grant shall not be used for any other purpose without the prior written agreement of CPCA.
- 2.2 The Recipient shall not make any significant change to the Project without CPCA's prior written agreement. A Project Change Request Form must be completed as described in Schedule 5 and submitted for formal approval to CPCA's combined authority board or any such authorising body of CPCA. A Deed of Variation as described in Schedule 6 shall also be completed if required by CPCA.
- 2.3 Where the Recipient intends to apply to a third party for other funding for the Project, it will notify CPCA in advance of its intention to do so and, where such funding is obtained, it will provide CPCA with details of the amount and purpose of that funding. The Recipient agrees and accepts that it shall not apply for duplicate funding in respect of any part of the Project or any related administration costs that CPCA is funding in full under this Agreement.

3. Pre-Condition of Funding

3.1 The Recipient will not make any claim and CPCA will not be liable to make available any monies unless CPCA is reasonably satisfied that no Event of Default is continuing or would result from the provision of any proposed monies. For the avoidance of doubt, this requirement cannot be waived.

4. Payment of Grant

4.1 Subject to clause 16 and clause 5, CPCA shall pay the Grant to the Recipient monthly in arrears, subject to the necessary funds being available when payment falls due. The Recipient agrees and accepts that payments of the Grant can only be made to the extent that CPCA has available funds.

4.2 In the event that funds are not available, CPCA shall notify the Recipient as soon as reasonably practicable. The Recipient may at its discretion halt the Project or continue with the Project at its own financial risk. CPCA shall notify the Recipient if and when the fund becomes available again. CPCA shall not be liable for any expenditure during this period.

4.3 No Grant shall be paid unless and until CPCA is satisfied (acting reasonably) that such payment has been used for proper expenditure in the delivery of the Project and the Recipient has complied with its obligations in clause 9.

4.4 The amount of the Grant shall not be increased in the event of any overspend by the Recipient in its delivery of the Project. The Recipient shall be liable to cover any overspend costs.

4.5 In the event that the Recipient has an underspend at the end of the financial year 2025 – 2026 only, the recipient shall:

- a) submit to CPCA a credible plan setting out how it will utilise the underspend in the next financial year (no further extension will be allowed) and meet appropriate milestones and spend; or
- b) the Recipient shall return any unspent money to CPCA who shall return it to MHCLG.

CPCA shall submit all credible plans to MHCLG through routine end-of year reporting.

4.6 The Recipient may forward spend but shall not be eligible to claim for that forward spend until the period in which it is applicable.

4.7 The Recipient shall not transfer any part of the Grant to bank accounts which are not ordinary business accounts within the clearing bank system, without the prior written consent of CPCA.

- 4.8 The Recipient shall promptly repay to CPCA any money incorrectly paid to it either as a result of an administrative error or otherwise. This includes (without limitation) situations where either an incorrect sum of money has been paid or where Grant monies have been paid in error before all conditions attaching to the Grant have been complied with by the Recipient.

5. Mechanics and Payment of Funding

- 5.1 Each claim by the Recipient must:

- (a) be submitted monthly in arrears on a Claim Form signed by the Recipient's chief financial officer;
- (b) be accompanied by receipts to the value of the claim excluding VAT;
- (c) relate to Qualifying Expenditure for which the Recipient has not submitted any other Claim or received any other funding;
- (d) accord with the Qualifying Expenditure Plan or be accompanied by evidence to the satisfaction of CPCA to justify any deviation; and
- (e) not be for an amount which (if paid) would make the amount of advanced Funding exceed the Maximum Sum.

- 5.2 CPCA will pay claims from the Recipient in respect of Qualifying Expenditure within 28 Working Days of receipt of a valid claim.

6. Final Reconciliation

- 6.1 The Recipient will provide CPCA with a warranted statement that the monies actually expended were equal or greater than the estimated costs and if less will immediately return of any reduced costs/savings to CPCA.
- 6.2 If there is any dispute about the reconciliation, the Recipient will upon written request by CPCA provide CPCA and their accountants with open book accounts of the costs of the Project.
- 6.3 If CPCA reasonably believes the actual costs are materially less than the estimated costs they will notify the Recipient who will negotiate with CPCA in good faith to resolve the issue.
- 6.4 If the issue is not resolved within 3 months then CPCA may take such further action as it deems necessary including appointing an expert to deal with the matter and the Recipient shall fully cooperate with the expert and their directions.

- 6.5 Where the information provided pursuant to clause 6.3 shows:
- (a) that the total cost of the Project was less than the anticipated total cost of the Project and/or
 - (b) that the total Market Value of the Project is more than the anticipated market value of the Project as set out in the Application Form,

then CPCA shall be entitled to recover Funding paid to the Recipient in accordance with the compensation provisions set out in Clause 4.6 and/or in Schedule 1.

7. Use of Grant

- 7.1 The Recipient must ensure that the grant award and its use of the grant is compliant with Subsidy Control Law and shall maintain appropriate records demonstrating compliance. The Recipient shall provide CPCA with a copy of such records within 5 working days of request.
- 7.2 The Recipient must inform CPCA promptly of any other funding applied for or awarded against the eligible costs covered by this award of grant.
- 7.3 The Grant shall be used by the Recipient for the delivery of the Project in accordance with the agreed budget set out in Schedule 2. For the avoidance of doubt, the amount of the Grant that the Recipient may spend on any item of expenditure listed in column 1 of Schedule 4 shall not exceed the corresponding sum of money listed in column 2 without the prior written agreement of CPCA.
- 7.4 Where the Recipient has obtained funding from a third party in relation to its delivery of the Project (including without limitation funding for associated administration and staffing costs), the amount of such funding shall be included in the budget in Schedule 2 together with a clear description of what that funding shall be used for.
- 7.5 The Recipient shall not use the Grant to:
- (a) purchase buildings or land; or
 - (b) pay for any expenditure commitments of the Recipient entered into before the Commencement Date,
- unless this has been approved in writing by CPCA.
- 7.6 The Recipient shall not spend any part of the Grant on the delivery of the Project after the Grant Period. Any money spent after the expiry of the Grant Period shall come from the Recipient's funds.

- 7.7 Should any part of the Grant remain unspent at the end of the Grant Period, the Recipient shall ensure that any unspent monies are returned to CPCA or, if agreed in writing by CPCA, shall be entitled to retain the unspent monies to use for public sector purpose agreed between the parties.
- 7.8 Any liabilities arising at the end of the Project including any redundancy liabilities for staff employed by the Recipient to deliver the Project must be managed and paid for by the Recipient using the Grant or other resources of the Recipient. There will be no additional funding available from CPCA for this purpose.
- 7.9 The Recipient shall ensure compliance with its statutory obligations under the public sector equality duty set out at s149 of the Equality Act 2010.

8. Accounts and Records

- 8.1 The Grant shall be shown in the Recipient's accounts as a restricted fund and shall not be included under general funds.
- 8.2 The Recipient shall keep separate, accurate and up-to-date accounts and records of the receipt and expenditure of the Grant monies received by it.
- 8.3 The Recipient shall keep all invoices, receipts, and accounts and any other relevant documents relating to the expenditure of the Grant for a period of at least six years following receipt of any Grant monies to which they relate. CPCA shall have the right to review, at CPCA's reasonable request, the Recipient's accounts and records that relate to the expenditure of the Grant and shall have the right to take copies of such accounts and records.
- 8.4 The Recipient shall comply and facilitate CPCA's compliance with all statutory requirements as regards accounts, audit or examination of accounts, annual reports and annual returns applicable to itself and CPCA.

9. Monitoring and Reporting

- 9.1 The Recipient shall closely monitor the delivery and success of the Project throughout the Grant Period to ensure that the aims and objectives of the Project are being met and that this Agreement is being adhered to.
- 9.2 The Recipient shall provide CPCA with a Budget Sheet and a Monitoring Report on its use of the Grant and delivery of the Project every month. The Recipient shall provide CPCA with each report within first week of the following month to which the report relates.
- 9.3 In the event that that Recipient has not supplied the necessary reports to CPCA within the specified timescale or has supplied reports which are not to its reasonable satisfaction then CPCA reserves the right to suspend all future

funding payments unless and until CPCA is satisfied (acting reasonably) that progress is being made.

- 9.4 Where the Recipient has obtained funding from a third party for its delivery of part of the Project, the Recipient shall include the amount of such funding in its financial reports together with details of what that funding has been used for.
- 9.5 Along with its first quarterly financial report, the Recipient shall provide CPCA with a risk register and insurance review in the format provided by CPCA. The Recipient shall address the health and safety of its staff in the risk register.
- 9.6 The Recipient shall on request provide CPCA with such further information, explanations and documents as CPCA may reasonably require in order for it to establish that the Grant has been used properly in accordance with this Agreement.
- 9.7 The Recipient shall permit any person authorised by CPCA such reasonable access to its employees, agents, premises, facilities and records, for the purpose of discussing, monitoring and evaluating the Recipient's fulfilment of the conditions of this Agreement and shall, if so required, provide appropriate oral or written explanations from them.
- 9.8 The Recipient shall permit any person authorised by CPCA for the purpose to visit the Recipient once every quarter to monitor the delivery of the Project. Where, in its reasonable opinion, CPCA considers that additional visits are necessary to monitor the Project, it shall be entitled to authorise any person to make such visits on its behalf.
- 9.9 The Recipient shall provide CPCA with a Project Closure Report with three (3) months of the completion of the Project or the Grant Period whichever is the earlier. The Project Closure Report shall confirm whether the Project has been successfully and properly completed.
- 9.10 CPCA will monitor the Project for a period of 6 months after completion or until all project outcomes have been achieved.

10. Acknowledgment and Publicity

- 10.1 The Recipient shall acknowledge the Grant in its annual report and accounts, including an acknowledgement of CPCA as the source of the Grant.
- 10.2 The Recipient shall not publish any material referring to the Project or CPCA without the prior written agreement of CPCA. The Recipient shall acknowledge the support of CPCA in any materials that refer to the Project and in any written or spoken public presentations about the Project. Such acknowledgements (where appropriate or as requested by CPCA) shall include CPCA's name and

logo (or any future name or logo adopted by CPCA) using the templates provided by CPCA from time to time.

- 10.3 In using CPCA's name and logo, the Recipient shall comply with all reasonable branding guidelines issued by CPCA from time to time.
- 10.4 The Recipient agrees to participate in and co-operate with promotional activities relating to the Project that may be instigated and/or organised by CPCA.
- 10.5 CPCA may acknowledge the Recipient's involvement in the Project as appropriate without prior notice.
- 10.6 The Recipient shall comply with all reasonable requests from CPCA to facilitate visits, provide reports, statistics, photographs and case studies that will assist CPCA in its promotional and fundraising activities relating to the Project.
- 10.7 The Recipient shall comply with the guidance on the Branding and Communication associated with UKSPF projects in the UKSPF Additional Information ([UK Shared Prosperity Fund: branding and publicity \(6\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/612222/UK_Shared_Prosperty_Fund_branding_and_publicity_6_-_GOV.UK.pdf)).
- 10.8 The Recipient agrees to adhere to the guidance and any updates subsequently released by the Secretary of State or HMG on communications linked to UKSPF or wider Levelling Up Funding.

11. Events of Default

- 11.1 An Event of Default occurs where:
 - (a) any pre-conditions listed in clause 3.1 are not met (or waived by CPCA);
 - (b) any breach of any representation or warranty (when made or repeated) by the Recipient pursuant to this Agreement;
 - (c) the Project has not been carried out:
 - (i) in compliance with all relevant statutory requirements;
 - (ii) in a good and workmanlike manner and in accordance with good industry practice; and/or
 - (iii) in accordance with the Application Form including but not limited to the timescales set out therein;
 - (d) the Recipient is Insolvent;

- (e) the Recipient undergoes a Change of Control which either does or (in the reasonable opinion of CPCA) is likely to have a material adverse impact on the Recipient's performance of its obligations under this Agreement and/or delivery of the Project in accordance with this Agreement;
- (f) the Recipient and/or any contractor does not have sufficient funds or resources available to complete the Project in accordance with this Agreement and/or the relevant works contract;
- (g) any enforcement action is taken, or other right is enforced in relation to Project, against the Recipient, or any contractor; or
- (h) there is a material breach of this Agreement which, if capable of remedy, has not been remedied within 30 days of CPCA notifying the Recipient of the breach and requesting remedy.
- (i) the Recipient has committed any default (however described) or any other event entitling CPCA to terminate or demand repayment of any amount advanced to the Recipient under any other agreement and in CPCA's reasonable opinion the breach by the Recipient or the demand for repayment affects the Recipient's ability or suitability to receive the Grant and carry out the Project.

12 Intellectual Property Rights

- 12.1 CPCA and the Recipient agree that all rights, title and interest in or to any information, data, reports, documents, procedures, forecasts, technology, Know-How and any other Intellectual Property Rights whatsoever owned by either CPCA or the Recipient before the Commencement Date or developed by either party during the Grant Period, shall remain the property of that party.
- 12.2 Where CPCA has provided the Recipient with any of its Intellectual Property Rights for use in connection with the Project (including without limitation its name and logo), the Recipient shall, on termination of this Agreement, cease to use such Intellectual Property Rights immediately and shall either return or destroy such Intellectual Property Rights as requested by CPCA.

13. Confidentiality

- 13.1 Subject to clause 14 (Freedom of Information), each party shall during the term of this Agreement and thereafter keep secret and confidential all Intellectual Property Rights or Know-How or other business, technical or commercial information disclosed to it as a result of the Agreement and shall not disclose the same to any person save to the extent necessary to perform its obligations

in accordance with the terms of this Agreement or save as expressly authorised in writing by the other party.

- 13.2 The obligation of confidentiality contained in this clause shall not apply or shall cease to apply to any Intellectual Property Rights, Know-How or other business, technical or commercial information which:
- (a) at the time of its disclosure by the disclosing party is already in the public domain or which subsequently enters the public domain other than by breach of the terms of this Agreement by the receiving party;
 - (b) is already known to the receiving party as evidenced by written records at the time of its disclosure by the disclosing party and was not otherwise acquired by the receiving party from the disclosing party under any obligations of confidence; or
 - (c) is at any time after the date of this Agreement acquired by the receiving party from a third party having the right to disclose the same to the receiving party without breach of the obligations owed by that party to the disclosing party.

14. Freedom of Information

- 14.1 Each party acknowledges that the other party is subject to the requirements of FOIA and the EIRs.
- 14.2 Each party shall:
- (a) provide all necessary assistance and cooperation as reasonably requested by the other party to enable the other party to comply with its obligations under the FOIA and EIRs;
 - (b) transfer to the other party all requests for information relating to this agreement that it receives as soon as practicable and in any event within 2 working days of receipt;
 - (c) provide the other party with a copy of all information belonging to the other party requested in the request for information which is in its possession or control in the form that the other party requires within 5 working days (or such other period as the other party may reasonably specify) of the other party's request for such information; and
 - (d) not respond directly to a request for information unless authorised in writing to do so by the other party.
- 14.3 Each party acknowledges that the other party may be required under the FOIA and EIRs to disclose information without consulting or obtaining consent from

the Recipient. The other party shall take reasonable steps to notify the first party of a request for information (in accordance with the Secretary of State's section 45 Code of Practice on the Discharge of the Functions of Public Authorities under Part 1 of the FOIA) to the extent that it is permissible and reasonably practical for it to do so but (notwithstanding any other provision in this agreement) the other party shall be responsible for determining in its absolute discretion whether any information is exempt from disclosure in accordance with the FOIA and/or the EIRs.

15. Data Protection

15.1 Both Parties will comply with all applicable requirements of and all their obligations under the Data Protection Legislation which arise in connection with the Agreement and where appropriate, the Recipient will obtain the consent of its beneficiaries to enable to CPCA to receive and provide their Personal Data in connection with the project and for CPCA to contact them.

16. Withholding, Suspending and Repayment of Grant

16.1 CPCA's intention is that the Grant will be paid to the Recipient in full. However, without prejudice to CPCA's other rights and remedies, CPCA may at its discretion withhold or suspend payment of the Grant and/or require repayment of all or part of the Grant if:

- (a) the Recipient uses the Grant for purposes other than those for which it has been awarded;
- (b) the delivery of the Project does not start within 3 months of the Commencement Date and the Recipient has failed to provide CPCA with a reasonable explanation for the delay;
- (c) CPCA considers (acting reasonably) that the Recipient has not made satisfactory progress with the delivery of the Project. For the purposes of this subclause 16.1 (c) unsatisfactory progress shall mean when the Project fails to spend the profiled budget over three (3) consecutive months;
- (d) the Recipient is, in the reasonable opinion of CPCA, delivering the Project in a negligent manner;
- (e) the Recipient obtains duplicate funding from a third party for the Project in breach of clause 2.3;
- (f) the Recipient obtains funding from a third party which, in the reasonable opinion of CPCA, undertakes activities that are likely to bring the reputation of the Project or CPCA into disrepute;

- (g) the Recipient provides CPCA with any materially misleading or inaccurate information;
- (h) the Recipient commits or committed a Prohibited Act;
- (i) any employee or volunteer of the Recipient has:
 - (i) acted dishonestly or negligently at any time and directly or indirectly to the detriment of the Project or
 - (ii) taken any actions which, in the reasonable opinion of CPCA, bring or are likely to bring CPCA's name or reputation into disrepute;
- (j) the Recipient ceases to operate for any reason, or it passes a resolution (or any court of competent jurisdiction makes an order) that it be wound up or dissolved (other than for the purpose of a bona fide and solvent reconstruction or amalgamation);
- (k) the Recipient becomes insolvent, or it is declared bankrupt, or it is placed into receivership, administration or liquidation, or a petition has been presented for its winding up, or it enters into any arrangement or composition for the benefit of its creditors, or it is unable to pay its debts as they fall due;
- (l) the Recipient fails to comply with any of the terms and conditions set out in this Agreement and fails to rectify any such failure within 30 days of receiving written notice detailing the failure; or
- (m) CPCA deems that there has been a breach of Subsidy Control Law.

16.2 CPCA may retain or set off any sums owed to it by the Recipient which have fallen due and payable against any sums due to the Recipient under this agreement.

16.3 The Recipient shall make any payments due to CPCA without any deduction whether by way of set-off, counterclaim, discount, abatement or otherwise.

16.4 Should the Recipient be subject to financial or other difficulties which are capable of having a material impact on its effective delivery of the Project or compliance with this Agreement it will notify CPCA as soon as possible so that, if possible, and without creating any legal obligation, CPCA will have an opportunity to provide assistance in resolving the problem or to take action to protect CPCA and the Grant monies.

17. Anti-discrimination

- 17.1 The Recipient shall not unlawfully discriminate within the meaning and scope of any law, enactment, order, or regulation relating to discrimination (whether in race, gender, religion, disability, sexual orientation, age or otherwise) in employment.
- 17.2 The Recipient shall take all reasonable steps to secure the observance of clause 17.1 by all servants, employees or agents of the Recipient and all suppliers and sub-contractors engaged on the Project.

18. Human Rights

- 18.1 The Recipient shall (and shall use its reasonable endeavours to procure that its staff shall) at all times comply with the provisions of the Human Rights Act 1998 in the performance of this Agreement as if the Recipient were a public body (as defined in the Human Rights Act 1998).
- 18.2 The Recipient shall undertake, or refrain from undertaking, such acts as CPCA requests so as to enable CPCA to comply with its obligations under the Human Rights Act 1998.

19. Limitation of Liability

- 19.1 CPCA accepts no liability for any consequences, whether direct or indirect, that may come about from the Recipient running the Project, the use of the Grant or from withdrawal of the Grant.
- 19.2 The Recipient shall indemnify and hold harmless CPCA, its employees, agents, officers or sub-contractors with respect to all claims, demands, actions, costs, expenses, losses, damages and all other liabilities arising from or incurred by reason of the actions and/or omissions of the Recipient in relation to the Project, the non-fulfilment of obligations of the Recipient under this Agreement or its obligations to third parties.
- 19.3 Subject to clause 19.1, CPCA's liability under this Agreement is limited to the payment of the Grant.

20. Warranties

- 20.1 The Recipient warrants, undertakes and agrees that:
- (a) it has all necessary resources and expertise to deliver the Project (assuming due receipt of the Grant);
 - (b) it has not committed, nor shall it commit, any Prohibited Act;

- (c) it shall at all times comply with all relevant legislation and all applicable codes of practice and other similar codes or recommendations, and shall notify CPCA immediately of any significant departure from such legislation, codes or recommendations;
- (d) it shall comply with the requirements of the Health and Safety at Work etc. Act 1974 and any other acts, orders, regulations and codes of practice relating to health and safety, which may apply to employees and other persons working on the Project;
- (e) it has and shall keep in place adequate procedures for dealing with any conflicts of interest;
- (f) it has and shall keep in place systems to deal with the prevention of fraud and/or administrative malfunction;
- (g) all financial and other information concerning the Recipient which has been disclosed to CPCA is to the best of its knowledge and belief, true and accurate;
- (h) it is not subject to any contractual or other restriction imposed by its own or any other organisation's rules or regulations or otherwise which may prevent or materially impede it from meeting its obligations in connection with the Grant;
- (i) it is not aware of anything in its own affairs, which it has not disclosed to CPCA or any of CPCA's advisers, which might reasonably have influenced the decision of CPCA to make the Grant on the terms contained in this Agreement; and
- (j) since the date of its last accounts there has been no material change in its financial position or prospects.

21. Insurance

21.1 The Recipient shall effect and maintain with a reputable insurance company a policy or policies in respect of all risks which may be incurred by the Recipient, arising out of the Recipient's performance of the Agreement, including death or personal injury, loss of or damage to property or any other loss (the **Required Insurances**).

21.2 The Required Insurances referred to above include (but are not limited to):

- (a) public liability insurance with a limit of indemnity of not less than ten million pounds (£10,000,000) in relation to any one claim or series of claims arising from the Project; and

- (b) employer's liability insurance with a limit of indemnity of not less than five million pounds (£5,000,000) in relation to any one claim or series of claims arising from the Project.

21.3 The Recipient shall (on request) supply to CPCA a copy of such insurance policies and evidence that the relevant premiums have been paid.

22. Duration

22.1 Except where otherwise specified, the terms of this Agreement shall apply from the Commencement Date until the anniversary of expiry of the Grant Period or for so long as any Grant monies remain unspent by the Recipient, whichever is longer.

22.2 Any obligations under this Agreement that remain unfulfilled following the expiry or termination of the Agreement shall survive such expiry or termination and continue in full force and effect until they have been fulfilled.

23. Termination

23.1 CPCA may terminate this Agreement and any Grant payments on giving the Recipient two months' written notice should it be required to do so by MHCLG, financial restraints or for any other reason.

24. Assignment

24.1 The Recipient may not, without the prior written consent of CPCA, assign, transfer, sub-contract, or in any other way make over to any third party the benefit and/or the burden of this Agreement or, except as contemplated as part of the Project, transfer or pay to any other person any part of the Grant.

25. Waiver

25.1 No failure or delay by either party to exercise any right or remedy under this Agreement shall be construed as a waiver of any other right or remedy.

26. Notices

26.1 Any notice given to a party under or in connection with this contract shall be in writing marked for the attention of the party's Authorised Representative and shall be:

- (a) delivered by hand or by pre-paid first-class post or other next working day delivery service to the following addresses:
 - (i) Party 1: CPCA, 2nd Floor, Pathfinder House, St Mary's Street, Huntingdon. PE29 3TP
 - (ii) Party 2: FDC, Fenland Hall, County Road, March, PE15 8NQ.

- (b) sent by email to the following addresses (or an address substituted in writing by the party to be served):
 - (i) Party 1: richard.kenny@cambridgeshirepeterborough-ca.gov.uk.
 - (ii) Party 2: sjackson@fenland.gov.uk .

26.2 Any notice shall be deemed to have been received:

- (i) if delivered by hand, at the time the notice is left at the proper address;
- (ii) if sent by pre-paid first-class post or other next working day delivery service, at 9.00 am on the second Working Day after posting; or
- (iii) if sent by email, at the time of transmission, or if this time falls outside Working Hours in the place of receipt, when Working Hours resume.

26.3 This clause does not apply to the service of any proceedings or other documents in any legal action or, where applicable, any arbitration or other method of dispute resolution.

27. Dispute Resolution

27.1 In the event of any complaint or dispute (which does not relate to CPCA's right to withhold funds or terminate arising between the parties to this Agreement in relation to this Agreement the matter should first be referred for resolution to the Project Manager or any other individual nominated by CPCA from time to time.

27.2 Should the complaint or dispute remain unresolved within 14 days of the matter first being referred to the Project Manager or other nominated individual, as the case may be, either party may refer the matter to Steve Clark, the Senior Responsible Officer of CPCA and the Director of the relevant department of the Recipient with an instruction to attempt to resolve the dispute by agreement within 28 days, or such other period as may be mutually agreed by CPCA and the Recipient.

27.3 In the absence of agreement under clause 27.2, the parties may seek to resolve the matter through mediation under the CEDR Model Mediation Procedure (or such other appropriate dispute resolution model as is agreed by both parties). Unless otherwise agreed, the parties shall bear the costs and expenses of the mediation equally.

28. No Partnership or Agency

28.1 This Agreement shall not create any partnership or joint venture between CPCA and the Recipient, nor any relationship of principal and agent, nor authorise any party to make or enter into any commitments for or on behalf of the other party.

29. Joint and Several Liability

29.1 Where the Recipient is not a company nor an incorporated entity with a distinct legal personality of its own, the individuals who enter into and sign this Agreement on behalf of the Recipient shall be jointly and severally liable for the Recipient's obligations and liabilities arising under this Agreement.

30. Contracts (Rights of Third Parties) Act 1999

30.1 This Agreement does not and is not intended to confer any contractual benefit on any person pursuant to the terms of the Contracts (Rights of Third Parties) Act 1999.

31. Governing Law

31.1 This Agreement shall be governed by and construed in accordance with the law of England and the parties irrevocably submit to the exclusive jurisdiction of the Courts of England and Wales.

32. Subsidy Rules

32.1 The Grant is subject to the Subsidy Rules and the Recipient confirms it has received independent legal advice in this regard including legal advice concerning the terms and effects of this Agreement and in particular on the implications of any determination that any assistance received by the Recipient under this Agreement represents a Subsidy.

32.2 The Recipient acknowledges and agrees that CPCA accepts no liability and makes no assurance that the funding is compliant with the Subsidy Rules. In the event that the Grant is adjudged to constitute unlawful Subsidy the Recipient agrees to make any necessary repayment and shall indemnify and save harmless the Funder against all claims, demands, actions, costs, expenses, losses, damages and all other liabilities arising from or incurred by reason of the Grant or any part of it constituting unlawful Subsidy. This provision of this Clause 32 shall survive termination of this Agreement, however arising for a period of five years from the date of this Agreement.

32.3 In the event the Recipient appoints or instructs a sub-recipient to assist with the delivery of any part of the Project, the Recipient shall:

- (a) assess and address the issue of Subsidy (in the absence of a procurement compliant with UK requirements and the Recipients own internal processes); and
- (b) where the Recipient considers Subsidy to apply, it shall ensure that the Subsidy Rules and the requirements in any applicable exemption are fully complied with and for the avoidance of doubt the Recipient shall refrain from granting any funding that constitutes illegal Subsidy; and
- (c) ensure suitable clawback provisions are included in any agreement between the Recipient and the sub-recipient, to apply in the event any aid is adjudged to be illegal Subsidy and/or amounts to aid which overcompensates the Sub-Recipient for the goods/services obtained.

32.4 In the event that the Recipient alters the Project or any part of the Project, either with or without the prior approval of CPCA, then the Recipient shall:

- (a) consider the potential Subsidy implications of that alteration; and
- (b) take all necessary steps to ensure that any alteration is compliant with the Subsidy Rules; and
- (c) shall notify CPCA of any alterations with Subsidy implications (whether actual or potential) and the nature of such implications as soon as possible upon becoming aware of the Subsidy implications.

33. Entire Agreement

33.1 This Agreement (together with all documents attached to or referred to within it) constitutes the entire agreement and understanding between the parties in relation to the Grant and supersedes any previous agreement or understanding between them in relation to such subject matter.

33.2 This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

IN WITNESS whereof the parties hereto have executed this agreement as a Deed (but it remains undelivered until the day and year first above written)

**THE COMMON SEAL of CAMBRIDGESHIRE
AND PETERBOROUGH COMBINED AUTHORITY
was hereunto affixed in the presence of:**

Authorised Signatory

**THE COMMON SEAL of FENLAND DISTRICT COUNCIL
was hereunto affixed in the presence of:**

Authorised Signatory

Schedule 1 – The Project

UK Shared Prosperity Fund - Transitional Year 2025-2026 – Concept Paper	
Submission Date	13.02.25
Author	Simon Jackson
Exec Director Signoff?	Yes
Paper Version	V1 – January 2025

Key Project Information			
Project or Programme Name	Fenland – Investment in Business		
Submitting Organisation	Fenland District Council		
Funding Source	Ministry of Housing, Communities & Local Government (MHCLG)		
CPCA Directorate	Economy and Growth Directorate		
CPCA Project Lead Directorate			
Primary CPCA Strategic Objective	<p>Doubling the size of the local economy – the programme enables business to grow and develop and hence helps drives the growth of the local economy. Providing the UK’s most technically skilled workforce – the programme supports both the growth and retention of the workforces in local businesses Growing international recognition for our knowledge based economy – one of the programmes priorities is to support the growth of the knowledge based economy Improving the quality of life by tackling areas suffering from deprivation – Fenland has some of the worst areas of deprivation and the programme will prioritise businesses that are based in locations with recognised deprivation.</p>		
Alignment to Shared Ambition	<p>Igniting Innovation – the programme includes innovation in business as a priority. Embracing Diversity – a Fenland specific programme provides support to businesses in an area considered economically diverse from the rest of Cambridgeshire & Peterborough. Championing Collaboration – the programme continues and enhances the collaboration between the public and private sector in championing economic growth.</p>		
Please select at least one box of the five government missions your project will support.	<p>5 government Missions.</p> <p><input checked="" type="checkbox"/> Mission 1: Kickstart economic growth <input type="checkbox"/> Mission 2: Make Britain a clean energy superpower <input type="checkbox"/> Mission 3: Take back our streets <input type="checkbox"/> Mission 4: Break down barriers to opportunity <input type="checkbox"/> Mission 5: Build an NHS fit for the future</p>		
Please select a priority theme your project or programme will support (UKSPF).	Communities and Place <input type="checkbox"/>	Supporting Local Business <input checked="" type="checkbox"/>	People and Skills <input type="checkbox"/>
Project or Programme Lead Officer	Fenland District Council		

Directorate Executive Director	Anna Goodall, Assistant Director		
Delivery Responsibility	Fenland District Council		
Location of Project	Fenland		
Amount requested (£)	£20k (revenue) / £200k (Capital)		
Funding type	Project-specific funding (UKSPF).	Included in the MTFP?	Yes
MTFP Allocation Detail	Economy & Growth Revenue Programme: UK Shared Prosperity Fund - Revenue - Appendix D - detailed proposed revenue budgets.pdf Economy & Growth Capital Programme: UK SPF Core (cap) - Appendix C - detailed proposed capital budgets.pdf		
Brief Description Project/programme purpose: (single line only)			
A business grant programme providing expertise and pump-priming funding to support local businesses in driving economic growth, increasing productivity, and fostering R&D, energy efficiency, and business innovation.			
Detailed Description of the project/programme purpose: (be as thorough and descriptive as you can)			
<p>The Fenland - Investment in Business project aims to provide pump-priming grant funding to businesses to drive local economic growth, enhance productivity, and support research & development, energy efficiency, business innovation, and skills development. This initiative will help businesses access market opportunities and create sustainable, skilled employment.</p> <p>This program brings together business investment and skills development in one scheme, ensuring that businesses receive both financial support and guidance. The grants will fund capital investments, specialist technical support, market research, and more. This project is designed as a standalone initiative that delivers significant value to Fenland but is also embedded within a wider support ecosystem that engages businesses with relevant assistance.</p> <p>The project will prioritize existing businesses looking to grow, expand into new markets, create jobs, increase productivity, and reduce energy costs but who lack the necessary skills, experience, or financial resources.</p>			
Timelines			
Proposed Start Date	Expected Duration of Project	Details of factors driving start and duration (why proposed start and end date have been chosen)	
01/04/26	12 Months		
Please provide quarterly milestones, even if they are just rough estimates.		Quarter 1 (Apr, May & Jun)	GFA signed and marketing of the grant scheme to commence

	Quarter 2 (Jul, Aug & Sept)	Close of first round call for grant applications and processing for awards.
	Quarter 3 (Oct, Nov & Dec)	GFA's issued and first claims sought to be paid
	Quarter 4 (Jan, Feb & Mar)	Final claims to be paid and scheme closes ready for evaluation
Please provide the outputs that this project or programme will deliver.	From MHCLG Annex A <i>Alexa Hamilton, the Programme Lead, will review the outputs and outcomes with you once MHCLG has sent the updated ones.</i>	
Please provide the outcomes that this project or programme will deliver.	From MHCLG Annex A <i>Alexa Hamilton, the Programme Lead, will review the outputs and outcomes with you once MHCLG has sent the updated ones.</i>	
Impact of not proceeding:		
Briefly describe the impact or lost opportunity of not proceeding with this project or programme.		

Financials (Estimates)					
Current Estimate for Total Cost of project or programme		Does this project involve match, private, or public funding? If so, please indicate the amount and specify the funding source		Estimated cost for creation of business case	
What is the total estimated cost for this project, including all delivery costs and any design work?		What is the funding structure for the total project budget, and how is contributing and how much? <u>What is the impact of with no contribution from CPCA?</u>		N/A Part of a Programme Business Case for UKSPF	
Capital	Revenue	Capital	Revenue	Combination of Revenue & Capital?	Yes/No (Detail & Split)
Please provide quarterly milestones, even if they are just rough estimates.		Quarter 1 (Apr, May & Jun)		£50,000	
		Quarter 2 (Jul, Aug & Sept)		£50,000	
		Quarter 3 (Oct, Nov & Dec)		£75,000	
		Quarter 4 (Jan, Feb & Mar)		£25,000	

Assumptions or risks that could increase or decrease the total cost		
This is in essence the continuance of a well-established and performing programme. We anticipate a fast start to the programme in Qtr1 having publicised the availability of the grant funding from March 2025 onwards with a view to initial grant awards being made in Qtr1. The current SPF programme was heavily oversubscribed so already have a waiting list of potential projects.		
Benefits (Benefits must be measurable)		
Type	Description	Assumptions or risks that could increase or decrease the total benefits
Financial benefits	Increase in the overall private sector investment as a result of receiving grant funding. Up to 75% grant will generate a minimum of 25% investment from each business.	An assumption of 25% investment from the private sector – the % investment from the private sector will be significantly higher.
Non-financial benefits	Businesses receiving the grant will do a number of the following, increase jobs, improve productivity, improve sustainability, export more, etc	Businesses will deliver non-financial benefits on a case by case basis with some delivering more benefits than others.

Risk, Assumptions, Issues and Dependencies (RAID)						
Known Risks	Risk is that we are heavily oversubscribed and we will manage this if/when it occurs.					
Known Assumptions	We assume that the programme will run efficiently based upon our experience of the current SPF programme.					
Known Issues	Potential for expenditure to be delayed, however we delivered the current SPF programme on time and to budget and don't foresee why this can't be replicated.					
Known External Dependencies	Any national economic impacts, for example the impact of increased employer national insurance contributions on potential growth projects for businesses.					
Known internal Dependencies (tick which shared service is required)	Comms	Procurement	Legal	Finance	HR	Policy & Insight
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please Summarise below:						
<ul style="list-style-type: none"> - Key project delivery risks. - Responsible party (Owner) for managing risks. - Probability of occurrence (high, medium, low). - Impact level (high, medium, low). - Mitigation plans for risks. 						

	Risks Description	Risk Owner	Probability (H, M, L)	Impact (H, M, L)	Mitigation
Risk Assessment	Unable to stimulate sufficient demand in timeframe to achieve ambitious output profile	Simon Jackson	L	M	Modelled on local demand based on previous SPF Experience of very similar programme
	Run out of available budget	Simon Jackson	L	L	To manage the number of applications we will set a high bar in the EOI scoring process for the selection of businesses to proceed to the application stage
<i>Add extra lines below for as many identified risks.</i>					
Subsidy Control					
The project must deliver in line with Subsidy Control as per Government Guidance? https://www.gov.uk/government/publications/complying-with-the-uks-international-obligations-on-subsidy-control-guidance-for-public-authorities					
Does any of the project involve the issue of subsidy?			Yes		
If yes, please explain how the subsidies comply with the UK's Subsidy control regime.			Each applicant will sign to say that they are compliant with UK Subsidy Control Regime. The programme has previously been assessed and clear to comply with UK Subsidy Control. Browne Jacobson Solicitors 31st March 2022 Subsidy Control Advice – UKSPF Projects		

Schedule 2 – Qualifying Expenditure Plan

PROJECT TITLE	REGION AUTHORITY	CAPITAL	REVENUE	TOTAL MAXIMUM SUM OF GRANT
Fenland – Investment in Business	FDC	£200,000	£20,000	£220,000

Schedule 3 - Claim Form

GRANT FUND FINANCIAL CLAIM FORM

1. CLAIM DETAILS

Project Title	
CPCA Project Reference	
Delivery Lead Reference	
Month / Quarter / Period that this claim refers to	
Funding Recipient Organisation	
Address	
Postcode	
Email	
Telephone	
Date of Funding Agreement	
Project Start Date	
Project End Date	
The maximum amount of the grant approved	
Total expected project cost	
Total grant received to date (current funding agreement)	£0
Project claim number	
Forecasts spend for this period	
Actual spend during this period	
Actual spend breakdown for the current period for which the grant is being claimed (or attach a spreadsheet)	

Forecasts spend for the next period & attach expenditure forecast unless the same as per the funding agreement.

3. DECLARATION

I believe the above information to be accurate. I claim a grant* drawdown of £[insert amount] and certify that this amount is not more than is payable in accordance with the provisions of the funding agreement.

***Delete which is not applicable**

Name	
Signature	
Date	
Position	
Telephone	
Email	

To be completed by S151 or authorised representative:

As or on behalf of the Chief Financial Officer for the lead Local Authority, based on the assurances provided above, I certify that the project is progressing to my satisfaction/has been completed satisfactorily, and this claim is for payment.

Signed:	
Name in block letters:	
Date:	

TO BE COMPLETED BY CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY:

Have all sections of the claim form been completed?	<input type="checkbox"/>
CPCA Office to confirm which programme/grant applies to this project:	
To be completed by CPCA Project Manager: I certify that where a grant has been claimed that the project is progressing to my satisfaction and to agreed timescales/has been completed satisfactorily, and this claim is for payment.	
Signed:	

Name in block letters:

Date:

To be completed by CPCA Finance:

I certify that the costs of this claim are fair, and the supporting documentation is sufficient to evidence the grant amount being claimed.

Signed:

Name in block letters:

Date:

To be completed by S73 or authorised representative:

As or on behalf of the Chief Financial Officer for the Cambridgeshire and Peterborough Combined Authority, based on the assurances provided above, I certify that the project is progressing to my satisfaction/has been completed satisfactorily, and this claim is for payment.

Signed:

Name in block letters:

Date:

To be completed by the CEO or the Monitoring Officer where needed:

Per the assurance provided by the Section 151 officer's authorised representative, I approve this claim for payment.

Signed:

Name in block letters:

Date:

Schedule 4 – Monitoring Form



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

UKSPF TF MONITORING REPORT 2025

QX (Months)



Lead Local Authority

Lead Local Authority	Fenland District Council
Fund Allocation	
GFA	
UKSPF Programme Duration	1 year (2025 – 2026)
Spend to Date	
Urgent Task(s)	
UKSPF lead Officer: (signature required to confirm all information submitted is accurate and evidence can be provided if required)	<i>Signature required</i>
Date Signed	<i>Date required</i>

Please include a detailed assessment of the programme's performance and planned future activities in the progress report. It should demonstrate the successful delivery of activities and outputs. If there are any performance delays, include the measures to get the project back on track.

Your claim may be rejected if the information is considered insufficient or incorrect.

Progress

Overall Quarterly Progress Note - Please briefly comment on the overall activities carried out during the last quarter. If any delays or issues occurred during this period, please provide details and the measures taken to address them.

Projects	Themes	Intervention Number	Milestones	Brief Quarterly Update
			Quarterly	
Fenland – Investment in Business			Q1 - GFA signed and marketing of the grant scheme to commence	
			Q2 - Close of first round call for grant applications and processing for awards.	
			Q3 - GFA's issued and first claims sought to be paid	

			Q4 - Final claims to be paid and scheme closes ready for evaluation	
--	--	--	--	--



Financials

Financial Performance - This section should cover actual expenditure against the project performance discussed to date.

Project	Budget (23/24 - carry forward incl)		Spend to date (£)		Claims Submitted? (Yes or No)	Cumulative Expenditure Concerns? 0 - 49%: Red 50% - 69%: Amber 70% - 100%: Green
	Capital	Revenue	Capital	Revenue		

Forecast

Please provide forecasts for the next two quarters.

Project	Reference	Project Lead	Q1	Q2	Q3	Q4
Fenland – Investment in Business		Simon Jackson	£50,000	£50,000	£75,000	£25,000

Deliverables

Progress against Contractual Outcomes and Outputs.



Project	Intervention	Output	Actual	Outcome	Actual
Fenland – Investment in Business	OP10, OP9, OP11 OC11, OC16, OC12, OC15, ,OC14	OP10 Number of enterprises receiving non-financial support 13 OP9 Number of enterprises receiving grants 13 OP11 Number of potential entrepreneurs assisted to be business ready 13		OC11 Number of enterprises adopting new or improved products or services 6 OC16 Number of organisations engaged in new knowledge transfer activity 3 OC12 Number of businesses adopting new to the firm technologies or processes 5 OC15 Number of new to market products 10 OC14 Number of enterprises with improved productivity 3	

Publicity

Publicity Quarterly Calendar—The table below must summarise all marketing information for your projects. Please provide media release schedules for press release submission.

Jul	Aug	Sept	Oct	Nov	Dec
-----	-----	------	-----	-----	-----



Project:					
Project Theme: C&P, LB or P&S					
Information:					

Project Risk(s)

Risk ratings: Please describe any associated project risks here. Further details will need to be provided separately.

Project Name	Risk Title	Date Identified	Risk Type	Risk Owner	Cost of Risk (£)	Target Risk Score

Risk guidance

Risk Matrix

Impact	5	Critical	15	19	22	24	25
	4	Major	10	14	18	21	23
	3	Moderate	6	9	13	17	20
	2	Minor	3	5	8	12	16
	1	Negligible	1	2	4	7	11
			1	2	3	4	5
			Rare	Unlikely	Possible	Likely	Almost Certain

Likelihood



Schedule 5 – Project Change Request

Change Request Form

This form is designed to guarantee adequate tracking of project delivery. Any change that exceeds 30% of the assigned deliverables and expenditure within your Local Authority allocation will be considered a Material Change. This means that any such change will require additional examination and evaluation. Please note that the 30% limit accumulates across all alterations

Only complete the sections relevant to your proposed change.

UKSPF <input type="checkbox"/>		REPF <input type="checkbox"/>	
Project Name:			
Material Change?	Choose an item.	Percentage of funds affected. <small>(The amount must be calculated based on the total funds allocated.)</small>	N/A
Project Description:			
Project Budget Allocation:			
Change in Capital expenditure?	Choose an item.	Notification Date:	Click or tap to enter a date.
Change in Revenue expenditure?	Choose an item.	Delay Start or Completion?	Choose an item.
Change in Output?	Choose an item.	Change in intervention?	Choose an item.
Change in Outcome?	Choose an item.	Cancellation of the Project(s)?	Choose an item.
Brief Description of the Change: (single line only)			
Original Capital Budget:		New Capital Budget:	
Original Revenue Budget:		New Revenue Budget:	

Change Request Form

Original Outputs:		Original Outcomes:	
New Outputs:		New Outcomes:	
Original Start Date:	Click or tap to enter a date.	New Start Date:	Click or tap to enter a date.
Original Completion Date:	Click or tap to enter a date.	New Completion Date:	Click or tap to enter a date.
Reason for Change:			
Submitted by:		Date:	Click or tap to enter a date.
Local Authority Chief Finance Officer:		Date:	Click or tap to enter a date.
Local Authority Monitoring Officer:		Date:	Click or tap to enter a date.
Local Authority Director:		Date:	Click or tap to enter a date.
CPCA Legal Officer:		Date:	Click or tap to enter a date.
CPCA Finance Officer:		Date:	Click or tap to enter a date.
CPCA Executive Director:		Date:	Click or tap to enter a date.

Schedule 6 – Deed of Variation

Agreement Title:	GRANT FUNDING AGREEMENT in respect of the UK Shared Prosperity Fund and more specifically A Focus on Abbey
-------------------------	---

Variation No:		Date	
----------------------	--	-------------	--

BETWEEN:

Cambridgeshire and Peterborough Combined Authority and [insert]

The Agreement is varied as follows:

[INSERT DETAILS OF VARIATION]

Start Date:

Extension of Time/Proposed Completion Date:

Costs:

This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

[INSERT EXECUTION CLAUSE]

Schedule 7 – Quarterly Budget

Project	Reference	Project Lead	Q1	Q2	Q3	Q4
Fenland – Investment in Business		Simon Jackson	£50,000	£50,000	£75,000	£25,000

Schedule 8 - Project Closure Report

Project Closure Report

Project Details

Project Code:	CPCA to complete.	Project Name:	
Project / Programme Manager:		Directorate:	Business & Skills
Project Start Date:		Project Completion Date:	31/03/2026
Original Project Scope:		Actual Completion Date:	
What has been delivered:			

Outcomes

Please provide the outcomes and outputs delivered by this project over the past three

Project Output:	Achieved within the project lifecycle
	2025 - 2026
Project Outcomes:	Achieved within the project lifecycle
	2025 - 2026

Project Overview

<p>What were the original objectives of the project? (Please provide a brief summary of the key goals and expected outcomes.)</p> <p>What were the criteria for measuring success? (E.g., number of participants engaged, infrastructure completed, jobs created, etc.)</p>	
---	--

Project Closure Report

Was the project completed as originally planned?

Has an external completion report been completed? If yes, please ensure the completed closeout documentation is saved.

Project Highlights

What were the most significant achievements? (Highlight key milestones, success stories, and any unexpected positive outcomes.)

What methods or strategies worked particularly well? (Consider approaches that led to efficiency, engagement, or improved outcomes.)
Please detail.

What was most valuable in delivering the project successfully? (E.g., collaboration with partners, technology used, funding flexibility, etc.)

Project Challenges & Areas for Improvement

What were the key challenges faced? (Consider barriers such as staffing, timeline, budget, engagement, or external factors.)

What specific processes could be improved? (Think about reporting, project management, procurement, communication, etc.)

What were the main problem areas? (E.g., budgeting constraints, delays, unexpected risks, or policy-related challenges.)

Finance

Please complete the table and add any additional information below. If there are any issues or queries, please speak to the Programme Lead, Alexa Hamilton

2025 - 2026

Notes

Actual Years e.g. 2025-2026:

Original Budget:

Completed Budget:

Variances:

Please confirm that all claims have been submitted to CPCA, along with the financial evidence in the form of a screenshot.

Insert screenshot here.

Project Closure Report

Please explain any variances:	
Are there any Grant Funding Contractual Obligations?	
Has the final invoices been received and financial close been undertaken?	
Has a VfM assessment been done? If so, please include with this document	

Monitoring and Evaluation

Please can you advise whether the following has been completed and provide commentary if needed:	
Has a formal Monitoring and Evaluation (M&E) plan been developed for this project?	Yes (Please attach or provide access to the document) No (Please explain why)
Has a logic model been completed for this project?	Yes (Please ensure it is saved on SharePoint and provide a brief summary below) No (Please explain why)
Has the M&E plan been reviewed and agreed upon with the project team?	Yes (Please ensure the final version is included with the closure report) No (Please explain why)

Project Manager financial sign-off

We confirm that the total sum of £XXX, as outlined in the Grant Funding Agreement (GFA), has been fully claimed.	
This amount satisfies all financial obligations under the GFA, and no further adjustments or claims will be made.	
Project/Programme Manager Sign Off:	Date:

Lessons Learned (more detail on tab 2)

Please complete the columns in Tab 2 for Lessons Learned during this project.

Project Completion Sign Off

Finance Sign Off (S151):	Date:
Director Sign Off:	Date:

Project Closure Report

Your feedback will help improve future UKSPF and REPF projects. If you have any additional insights, please share them with us.

Stage Identified	Event	Effect	Causes/Trigger	Key Takeaways	Future Recommendations	Date Logged	Logged By

Additional Comments

Insert text here



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

DATED:

GRANT FUNDING AGREEMENT

between

CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY

and

FENLAND DISTRICT COUNCIL

IN RELATION TO THE UK SHARED PROSPERITY FUND (UKSPF)

ASB AND FIREBREAK

THIS GRANT FUNDING AGREEMENT is made the day of 2025

Between:

- (1) **CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY** whose principal address is at 2nd floor, Pathfinder House, St Mary's Street, Huntingdon, Cambridgeshire, PE29 3TN ("**CPCA**"); and
- (2) **FENLAND DISTRICT COUNCIL** whose principal address is Fenland Hall, County Road, March, PE15 ("**Recipient**").

Each individually a "**Party**" and together the "**Parties**".

Background

- (A) The Ministry of Housing, Communities and Local Government ("MHCLG") has approved funding to the CPCA from the UK Shared Prosperity Fund (UKSPF).
- (B) The UK government has set out an ambitious plan for change, focused on 5 national Missions: ambitious, measurable, long-term objectives that provide a driving sense of purpose for the country.
- (C) The UK Shared Prosperity Fund (UKSPF) proactively supports Mission-delivery: pushing power out to communities everywhere, with a specific focus to help kickstart economic growth and promoting opportunities in all parts of the UK.
- (D) The 5 government Missions that fit within that are:
 - Mission 1: Kickstart economic growth
 - Mission 2: Make Britain a clean energy superpower
 - Mission 3: Take back our streets
 - Mission 4: Break down barriers to opportunity
 - Mission 5: Build an NHS fit for the future
- (E) For 2025-26, the UK government have mapped existing interventions into Mission-led themes across the three priority areas: Communities and Place; Support for Local Business; and People and Skills.
- (F) The Fund's mix of revenue and capital funding will ensure places deliver directly on the foremost Mission to kickstart economic growth. Alongside this, it will support the four remaining Missions, helping those at risk of being left

behind and boost community cohesion, including supporting efforts to address homelessness, in areas right across the UK.

- (G) CPCA will pay sums of grant funding money to the district councils and unitary authority within its area.
- (H) CPCA has agreed to pay the Grant to the Recipient to assist it in carrying out the Project.
- (I) The payment of the grant funding by MHCLG and subsequently by CPCA is conditional on the terms of the Memorandum of Understanding between MHCLG and CPCA and the Recipient delivering the Project in accordance with the terms and conditions of this Agreement.
- (J) This Agreement sets out the terms and conditions on which the Grant is made by CPCA to the Recipient.
- (K) These terms and conditions are intended to ensure that the Grant is used for the purpose for which it is awarded.

Agreed terms

1. Definitions

- 1.1 In this Agreement the following terms shall have the following meanings:
 - (a) **Bribery Act** means the Bribery Act 2010 and any subordinate legislation made under that Act from time to time together with any guidance or codes of practice issued by the relevant government department concerning the legislation.
 - (b) **Budget Sheet** means the budget sheet at Schedule 7.
 - (c) **Claim Form** means the form at Schedule 3.
 - (d) **Concept Form** means the form submitted by the Recipient to the CPCA, which is set out in Schedule 1.
 - (e) **Commencement Date** means 1st April 2025
 - (f) **Data Controller**: has the meaning set out under Data Protection Legislation.
 - (g) **Data Processor**: has the meaning set out under Data Protection Legislation.
 - (h) **Data Subject**: has the meaning set out in Data Protection Legislation.

- (i) **Data Protection Legislation** means all applicable data protection legislation and privacy legislation in force from time to time in the UK including without limitation the UK GDPR; the Data Protection Act 2018; the Privacy and Electronic Communications Directive 2002/58/EC (as updated by Directive 2009/136/EC) and the Privacy and Electronic Communications Regulations 2003 (SI 2003/2426); any other directly applicable European Union regulation relating to privacy; and all other legislation and regulatory requirements in force from time to time which apply to a party relating to the use of Personal Data and the privacy of electronic communications including by not limited to the guidance and codes of practice issued by the Information Commissioner or the relevant regulatory authority and which are applicable to a party.
- (j) **EIRs** means the Environmental Information Regulations 2004 and any subordinate legislation made under it and any guidance and/or codes of practice issued relating to it.
- (k) **Events of Default** means any of the events described in clause 11.
- (l) **Excluded Expenditure** means Project costs for which the Recipient cannot make a Claim as set out in the Qualifying Expenditure Plan.
- (m) **FOIA** means the Freedom of Information Act 2000 and any subordinate legislation made under it and any guidance and/or codes of practice issued relating to it.
- (n) **Grant** means the monies paid to the Recipient in accordance with this Agreement.
- (o) **Grant Period** means the period for which the Grant is awarded starting on the Commencement Date and ending on 31st March 2026.
- (p) **Intellectual Property Rights** means all patents, copyrights and design rights (whether registered or not) and all applications for any of the foregoing and all rights of confidence and Know-How however arising for their full term and any renewals and extensions.
- (q) **Know-How** means information, data, know-how or experience whether patentable or not and including but not limited to any technical and commercial information relating to research, design, development, manufacture, use or sale.

- (r) **Market Value** means the price at which a product or service could be sold in a competitive, open market.
- (s) **Maximum Sum** means **£59,000.00**
- (t) **MHCLG** means the Ministry of Housing, Communities and Local Government.
- (u) **Monitoring** means the requirements to provide information relating to the outcomes and outputs of the Project as described in clause 9 and using the form in Schedule 4.
- (v) **Monitoring Form** means the form set out in Schedule 4.
- (w) **Monitoring End Date** means 6 months following the end of the Grant Period.
- (x) **Personal Data** means shall have the same meaning as set out in the Data Protection Legislation.
- (y) **Planned Delivery Forecast** means the planned delivery forecast set out in Schedule 1.
- (z) **Prohibited Act** means:
- (i) offering, giving or agreeing to give to any servant of CPCA any gift or consideration of any kind as an inducement or reward for:
 - (A) doing or not doing (or for having done or not having done) any act in relation to the obtaining or performance of this Agreement or any other contract with CPCA; or
 - (B) showing or not showing favour or disfavour to any person in relation to this Agreement or any other contract with CPCA;
 - (ii) entering into this Agreement or any other contract with CPCA where a commission has been paid or has been agreed to be paid by the Recipient or on its behalf, or to its knowledge, unless before the relevant contract is entered into particulars of any such commission and of the terms and conditions of any such contract for the payment thereof have been disclosed in writing to CPCA;
 - (iii) committing any offence:
 - (A) under the Bribery Act;
 - (B) under legislation creating offences in respect of fraudulent acts; or

- (c) at common law in respect of fraudulent acts in relation to this Agreement or any other contract with CPCA; or
 - (iv) defrauding or attempting to defraud or conspiring to defraud CPCA.
- (aa) **Project** means the project described in Schedule 1.
- (bb) **Project Change Request** means any request to CPCA for changes to the Project including, but not limited to, Project outcomes, outputs, and timescales for a change using the form at Schedule 5 which must be completed.
- (cc) **Project Closure Report** means the project closure and lessons learnt report using the template at Schedule 8
- (dd) **Project Manager** means the individual who has been nominated to represent CPCA for the purposes of this Agreement.
- (cc) **Qualifying Expenditure** means the costs set out in the Qualifying Expenditure Plan which CPCA is satisfied either have been or will be reasonably and properly incurred by the Recipient on the Project and which does not include Excluded Expenditure.
- (dd) **Qualifying Expenditure Plan** means the plan set out at Schedule 2 to be produced by the Recipient prior to the first Claim and updated annually thereafter and on each occasion as approved by CPCA.
- (ee) **Regulatory Body** means any UK or EU Government department or agency or any other regulatory body having jurisdiction whether regional, national or local and including, but not limited to, the National Audit Office, UK central Government, the European Commission or any successor such department, agency or regulatory body which, whether under statute, rules, regulations, codes of practice or otherwise, is entitled to regulate, investigate, or influence the matters dealt with in this Agreement or any other affairs of CPCA.
- (ff) **Request for Information** has the meaning in the FOIA or the EIRs or any apparent request for information under the FOIA or the EIRs or the Code of Practice on Access to Government Information (Second Edition).
- (gg) **Subsidy** has the meaning set out in the definition of 'subsidy' in the TCA, or the Subsidy Control Act 2022, as applicable.
- (hh) **Subsidy Control** means (i) the Subsidy Control Act 2022 and any subordinate legislation made under the same from time to time,

together with any guidance issued by the relevant Government department or the Competition and Markets Authority in relation to such legislation; and (ii) to the extent that Article 10 of the Northern Ireland Protocol in the "*Agreement on the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union and the European Atomic Energy Community*" applies, the provisions set out in Annex 5 of the Northern Ireland Protocol, as amended and/or replaced from time to time.

- (ii) **Tax** means any tax, levy, impost, duty or other charge or withholdings and any charges of a similar nature, together with interest thereon and penalties with respect thereto, if any, and any payments made on or in respect thereof and "Taxation" and "Taxes" shall be construed accordingly.
- (jj) **UK GDPR** means General Data Protection Regulation ((EU) 2016/679).
- (kk) **UKSPF** means the UK Shared Prosperity Fund.
- (ll) **Working Day** means 9:00am to 5:00pm any day (other than a Saturday or Sunday) on which banks are open in London for normal banking business and excluding public holidays.

2. Purpose of Grant

- 2.1 The Recipient shall use the Grant only for the delivery of the Project and in accordance with the terms and conditions set out in this Agreement. The Grant shall not be used for any other purpose without the prior written agreement of CPCA.
- 2.2 The Recipient shall not make any significant change to the Project without CPCA's prior written agreement. A Project Change Request Form must be completed as described in Schedule 5 and submitted for formal approval to CPCA's combined authority board or any such authorising body of CPCA. A Deed of Variation as described in Schedule 6 shall also be completed if required by CPCA.
- 2.3 Where the Recipient intends to apply to a third party for other funding for the Project, it will notify CPCA in advance of its intention to do so and, where such funding is obtained, it will provide CPCA with details of the amount and purpose of that funding. The Recipient agrees and accepts that it shall not apply for duplicate funding in respect of any part of the Project or any related administration costs that CPCA is funding in full under this Agreement.

3. Pre-Condition of Funding

3.1 The Recipient will not make any claim and CPCA will not be liable to make available any monies unless CPCA is reasonably satisfied that no Event of Default is continuing or would result from the provision of any proposed monies. For the avoidance of doubt, this requirement cannot be waived.

4. Payment of Grant

4.1 Subject to clause 16 and clause 5, CPCA shall pay the Grant to the Recipient monthly in arrears, subject to the necessary funds being available when payment falls due. The Recipient agrees and accepts that payments of the Grant can only be made to the extent that CPCA has available funds.

4.2 In the event that funds are not available, CPCA shall notify the Recipient as soon as reasonably practicable. The Recipient may at its discretion halt the Project or continue with the Project at its own financial risk. CPCA shall notify the Recipient if and when the fund becomes available again. CPCA shall not be liable for any expenditure during this period.

4.3 No Grant shall be paid unless and until CPCA is satisfied (acting reasonably) that such payment has been used for proper expenditure in the delivery of the Project and the Recipient has complied with its obligations in clause 9.

4.4 The amount of the Grant shall not be increased in the event of any overspend by the Recipient in its delivery of the Project. The Recipient shall be liable to cover any overspend costs.

4.5 In the event that the Recipient has an underspend at the end of the financial year 2025 – 2026 only, the recipient shall:

- a) submit to CPCA a credible plan setting out how it will utilise the underspend in the next financial year (no further extension will be allowed) and meet appropriate milestones and spend; or
- b) the Recipient shall return any unspent money to CPCA who shall return it to MHCLG.

CPCA shall submit all credible plans to MHCLG through routine end-of year reporting.

4.6 The Recipient may forward spend but shall not be eligible to claim for that forward spend until the period in which it is applicable.

4.7 The Recipient shall not transfer any part of the Grant to bank accounts which are not ordinary business accounts within the clearing bank system, without the prior written consent of CPCA.

- 4.8 The Recipient shall promptly repay to CPCA any money incorrectly paid to it either as a result of an administrative error or otherwise. This includes (without limitation) situations where either an incorrect sum of money has been paid or where Grant monies have been paid in error before all conditions attaching to the Grant have been complied with by the Recipient.

5. Mechanics and Payment of Funding

- 5.1 Each claim by the Recipient must:
- (a) be submitted monthly in arrears on a Claim Form signed by the Recipient's chief financial officer;
 - (b) be accompanied by receipts to the value of the claim excluding VAT;
 - (c) relate to Qualifying Expenditure for which the Recipient has not submitted any other Claim or received any other funding;
 - (d) accord with the Qualifying Expenditure Plan or be accompanied by evidence to the satisfaction of CPCA to justify any deviation; and
 - (e) not be for an amount which (if paid) would make the amount of advanced Funding exceed the Maximum Sum.
- 5.2 CPCA will pay claims from the Recipient in respect of Qualifying Expenditure within 28 Working Days of receipt of a valid claim.

6. Final Reconciliation

- 6.1 The Recipient will provide CPCA with a warranted statement that the monies actually expended were equal or greater than the estimated costs and if less will immediately return of any reduced costs/savings to CPCA.
- 6.2 If there is any dispute about the reconciliation, the Recipient will upon written request by CPCA provide CPCA and their accountants with open book accounts of the costs of the Project.
- 6.3 If CPCA reasonably believes the actual costs are materially less than the estimated costs they will notify the Recipient who will negotiate with CPCA in good faith to resolve the issue.
- 6.4 If the issue is not resolved within 3 months then CPCA may take such further action as it deems necessary including appointing an expert to deal with the matter and the Recipient shall fully cooperate with the expert and their directions.

- 6.5 Where the information provided pursuant to clause 6.3 shows:
- (a) that the total cost of the Project was less than the anticipated total cost of the Project and/or
 - (b) that the total Market Value of the Project is more than the anticipated market value of the Project as set out in the Application Form,

then CPCA shall be entitled to recover Funding paid to the Recipient in accordance with the compensation provisions set out in Clause 4.6 and/or in Schedule 1.

7. Use of Grant

7.1 The Recipient must ensure that the grant award and its use of the grant is compliant with Subsidy Control Law and shall maintain appropriate records demonstrating compliance. The Recipient shall provide CPCA with a copy of such records within 5 working days of request.

7.2 The Recipient must inform CPCA promptly of any other funding applied for or awarded against the eligible costs covered by this award of grant.

7.3 The Grant shall be used by the Recipient for the delivery of the Project in accordance with the agreed budget set out in Schedule 2. For the avoidance of doubt, the amount of the Grant that the Recipient may spend on any item of expenditure listed in column 1 of Schedule 4 shall not exceed the corresponding sum of money listed in column 2 without the prior written agreement of CPCA.

7.4 Where the Recipient has obtained funding from a third party in relation to its delivery of the Project (including without limitation funding for associated administration and staffing costs), the amount of such funding shall be included in the budget in Schedule 2 together with a clear description of what that funding shall be used for.

7.5 The Recipient shall not use the Grant to:

- (a) purchase buildings or land; or
- (b) pay for any expenditure commitments of the Recipient entered into before the Commencement Date,

unless this has been approved in writing by CPCA.

7.6 The Recipient shall not spend any part of the Grant on the delivery of the Project after the Grant Period. Any money spent after the expiry of the Grant Period shall come from the Recipient's funds.

7.7 Should any part of the Grant remain unspent at the end of the Grant Period, the Recipient shall ensure that any unspent monies are returned to CPCA or, if agreed in writing by CPCA, shall be entitled to retain the unspent monies to use for public sector purpose agreed between the parties.

7.8 Any liabilities arising at the end of the Project including any redundancy liabilities for staff employed by the Recipient to deliver the Project must be managed and paid for by the Recipient using the Grant or other resources of the Recipient. There will be no additional funding available from CPCA for this purpose.

7.9 The Recipient shall ensure compliance with its statutory obligations under the public sector equality duty set out at s149 of the Equality Act 2010.

8. Accounts and Records

8.1 The Grant shall be shown in the Recipient's accounts as a restricted fund and shall not be included under general funds.

8.2 The Recipient shall keep separate, accurate and up-to-date accounts and records of the receipt and expenditure of the Grant monies received by it.

8.3 The Recipient shall keep all invoices, receipts, and accounts and any other relevant documents relating to the expenditure of the Grant for a period of at least six years following receipt of any Grant monies to which they relate. CPCA shall have the right to review, at CPCA's reasonable request, the Recipient's accounts and records that relate to the expenditure of the Grant and shall have the right to take copies of such accounts and records.

8.4 The Recipient shall comply and facilitate CPCA's compliance with all statutory requirements as regards accounts, audit or examination of accounts, annual reports and annual returns applicable to itself and CPCA.

9. Monitoring and Reporting

9.1 The Recipient shall closely monitor the delivery and success of the Project throughout the Grant Period to ensure that the aims and objectives of the Project are being met and that this Agreement is being adhered to.

9.2 The Recipient shall provide CPCA with a Budget Sheet and a Monitoring Report on its use of the Grant and delivery of the Project every month. The Recipient shall provide CPCA with each report within first week of the following month to which the report relates.

9.3 In the event that that Recipient has not supplied the necessary reports to CPCA within the specified timescale or has supplied reports which are not to its reasonable satisfaction then CPCA reserves the right to suspend all future

funding payments unless and until CPCA is satisfied (acting reasonably) that progress is being made.

- 9.4 Where the Recipient has obtained funding from a third party for its delivery of part of the Project, the Recipient shall include the amount of such funding in its financial reports together with details of what that funding has been used for.
- 9.5 Along with its first quarterly financial report, the Recipient shall provide CPCA with a risk register and insurance review in the format provided by CPCA. The Recipient shall address the health and safety of its staff in the risk register.
- 9.6 The Recipient shall on request provide CPCA with such further information, explanations and documents as CPCA may reasonably require in order for it to establish that the Grant has been used properly in accordance with this Agreement.
- 9.7 The Recipient shall permit any person authorised by CPCA such reasonable access to its employees, agents, premises, facilities and records, for the purpose of discussing, monitoring and evaluating the Recipient's fulfilment of the conditions of this Agreement and shall, if so required, provide appropriate oral or written explanations from them.
- 9.8 The Recipient shall permit any person authorised by CPCA for the purpose to visit the Recipient once every quarter to monitor the delivery of the Project. Where, in its reasonable opinion, CPCA considers that additional visits are necessary to monitor the Project, it shall be entitled to authorise any person to make such visits on its behalf.
- 9.9 The Recipient shall provide CPCA with a Project Closure Report with three (3) months of the completion of the Project or the Grant Period whichever is the earlier. The Project Closure Report shall confirm whether the Project has been successfully and properly completed.
- 9.10 CPCA will monitor the Project for a period of 6 months after completion or until all project outcomes have been achieved.

10. Acknowledgment and Publicity

- 10.1 The Recipient shall acknowledge the Grant in its annual report and accounts, including an acknowledgement of CPCA as the source of the Grant.
- 10.2 The Recipient shall not publish any material referring to the Project or CPCA without the prior written agreement of CPCA. The Recipient shall acknowledge the support of CPCA in any materials that refer to the Project and in any written or spoken public presentations about the Project. Such acknowledgements (where appropriate or as requested by CPCA) shall include CPCA's name and

logo (or any future name or logo adopted by CPCA) using the templates provided by CPCA from time to time.

- 10.3 In using CPCA's name and logo, the Recipient shall comply with all reasonable branding guidelines issued by CPCA from time to time.
- 10.4 The Recipient agrees to participate in and co-operate with promotional activities relating to the Project that may be instigated and/or organised by CPCA.
- 10.5 CPCA may acknowledge the Recipient's involvement in the Project as appropriate without prior notice.
- 10.6 The Recipient shall comply with all reasonable requests from CPCA to facilitate visits, provide reports, statistics, photographs and case studies that will assist CPCA in its promotional and fundraising activities relating to the Project.
- 10.7 The Recipient shall comply with the guidance on the Branding and Communication associated with UKSPF projects in the UKSPF Additional Information ([UK Shared Prosperity Fund: branding and publicity \(6\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/612222/UK_Shared_Prosperty_Fund_branding_and_publicity_6_-_GOV.UK.pdf)).
- 10.8 The Recipient agrees to adhere to the guidance and any updates subsequently released by the Secretary of State or HMG on communications linked to UKSPF or wider Levelling Up Funding.

11. Events of Default

- 11.1 An Event of Default occurs where:
 - (a) any pre-conditions listed in clause 3.1 are not met (or waived by CPCA);
 - (b) any breach of any representation or warranty (when made or repeated) by the Recipient pursuant to this Agreement;
 - (c) the Project has not been carried out:
 - (i) in compliance with all relevant statutory requirements;
 - (ii) in a good and workmanlike manner and in accordance with good industry practice; and/or
 - (iii) in accordance with the Application Form including but not limited to the timescales set out therein;
 - (d) the Recipient is Insolvent;

- (e) the Recipient undergoes a Change of Control which either does or (in the reasonable opinion of CPCA) is likely to have a material adverse impact on the Recipient's performance of its obligations under this Agreement and/or delivery of the Project in accordance with this Agreement;
- (f) the Recipient and/or any contractor does not have sufficient funds or resources available to complete the Project in accordance with this Agreement and/or the relevant works contract;
- (g) any enforcement action is taken, or other right is enforced in relation to Project, against the Recipient, or any contractor; or
- (h) there is a material breach of this Agreement which, if capable of remedy, has not been remedied within 30 days of CPCA notifying the Recipient of the breach and requesting remedy.
- (i) the Recipient has committed any default (however described) or any other event entitling CPCA to terminate or demand repayment of any amount advanced to the Recipient under any other agreement and in CPCA's reasonable opinion the breach by the Recipient or the demand for repayment affects the Recipient's ability or suitability to receive the Grant and carry out the Project.

12 Intellectual Property Rights

- 12.1 CPCA and the Recipient agree that all rights, title and interest in or to any information, data, reports, documents, procedures, forecasts, technology, Know-How and any other Intellectual Property Rights whatsoever owned by either CPCA or the Recipient before the Commencement Date or developed by either party during the Grant Period, shall remain the property of that party.
- 12.2 Where CPCA has provided the Recipient with any of its Intellectual Property Rights for use in connection with the Project (including without limitation its name and logo), the Recipient shall, on termination of this Agreement, cease to use such Intellectual Property Rights immediately and shall either return or destroy such Intellectual Property Rights as requested by CPCA.

13. Confidentiality

- 13.1 Subject to clause 14 (Freedom of Information), each party shall during the term of this Agreement and thereafter keep secret and confidential all Intellectual Property Rights or Know-How or other business, technical or commercial information disclosed to it as a result of the Agreement and shall not disclose the same to any person save to the extent necessary to perform its obligations

in accordance with the terms of this Agreement or save as expressly authorised in writing by the other party.

13.2 The obligation of confidentiality contained in this clause shall not apply or shall cease to apply to any Intellectual Property Rights, Know-How or other business, technical or commercial information which:

- (a) at the time of its disclosure by the disclosing party is already in the public domain or which subsequently enters the public domain other than by breach of the terms of this Agreement by the receiving party;
- (b) is already known to the receiving party as evidenced by written records at the time of its disclosure by the disclosing party and was not otherwise acquired by the receiving party from the disclosing party under any obligations of confidence; or
- (c) is at any time after the date of this Agreement acquired by the receiving party from a third party having the right to disclose the same to the receiving party without breach of the obligations owed by that party to the disclosing party.

14. Freedom of Information

14.1 Each party acknowledges that the other party is subject to the requirements of FOIA and the EIRs.

14.2 Each party shall:

- (a) provide all necessary assistance and cooperation as reasonably requested by the other party to enable the other party to comply with its obligations under the FOIA and EIRs;
- (b) transfer to the other party all requests for information relating to this agreement that it receives as soon as practicable and in any event within 2 working days of receipt;
- (c) provide the other party with a copy of all information belonging to the other party requested in the request for information which is in its possession or control in the form that the other party requires within 5 working days (or such other period as the other party may reasonably specify) of the other party's request for such information; and
- (d) not respond directly to a request for information unless authorised in writing to do so by the other party.

14.3 Each party acknowledges that the other party may be required under the FOIA and EIRs to disclose information without consulting or obtaining consent from

the Recipient. The other party shall take reasonable steps to notify the first party of a request for information (in accordance with the Secretary of State's section 45 Code of Practice on the Discharge of the Functions of Public Authorities under Part 1 of the FOIA) to the extent that it is permissible and reasonably practical for it to do so but (notwithstanding any other provision in this agreement) the other party shall be responsible for determining in its absolute discretion whether any information is exempt from disclosure in accordance with the FOIA and/or the EIRs.

15. Data Protection

- 15.1 Both Parties will comply with all applicable requirements of and all their obligations under the Data Protection Legislation which arise in connection with the Agreement and where appropriate, the Recipient will obtain the consent of its beneficiaries to enable to CPCA to receive and provide their Personal Data in connection with the project and for CPCA to contact them.

16. Withholding, Suspending and Repayment of Grant

- 16.1 CPCA's intention is that the Grant will be paid to the Recipient in full. However, without prejudice to CPCA's other rights and remedies, CPCA may at its discretion withhold or suspend payment of the Grant and/or require repayment of all or part of the Grant if:
- (a) the Recipient uses the Grant for purposes other than those for which it has been awarded;
 - (b) the delivery of the Project does not start within 3 months of the Commencement Date and the Recipient has failed to provide CPCA with a reasonable explanation for the delay;
 - (c) CPCA considers (acting reasonably) that the Recipient has not made satisfactory progress with the delivery of the Project. For the purposes of this subclause 16.1 (c) unsatisfactory progress shall mean when the Project fails to spend the profiled budget over three (3) consecutive months;
 - (d) the Recipient is, in the reasonable opinion of CPCA, delivering the Project in a negligent manner;
 - (e) the Recipient obtains duplicate funding from a third party for the Project in breach of clause 2.3;
 - (f) the Recipient obtains funding from a third party which, in the reasonable opinion of CPCA, undertakes activities that are likely to bring the reputation of the Project or CPCA into disrepute;

- (g) the Recipient provides CPCA with any materially misleading or inaccurate information;
- (h) the Recipient commits or committed a Prohibited Act;
- (i) any employee or volunteer of the Recipient has:
 - (i) acted dishonestly or negligently at any time and directly or indirectly to the detriment of the Project or
 - (ii) taken any actions which, in the reasonable opinion of CPCA, bring or are likely to bring CPCA's name or reputation into disrepute;
- (j) the Recipient ceases to operate for any reason, or it passes a resolution (or any court of competent jurisdiction makes an order) that it be wound up or dissolved (other than for the purpose of a bona fide and solvent reconstruction or amalgamation);
- (k) the Recipient becomes insolvent, or it is declared bankrupt, or it is placed into receivership, administration or liquidation, or a petition has been presented for its winding up, or it enters into any arrangement or composition for the benefit of its creditors, or it is unable to pay its debts as they fall due;
- (l) the Recipient fails to comply with any of the terms and conditions set out in this Agreement and fails to rectify any such failure within 30 days of receiving written notice detailing the failure; or
- (m) CPCA deems that there has been a breach of Subsidy Control Law.

16.2 CPCA may retain or set off any sums owed to it by the Recipient which have fallen due and payable against any sums due to the Recipient under this agreement.

16.3 The Recipient shall make any payments due to CPCA without any deduction whether by way of set-off, counterclaim, discount, abatement or otherwise.

16.4 Should the Recipient be subject to financial or other difficulties which are capable of having a material impact on its effective delivery of the Project or compliance with this Agreement it will notify CPCA as soon as possible so that, if possible, and without creating any legal obligation, CPCA will have an opportunity to provide assistance in resolving the problem or to take action to protect CPCA and the Grant monies.

17. Anti-discrimination

- 17.1 The Recipient shall not unlawfully discriminate within the meaning and scope of any law, enactment, order, or regulation relating to discrimination (whether in race, gender, religion, disability, sexual orientation, age or otherwise) in employment.
- 17.2 The Recipient shall take all reasonable steps to secure the observance of clause 17.1 by all servants, employees or agents of the Recipient and all suppliers and sub-contractors engaged on the Project.

18. Human Rights

- 18.1 The Recipient shall (and shall use its reasonable endeavours to procure that its staff shall) at all times comply with the provisions of the Human Rights Act 1998 in the performance of this Agreement as if the Recipient were a public body (as defined in the Human Rights Act 1998).
- 18.2 The Recipient shall undertake, or refrain from undertaking, such acts as CPCA requests so as to enable CPCA to comply with its obligations under the Human Rights Act 1998.

19. Limitation of Liability

- 19.1 CPCA accepts no liability for any consequences, whether direct or indirect, that may come about from the Recipient running the Project, the use of the Grant or from withdrawal of the Grant.
- 19.2 The Recipient shall indemnify and hold harmless CPCA, its employees, agents, officers or sub-contractors with respect to all claims, demands, actions, costs, expenses, losses, damages and all other liabilities arising from or incurred by reason of the actions and/or omissions of the Recipient in relation to the Project, the non-fulfilment of obligations of the Recipient under this Agreement or its obligations to third parties.
- 19.3 Subject to clause 19.1, CPCA's liability under this Agreement is limited to the payment of the Grant.

20. Warranties

- 20.1 The Recipient warrants, undertakes and agrees that:
- (a) it has all necessary resources and expertise to deliver the Project (assuming due receipt of the Grant);
 - (b) it has not committed, nor shall it commit, any Prohibited Act;

- (c) it shall at all times comply with all relevant legislation and all applicable codes of practice and other similar codes or recommendations, and shall notify CPCA immediately of any significant departure from such legislation, codes or recommendations;
- (d) it shall comply with the requirements of the Health and Safety at Work etc. Act 1974 and any other acts, orders, regulations and codes of practice relating to health and safety, which may apply to employees and other persons working on the Project;
- (e) it has and shall keep in place adequate procedures for dealing with any conflicts of interest;
- (f) it has and shall keep in place systems to deal with the prevention of fraud and/or administrative malfunction;
- (g) all financial and other information concerning the Recipient which has been disclosed to CPCA is to the best of its knowledge and belief, true and accurate;
- (h) it is not subject to any contractual or other restriction imposed by its own or any other organisation's rules or regulations or otherwise which may prevent or materially impede it from meeting its obligations in connection with the Grant;
- (i) it is not aware of anything in its own affairs, which it has not disclosed to CPCA or any of CPCA's advisers, which might reasonably have influenced the decision of CPCA to make the Grant on the terms contained in this Agreement; and
- (j) since the date of its last accounts there has been no material change in its financial position or prospects.

21. Insurance

21.1 The Recipient shall effect and maintain with a reputable insurance company a policy or policies in respect of all risks which may be incurred by the Recipient, arising out of the Recipient's performance of the Agreement, including death or personal injury, loss of or damage to property or any other loss (the **Required Insurances**).

21.2 The Required Insurances referred to above include (but are not limited to):

- (a) public liability insurance with a limit of indemnity of not less than ten million pounds (£10,000,000) in relation to any one claim or series of claims arising from the Project; and

- (b) employer's liability insurance with a limit of indemnity of not less than five million pounds (£5,000,000) in relation to any one claim or series of claims arising from the Project.

21.3 The Recipient shall (on request) supply to CPCA a copy of such insurance policies and evidence that the relevant premiums have been paid.

22. Duration

22.1 Except where otherwise specified, the terms of this Agreement shall apply from the Commencement Date until the anniversary of expiry of the Grant Period or for so long as any Grant monies remain unspent by the Recipient, whichever is longer.

22.2 Any obligations under this Agreement that remain unfulfilled following the expiry or termination of the Agreement shall survive such expiry or termination and continue in full force and effect until they have been fulfilled.

23. Termination

23.1 CPCA may terminate this Agreement and any Grant payments on giving the Recipient two months' written notice should it be required to do so by MHCLG, financial restraints or for any other reason.

24. Assignment

24.1 The Recipient may not, without the prior written consent of CPCA, assign, transfer, sub-contract, or in any other way make over to any third party the benefit and/or the burden of this Agreement or, except as contemplated as part of the Project, transfer or pay to any other person any part of the Grant.

25. Waiver

25.1 No failure or delay by either party to exercise any right or remedy under this Agreement shall be construed as a waiver of any other right or remedy.

26. Notices

26.1 Any notice given to a party under or in connection with this contract shall be in writing marked for the attention of the party's Authorised Representative and shall be:

- (a) delivered by hand or by pre-paid first-class post or other next working day delivery service to the following addresses:
 - (i) Party 1: CPCA, 2nd Floor, Pathfinder House, St Mary's Street, Huntingdon. PE29 3TP
 - (ii) Party 2: FDC, Fenland Hall, County Road, March, PE15 8NQ.

- (b) sent by email to the following addresses (or an address substituted in writing by the party to be served):
 - (i) Party 1: richard.kenny@cambridgeshirepeterborough-ca.gov.uk.
 - (ii) Party 2: sjackson@fenland.gov.uk.

26.2 Any notice shall be deemed to have been received:

- (i) if delivered by hand, at the time the notice is left at the proper address;
- (ii) if sent by pre-paid first-class post or other next working day delivery service, at 9.00 am on the second Working Day after posting; or
- (iii) if sent by email, at the time of transmission, or if this time falls outside Working Hours in the place of receipt, when Working Hours resume.

26.3 This clause does not apply to the service of any proceedings or other documents in any legal action or, where applicable, any arbitration or other method of dispute resolution.

27. Dispute Resolution

27.1 In the event of any complaint or dispute (which does not relate to CPCA's right to withhold funds or terminate arising between the parties to this Agreement in relation to this Agreement the matter should first be referred for resolution to the Project Manager or any other individual nominated by CPCA from time to time.

27.2 Should the complaint or dispute remain unresolved within 14 days of the matter first being referred to the Project Manager or other nominated individual, as the case may be, either party may refer the matter to Steve Clark, the Senior Responsible Officer of CPCA and the Director of the relevant department of the Recipient with an instruction to attempt to resolve the dispute by agreement within 28 days, or such other period as may be mutually agreed by CPCA and the Recipient.

27.3 In the absence of agreement under clause 27.2, the parties may seek to resolve the matter through mediation under the CEDR Model Mediation Procedure (or such other appropriate dispute resolution model as is agreed by both parties). Unless otherwise agreed, the parties shall bear the costs and expenses of the mediation equally.

28. No Partnership or Agency

28.1 This Agreement shall not create any partnership or joint venture between CPCA and the Recipient, nor any relationship of principal and agent, nor authorise any party to make or enter into any commitments for or on behalf of the other party.

29. Joint and Several Liability

29.1 Where the Recipient is not a company nor an incorporated entity with a distinct legal personality of its own, the individuals who enter into and sign this Agreement on behalf of the Recipient shall be jointly and severally liable for the Recipient's obligations and liabilities arising under this Agreement.

30. Contracts (Rights of Third Parties) Act 1999

30.1 This Agreement does not and is not intended to confer any contractual benefit on any person pursuant to the terms of the Contracts (Rights of Third Parties) Act 1999.

31. Governing Law

31.1 This Agreement shall be governed by and construed in accordance with the law of England and the parties irrevocably submit to the exclusive jurisdiction of the Courts of England and Wales.

32. Subsidy Rules

32.1 The Grant is subject to the Subsidy Rules and the Recipient confirms it has received independent legal advice in this regard including legal advice concerning the terms and effects of this Agreement and in particular on the implications of any determination that any assistance received by the Recipient under this Agreement represents a Subsidy.

32.2 The Recipient acknowledges and agrees that CPCA accepts no liability and makes no assurance that the funding is compliant with the Subsidy Rules. In the event that the Grant is adjudged to constitute unlawful Subsidy the Recipient agrees to make any necessary repayment and shall indemnify and save harmless the Funder against all claims, demands, actions, costs, expenses, losses, damages and all other liabilities arising from or incurred by reason of the Grant or any part of it constituting unlawful Subsidy. This provision of this Clause 32 shall survive termination of this Agreement, however arising for a period of five years from the date of this Agreement.

32.3 In the event the Recipient appoints or instructs a sub-recipient to assist with the delivery of any part of the Project, the Recipient shall:

- (a) assess and address the issue of Subsidy (in the absence of a procurement compliant with UK requirements and the Recipients own internal processes); and
- (b) where the Recipient considers Subsidy to apply, it shall ensure that the Subsidy Rules and the requirements in any applicable exemption are fully complied with and for the avoidance of doubt the Recipient shall refrain from granting any funding that constitutes illegal Subsidy; and
- (c) ensure suitable clawback provisions are included in any agreement between the Recipient and the sub-recipient, to apply in the event any aid is adjudged to be illegal Subsidy and/or amounts to aid which overcompensates the Sub-Recipient for the goods/services obtained.

32.4 In the event that the Recipient alters the Project or any part of the Project, either with or without the prior approval of CPCA, then the Recipient shall:

- (a) consider the potential Subsidy implications of that alteration; and
- (b) take all necessary steps to ensure that any alteration is compliant with the Subsidy Rules; and
- (c) shall notify CPCA of any alterations with Subsidy implications (whether actual or potential) and the nature of such implications as soon as possible upon becoming aware of the Subsidy implications.

33. Entire Agreement

33.1 This Agreement (together with all documents attached to or referred to within it) constitutes the entire agreement and understanding between the parties in relation to the Grant and supersedes any previous agreement or understanding between them in relation to such subject matter.

33.2 This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

IN WITNESS whereof the parties hereto have executed this agreement as a Deed (but it remains undelivered until the day and year first above written)

**THE COMMON SEAL of CAMBRIDGESHIRE
AND PETERBOROUGH COMBINED AUTHORITY
was hereunto affixed in the presence of:**

Authorised Signatory

**THE COMMON SEAL of FENLAND DISTRICT COUNCIL
was hereunto affixed in the presence of:**

Authorised Signatory

Schedule 1 – The Project

UK Shared Prosperity Fund - Transitional Year 2025-2026 – Concept Paper	
Submission Date	14/02/2025
Author	Alan Boughen FDC
Exec Director Signoff?	Yes
Paper Version	V1 – January 2025

Key Project Information			
Project or Programme Name	Firebreak and ASB		
Submitting Organisation	Fenland District Council		
Funding Source	Ministry of Housing, Communities & Local Government (MHCLG)		
CPCA Directorate	Economy and Growth Directorate		
CPCA Project Lead Directorate			
Primary CPCA Strategic Objective			
Alignment to Shared Ambition			
Please select at least one box of the five government missions your project will support.	<p>5 government Missions.</p> <p><input type="checkbox"/> Mission 1: Kickstart economic growth</p> <p><input type="checkbox"/> Mission 2: Make Britain a clean energy superpower</p> <p><input checked="" type="checkbox"/> Mission 3: Take back our streets</p> <p><input checked="" type="checkbox"/> Mission 4: Break down barriers to opportunity</p> <p><input type="checkbox"/> Mission 5: Build an NHS fit for the future</p>		
Please select a priority theme your project or programme will support (UKSPF).	Communities and Place <input checked="" type="checkbox"/>	Supporting Local Business <input type="checkbox"/>	People and Skills <input type="checkbox"/>
Project or Programme Lead Officer	Fenland District Council		
Directorate Executive Director			
Delivery Responsibility	Fenland District Council		
Location of Project	Fenland		
Amount requested (£)	£59,000 (rev)		
Funding type	Project-specific funding (UKSPF).	Included in the MTFP?	Yes

MTFP Allocation Detail	Economy & Growth Revenue Programme: UK Shared Prosperity Fund - Revenue - Appendix D - detailed proposed revenue budgets.pdf Economy & Growth Capital Programme: UK SPF Core (cap) - Appendix C - detailed proposed capital budgets.pdf
Brief Description Project/programme purpose: (single line only)	
This initiative aims to equip young people with essential life skills, confidence, and practical training while fostering positive engagement with uniformed services	
Detailed Description of the project/programme purpose: (be as thorough and descriptive as you can)	
<p>Delivered in partnership with the Fire Service, County Council Youth Engagement team, law enforcement agencies, and local youth organisation CICs, the project provides structured youth engagement opportunities, focusing on personal development and crime prevention. As well opportunities to engage and reassure the wider community through visible policing across all areas of Fenland.</p> <p>A key component of this initiative addresses youth-related anti-social behavior (ASB) and crime through targeted outreach, increased police visibility, and proactive intervention strategies. Under Operation Luscombe, law enforcement will enhance patrols in ASB-prone areas across Fenland, improving public perception of safety and reducing nuisance incidents.</p> <p>The project includes:</p> <ul style="list-style-type: none"> Youth engagement programs led by the Fire Service to promote essential life skills and confidence. Community outreach sessions led by County Council Youth Engagement teams to strengthen relationships between young people, their community, law enforcement, and emergency services. Increased police presence in high-risk areas to deter ASB and improve community safety. Structured conflict resolution to address and mitigate nuisance incidents effectively. Enforcement actions where necessary to ensure public order and long-term community security. <p>Proposed Project Outcomes:</p> <p>Firebreak: three sessions delivered to a maximum of 27 young people.</p> <p>Op Luscombe Young People & Adults:</p> <ul style="list-style-type: none"> • 300 hrs of officer time on foot patrol across Fenland. (estimate) • Number of community engagements • Number of enforcement outcomes • Number of ASB/nuisance incidents attended • Improved perception of safety/trust & confidence in policing • Author case studies of work/engagement <p>Youth Engagement:</p> <ul style="list-style-type: none"> • 200 hrs of engagement with young people through detached work/youth engagement (estimate) • 100 young people engaged • 25% of young people engaged establish meaningful relationship which leads to improved personal outcomes • 20% of young people engaged report an increase in personal & emotional development • Service providers track the number of interventions which has helped prevent a young person engaging in ASB and/or crime. • Service providers track the number of young people who have been supported to engage in positive peer networks and reduces association with peers involved in ASB & crime. • Number of young people provided opportunity to build skills, emotional resilience and aspirations 	

Timelines		
Proposed Start Date	Expected Duration of Project	Details of factors driving start and duration (why proposed start and end date have been chosen)
01/04/26	12 Months	
<p>Please provide quarterly milestones, even if they are just rough estimates.</p>		<p>Quarter 1 (Apr, May & Jun)</p> <p>Firebreak: To have made schools and fire service aware of upcoming project and for students to be identified</p> <p>Op Luscombe: Higher percentage of patrol hours to be used in this and next quarter at times of higher demand and increased visibility. Reflects period of higher demand and seasonal trends.</p> <p>Youth Engagement: This will reflect the Op Luscombe milestones linked to seasonal trends.</p>
		<p>Quarter 2 (Jul, Aug & Sept)</p> <p>Firebreak: To have delivered 2 firebreaks</p> <p>Op Luscombe: Higher percentage of patrol hours to be used in this and previous quarter at times of higher demand and increased visibility. Reflects period of higher demand and seasonal trends.</p> <p>Youth Engagement: This will reflect the Op Luscombe milestones linked to seasonal trends.</p>
		<p>Quarter 3 (Oct, Nov & Dec)</p> <p>To deliver the final firebreak</p> <p>Op Luscombe: Reduced percentage of patrol hours to be used in this and last quarter at times of higher demand and increased visibility. Reflects period of higher demand and seasonal trends.</p>

		<p>Youth Engagement: This will reflect the Op Luscombe milestones linked to seasonal trends.</p>
	<p>Quarter 4 (Jan, Feb & Mar)</p>	<p>Evaluation of all projects</p> <p>Op Luscombe: Reduced percentage of patrol hours to be used in this and previous quarters at times of higher demand and increased visibility. Reflects period of higher demand and seasonal trends.</p> <p>Youth Engagement: This will reflect the Op Luscombe milestones linked to seasonal trends.</p>
<p>Please provide the outputs that this project or programme will deliver.</p>	<p>From MHCLG Annex A</p> <p><i>Alexa Hamilton, the Programme Lead, will review the outputs and outcomes with you once MHCLG has sent the updated ones.</i></p>	
<p>Please provide the outcomes that this project or programme will deliver.</p>	<p>From MHCLG Annex A</p> <p><i>Alexa Hamilton, the Programme Lead, will review the outputs and outcomes with you once MHCLG has sent the updated ones.</i></p>	
<p>Impact of not proceeding:</p>		
<p>Briefly describe the impact or lost opportunity of not proceeding with this project or programme.</p> <p>All the above projects have been subject of delivery over the past 2 years through time limited external funding streams. Without continued funding these projects are likely to come to an end. They have all been successful and the outcomes are likely to be more effective than already achieved if the projects can be continued with minimum disruption.</p>		
<p>Financials (Estimates)</p>		
<p>Current Estimate for Total Cost of project or programme</p>	<p>Does this project involve match, private, or public funding? If so, please indicate the amount and specify the funding source</p>	<p>Estimated cost for creation of business case</p>
<p>What is the total estimated cost for this project, including all delivery costs and any design work?</p>	<p>What is the funding structure for the total project budget, and how is contributing and how much? <u>What is the impact of with no contribution.</u></p>	<p>N/A Part of a Programme Business Case for UKSPF</p>

		<u>from CPCA?</u>			
Capital	Revenue	Capital	Revenue	Combination of Revenue & Capital?	Yes/No (Detail & Split)
Please provide quarterly milestones, even if they are just rough estimates.					
				Quarter 1 (Apr, May & Jun)	£8,250.00 Op Luscombe £8,250.00 Youth Engagement
				Quarter 2 (Jul, Aug & Sept)	£10,000 – 2 firebreaks to have been run during this time £8,250.00 Op Luscombe £8,250.00 Youth Engagement
				Quarter 3 (Oct, Nov & Dec)	£5000 – final firebreak £2,250.00 Op Luscombe £3,250.00 Youth Engagement
				Quarter 4 (Jan, Feb & Mar)	£2,250.00 Op Luscombe £3,250.00 Youth Engagement
Assumptions or risks that could increase or decrease the total cost					
Describe any assumptions made when estimating costs and any risks that could increase or decrease the estimate in the future.					
Firebreak is a fixed cost, the only risk is we don't get the buy in from those with access to young people to access the project. Based on previous work this seems unlikely.					
Risk is linked to delivery costs of service providers which may impact input/output. However, this can be mitigated by regular monitoring and probable reduction in desired outputs should finances become an issue.					
Benefits (Benefits must be measurable)					
Type	Description			Assumptions or risks that could increase or decrease the total benefits	
Financial benefits	Describe the key measurable financial benefits linked to this project/programme. N/A			Describe any Assumptions made when estimating benefits and any risks that could increase or decrease the estimate in the future.	
Non-financial benefits	Describe the key measurable non-financial benefits linked to this project/programme. Cohort of vulnerable young people are put into a new environment where they learn practical skills along			Describe any Assumptions made when estimating benefits and any risks that could increase or decrease the estimate in the future. Some children may not engage or complete the course. This is not predictable, and we	

	<p>with lessons centred around ASB and risky behaviour</p> <p>Improved engagement with young people, improving their aspirations and encouragement for personal development whilst reducing likelihood of involvement in crime and ASB.</p> <p>Improved visibility of police in community will improve trust and confidence of wider community, reassure the community and allow police to be visible in identified hotspot areas for crime and ASB.</p>	<p>rely on professionals working with children to provide children with the best chance of succeeding.</p> <p>The assumption has been made that community demand, activity of young people and need for engagement will be higher during the spring, summer and autumn. Therefore, intervention and project delivery should be higher during these seasons.</p>
--	--	---

Risk, Assumptions, Issues and Dependencies (RAID)						
Known Risks	Describe any known risks to delivering this project/programme's scope, timeframes, etc. Fire Service stop running the scheme Children do not engage Issues outside our control that affect the service delivery partners.					
Known Assumptions	Describe any assumptions made to date related to the delivery of this project/programme's scope, timeframes, etc. All inputs and outcomes are assumptions following brief discussion with delivery partners. Detailed discussion will be held when funding confirmed.					
Known Issues	Describe any known issues related to delivering this project/programme's scope, timeframes, etc. No opportunity as yet to discuss in detail the proposed delivery and outcomes with partners. Delivery partners have delivered very similar projects successfully in recent past and therefore not likely to be a significant risk.					
Known External Dependencies	Describe any known external dependencies to delivering this project/programme's scope, timeframes, etc. All projects are delivered in full by external partners. However, with appropriate monitoring it is hoped this risk can be mitigated.					
Known internal Dependencies (tick which shared service is required)	Comms	Procurement	Legal	Finance	HR	Policy & Insight
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Please Summarise below:						
<ul style="list-style-type: none"> - Key project delivery risks. - Responsible party (Owner) for managing risks. - Probability of occurrence (high, medium, low). - Impact level (high, medium, low). - Mitigation plans for risks. 						
Risk Assessment	Risks Description	Risk Owner	Probability (H, M, L)	Impact (H, M, L)	Mitigation	

	Partners are unable to deliver project as envisaged.	Fenland District Council in partnership with delivery partners	L	H	All bar two service providers are from the public sector. The other two are local established CICs. Regular performance and finance monitoring.
	Ability to be flexible and respond to demand	All service delivery partners	L	M	Regular monitoring and progress meetings, looking specifically at demand and hotspot areas with historic data also considered.
<i>Add extra lines below for as many identified risks.</i>					

Subsidy Control

The project must deliver in line with Subsidy Control as per Government Guidance?

<https://www.gov.uk/government/publications/complying-with-the-uks-international-obligations-on-subsidy-control-guidance-for-public-authorities>

Does any of the project involve the issue of subsidy?

Choose an item.

If yes, please explain how the subsidies comply with the UK's Subsidy control regime.

Schedule 2 – Qualifying Expenditure Plan

PROJECT TITLE	REGION AUTHORITY	CAPITAL	REVENUE	TOTAL MAXIMUM SUM OF GRANT
ASB and Firebreak	FDC	0	£59,000	£59,000

Schedule 3 - Claim Form

GRANT FUND FINANCIAL CLAIM FORM

1. CLAIM DETAILS

Project Title	
CPCA Project Reference	
Delivery Lead Reference	
Month / Quarter / Period that this claim refers to	
Funding Recipient Organisation	
Address	
Postcode	
Email	
Telephone	
Date of Funding Agreement	
Project Start Date	
Project End Date	
The maximum amount of the grant approved	
Total expected project cost	
Total grant received to date (current funding agreement)	£0
Project claim number	
Forecasts spend for this period	
Actual spend during this period	
Actual spend breakdown for the current period for which the grant is being claimed (or attach a spreadsheet)	

Forecasts spend for the next period & attach expenditure forecast unless the same as per the funding agreement.

3. DECLARATION

I believe the above information to be accurate. I claim a grant* drawdown of £[insert amount] and certify that this amount is not more than is payable in accordance with the provisions of the funding agreement.

***Delete which is not applicable**

Name	
Signature	
Date	
Position	
Telephone	
Email	

To be completed by S151 or authorised representative:

As or on behalf of the Chief Financial Officer for the lead Local Authority, based on the assurances provided above, I certify that the project is progressing to my satisfaction/has been completed satisfactorily, and this claim is for payment.

Signed:	
Name in block letters:	
Date:	

TO BE COMPLETED BY CAMBRIDGESHIRE AND PETERBOROUGH COMBINED AUTHORITY:

Have all sections of the claim form been completed?	<input type="checkbox"/>
CPCA Office to confirm which programme/grant applies to this project:	
To be completed by CPCA Project Manager: I certify that where a grant has been claimed that the project is progressing to my satisfaction and to agreed timescales/has been completed satisfactorily, and this claim is for payment.	
Signed:	

Name in block letters:

Date:

To be completed by CPCA Finance:

I certify that the costs of this claim are fair, and the supporting documentation is sufficient to evidence the grant amount being claimed.

Signed:

Name in block letters:

Date:

To be completed by S73 or authorised representative:

As or on behalf of the Chief Financial Officer for the Cambridgeshire and Peterborough Combined Authority, based on the assurances provided above, I certify that the project is progressing to my satisfaction/has been completed satisfactorily, and this claim is for payment.

Signed:

Name in block letters:

Date:

To be completed by the CEO or the Monitoring Officer where needed:

Per the assurance provided by the Section 151 officer's authorised representative, I approve this claim for payment.

Signed:

Name in block letters:

Date:

Schedule 4 – Monitoring Form



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

UKSPF TF MONITORING REPORT 2025

QX (Months)



Lead Local Authority

Lead Local Authority	Fenland District Council
Fund Allocation	
GFA	
UKSPF Programme Duration	1 year (2025 – 2026)
Spend to Date	
Urgent Task(s)	
UKSPF lead Officer: (signature required to confirm all information submitted is accurate and evidence can be provided if required)	<i>Signature required</i>
Date Signed	<i>Date required</i>

Please include a detailed assessment of the programme's performance and planned future activities in the progress report. It should demonstrate the successful delivery of activities and outputs. If there are any performance delays, include the measures to get the project back on track.

Your claim may be rejected if the information is considered insufficient or incorrect.

Progress

Overall Quarterly Progress Note - Please briefly comment on the overall activities carried out during the last quarter. If any delays or issues occurred during this period, please provide details and the measures taken to address them.

Projects	Themes	Intervention Number	Milestones	Brief Quarterly Update
			Quarterly	
ASB and Firebreak			<p>Q1 - Firebreak: To have made schools and fire service aware of upcoming project and for students to be identified</p> <p>Op Luscombe: Higher percentage of patrol hours to be used in this and next quarter at times of higher demand and increased visibility. Reflects period of higher demand and seasonal trends.</p> <p>Youth Engagement: This will reflect the Op Luscombe milestones linked to seasonal trends.</p>	

		<p>Q2 - Firebreak: To have delivered 2 firebreaks</p> <p>Op Luscombe: Higher percentage of patrol hours to be used in this and previous quarter at times of higher demand and increased visibility. Reflects period of higher demand and seasonal trends.</p> <p>Youth Engagement: This will reflect the Op Luscombe milestones linked to seasonal trends.</p>	
		<p>Q3 - To deliver the final firebreak</p> <p>Op Luscombe: Reduced percentage of patrol hours to be used in this and last quarter at times of higher demand and increased visibility. Reflects period of higher demand and seasonal trends.</p> <p>Youth Engagement: This will reflect the Op Luscombe milestones linked to seasonal trends.</p>	
		<p>Q4 - Evaluation of all projects</p> <p>Op Luscombe: Reduced percentage of patrol hours to be used in this and previous quarters at times of higher demand and increased visibility. Reflects period of higher demand and seasonal trends.</p> <p>Youth Engagement: This will reflect the Op Luscombe milestones linked to seasonal trends.</p>	

Financials

Financial Performance - This section should cover actual expenditure against the project performance discussed to date.

Project	Budget (23/24 - carry forward incl)		Spend to date (£)		Claims Submitted? (Yes or No)	Cumulative Expenditure Concerns? 0 - 49%: Red 50% - 69%: Amber 70% - 100%: Green
	Capital	Revenue	Capital	Revenue		

Forecast

Please provide forecasts for the next two quarters.

Project	Reference	Project Lead	Q1	Q2	Q3	Q4
ASB and Firebreak			£8,250.00 Op Luscombe £8,250.00 Youth Engagement	£10,000 – 2 firebreaks to have been run during this time £8,250.00 Op Luscombe £8,250.00 Youth Engagement	£5000 – final firebreak £2,250.00 Op Luscombe £3,250.00 Youth Engagement	£2,250.00 Op Luscombe £3,250.00 Youth Engagement

Deliverables

Progress against Contractual Outcomes and Outputs.



Project	Intervention	Output	Actual	Outcome	Actual
ASB and Firebreak	OP10, OP9, OP27 OC19	OP10 Number of enterprises receiving non-financial support 20 OP9 Number of enterprises receiving grants 1 OP27 Number of volunteering opportunities supported 15		OC19 Number of community-led arts, cultural, heritage and creative programmes 45	

--	--	--	--	--	--

Publicity

Publicity Quarterly Calendar—The table below must summarise all marketing information for your projects. Please provide media release schedules for press release submission.

Jul	Aug	Sept	Oct	Nov	Dec
-----	-----	------	-----	-----	-----



Project:					
Project Theme: C&P, LB or P&S					
Information:					

Project Risk(s)

Risk ratings: Please describe any associated project risks here. Further details will need to be provided separately.

Project Name	Risk Title	Date Identified	Risk Type	Risk Owner	Cost of Risk (£)	Target Risk Score

Risk guidance

Risk Matrix

Impact	5	Critical	15	19	22	24	25
	4	Major	10	14	18	21	23
	3	Moderate	6	9	13	17	20
	2	Minor	3	5	8	12	16
	1	Negligible	1	2	4	7	11
			1	2	3	4	5
			Rare	Unlikely	Possible	Likely	Almost Certain

Likelihood



Schedule 5 – Project Change Request

Change Request Form

This form is designed to guarantee adequate tracking of project delivery. Any change that exceeds 30% of the assigned deliverables and expenditure within your Local Authority allocation will be considered a Material Change. This means that any such change will require additional examination and evaluation. Please note that the 30% limit accumulates across all alterations

Only complete the sections relevant to your proposed change.

UKSPF <input type="checkbox"/>		REPF <input type="checkbox"/>	
Project Name:			
Material Change?	Choose an item.	Percentage of funds affected. <small>(The amount must be calculated based on the total funds allocated.)</small>	N/A
Project Description:			
Project Budget Allocation:			
Change in Capital expenditure?	Choose an item.	Notification Date:	Click or tap to enter a date.
Change in Revenue expenditure?	Choose an item.	Delay Start or Completion?	Choose an item.
Change in Output?	Choose an item.	Change in intervention?	Choose an item.
Change in Outcome?	Choose an item.	Cancellation of the Project(s)?	Choose an item.
Brief Description of the Change: (single line only)			
Original Capital Budget:		New Capital Budget:	
Original Revenue Budget:		New Revenue Budget:	

Change Request Form

Original Outputs:		Original Outcomes:	
New Outputs:		New Outcomes:	
Original Start Date:	Click or tap to enter a date.	New Start Date:	Click or tap to enter a date.
Original Completion Date:	Click or tap to enter a date.	New Completion Date:	Click or tap to enter a date.
Reason for Change:			
Submitted by:		Date:	Click or tap to enter a date.
Local Authority Chief Finance Officer:		Date:	Click or tap to enter a date.
Local Authority Monitoring Officer:		Date:	Click or tap to enter a date.
Local Authority Director:		Date:	Click or tap to enter a date.
CPCA Legal Officer:		Date:	Click or tap to enter a date.
CPCA Finance Officer:		Date:	Click or tap to enter a date.
CPCA Executive Director:		Date:	Click or tap to enter a date.

Schedule 6 – Deed of Variation

Agreement Title:	GRANT FUNDING AGREEMENT in respect of the UK Shared Prosperity Fund and more specifically A Focus on Abbey
-------------------------	---

Variation No:		Date	
----------------------	--	-------------	--

BETWEEN:

Cambridgeshire and Peterborough Combined Authority and [insert]

The Agreement is varied as follows:

[INSERT DETAILS OF VARIATION]

Start Date:

Extension of Time/Proposed Completion Date:

Costs:

This document has been executed as a deed and is delivered and takes effect on the date stated at the beginning of it.

[INSERT EXECUTION CLAUSE]

Schedule 7 – Quarterly Budget

Project	Reference	Project Lead	Q1	Q2	Q3	Q4
ASB and Firebreak			£8,250.00 Op Luscombe £8,250.00 Youth Engagement	£10,000 – 2 firebreaks to have been run during this time £8,250.00 Op Luscombe £8,250.00 Youth Engagement	£5000 – final firebreak £2,250.00 Op Luscombe £3,250.00 Youth Engagement	£2,250.00 Op Luscombe £3,250.00 Youth Engagement

Schedule 8 - Project Closure Report

Project Closure Report

Project Details			
Project Code:	CPCA to complete.	Project Name:	
Project / Programme Manager:		Directorate:	Business & Skills
Project Start Date:		Project Completion Date:	31/03/2026
Original Project Scope: What has been delivered:		Actual Completion Date:	

Outcomes	
Please provide the outcomes and outputs delivered by this project over the past three	
Project Output:	Achieved within the project lifecycle
	2025 - 2026
Project Outcomes:	Achieved within the project lifecycle
	2025 - 2026

Project Overview

What were the original objectives of the project? (Please provide a brief summary of the key goals and expected outcomes.)	
What were the criteria for measuring success? (E.g., number of participants engaged, infrastructure completed, jobs created, etc.)	

Project Closure Report

Was the project completed as originally planned?

Has an external completion report been completed? If yes, please ensure the completed closeout documentation is saved.

Project Highlights

What were the most significant achievements? (Highlight key milestones, success stories, and any unexpected positive outcomes.)

What methods or strategies worked particularly well? (Consider approaches that led to efficiency, engagement, or improved outcomes.)
Please detail.

What was most valuable in delivering the project successfully? (E.g., collaboration with partners, technology used, funding flexibility, etc.)

Project Challenges & Areas for Improvement

What were the key challenges faced? (Consider barriers such as staffing, timeline, budget, engagement, or external factors.)

What specific processes could be improved? (Think about reporting, project management, procurement, communication, etc.)

What were the main problem areas? (E.g., budgeting constraints, delays, unexpected risks, or policy-related challenges.)

Finance

Please complete the table and add any additional information below. If there are any issues or queries, please speak to the Programme Lead, Alexa Hamilton

	2025 - 2026	Notes
Actual Years e.g. 2025-2026:		
Original Budget:		
Completed Budget:		
Variances:		
Please confirm that all claims have been submitted to CPCA, along with the financial evidence in the form of a screenshot.		<i>Insert screenshot here.</i>

Project Closure Report

Please explain any variances:	
Are there any Grant Funding Contractual Obligations?	
Has the final invoices been received and financial close been undertaken?	
Has a VfM assessment been done? If so, please include with this document	

Monitoring and Evaluation

Please can you advise whether the following has been completed and provide commentary if needed:	
Has a formal Monitoring and Evaluation (M&E) plan been developed for this project?	Yes (Please attach or provide access to the document) No (Please explain why)
Has a logic model been completed for this project?	Yes (Please ensure it is saved on SharePoint and provide a brief summary below) No (Please explain why)
Has the M&E plan been reviewed and agreed upon with the project team?	Yes (Please ensure the final version is included with the closure report) No (Please explain why)

Project Manager financial sign-off

We confirm that the total sum of £XXX, as outlined in the Grant Funding Agreement (GFA), has been fully claimed.	
This amount satisfies all financial obligations under the GFA, and no further adjustments or claims will be made.	
Project/Programme Manager Sign Off:	Date:

Lessons Learned (more detail on tab 2)

Please complete the columns in Tab 2 for Lessons Learned during this project.

Project Completion Sign Off

Finance Sign Off (S151):	Date:
Director Sign Off:	Date:


Project Closure Report

Your feedback will help improve future UKSPF and REPF projects. If you have any additional insights, please share them with us.

Stage Identified	Event	Effect	Causes/Trigger	Key Takeaways	Future Recommendations	Date Logged	Logged By

Additional Comments

Insert text here

Agenda Item No:	6	
Committee:	Cabinet/Investment Board	
Date:	19 May 2025	
Report Title:	Grounds Avenue – Development and Lease – to support Housing Duties	

Cover sheet:

1 Purpose / Summary

- 1.1 To consider proposal to commission Cornerstone Place to develop land at Grounds Avenue, March and enter into relevant legal documentation to lease the land to a Registered Provider (RP) for 125 years with the Council providing directly the required management and support to the residents in the properties.

2 Key Issues

- 2.1 The Council currently accommodates at any one time around 30 households that require assistance under homelessness legislation in accommodation that is not Housing Benefit Subsidy compliant which places significant additional pressure on the Council's budgetary provision.
- 2.2 Therefore, in accordance with the Medium-Term Financial Strategy it is a financial priority of the Council to reduce this pressure by providing a housing benefit subsidy compliant alternative.
- 2.3 The Council has commissioned Cornerstone Place to deliver a solution to make a significant saving to support the Council's duties and responsibilities in relation to housing. In summary:
- 2.4 At risk costs to the Council is circa £92k based on 12 units (refunded to the Council on progression of the scheme post planning)
- Final numbers may adjust subject to grant levels, borrowing rates and availability of other grant pots.
 - Annual savings to the Authority circa £188k
 - FDC to retain nomination rights with the properties let through a partner RP.
 - FDC would hold all repairs, void and administration responsibility – recoverable through exempt rents as part of the benefit system
 - Still some unknowns (eg ground conditions, local ecology) to manage as part of the planning process. Site has an existing planning permission.

- FDC retains option to remove RP at any time for the cost of any outstanding debt plus fees
- Transparent process – built at cost – FDC in control of decisions
- Capital funding for delivery of the project not required from FDC and no requirement for FDC to borrow money from Public Works Loan Board

2.5 A project plan has been produced with the aim to have the properties in place by October 2026.

2.6 In terms of legal agreements, the Council will enter into the following agreements with Cornerstone Place / RP:

- 125-year Lease agreement with the RP.
- Management agreement for FDC to have 100% nominations and directly provide the support and management.

3 Recommendations

3.1 Cabinet is recommended to delegate to the Section 151 and Monitoring Officer in consultation with the Portfolio Holder for Housing and the Leader to:

- Agree to enter into agreement with Cornerstone to develop the Grounds Avenue site to provide 12 properties to support our Housing Duties
- Agree to enter into a 125-year lease with an RP for the land.
- Agree to enter into a management lease with the RP to enable the Council to control the nominations into and undertake the management and support responsibilities.
- Agree to the at-risk costs of circa £92k dependent on a planning permission, securing an RP and the relevant grant funding and private finance, all to be refunded at funds drawdown.

Wards Affected	All
Forward Plan Reference	KEY/04APR25/01
Portfolio Holder(s)	Cllr Chris Boden – Leader and Portfolio responsibility for Finance Cllr Sidney Imafidon – Portfolio Holder for Assets Cllr Sam Hoy – Portfolio Holder for Housing
Report Originator(s)	Dan Horn – Assistant Director
Contact Officer(s)	Dan Horn – Assistant Director Carol Pilson – Corporate Director & Monitoring Officer Peter Catchpole – Corporate Director & Section 151 Officer

4 BACKGROUND AND INTENDED OUTCOMES

- 4.1 Cornerstone Place have previously supported the Council in partnership with the YMCA to bring a hostel in Wisbech back into use after being a long-term empty property.
- 4.2 The Council have been working on a range of projects to reduce the penalties through the benefit subsidy system on the Council's finances in meeting its housing duties. Projects have included purchase of properties through the Local Authority Housing Fund programme, as well as the purchase of additional properties throughout the district.
- 4.3 With the new focus on capital financing required for the Fenland Inspire! programme, brought about from the Local Government Reform, the Cornerstone Place "Impact First Social Housing Model" (IFSHM) at Grounds Avenue allows the Council to have control on 12 more properties to support homeless households without the Council having to provide the capital finance.

5 REASONS FOR RECOMMENDATIONS

- 5.1 The IFSHM allows the development on Council assets and buildings where the Council retains the freehold and control and is funded through eligible rents and grants.
- 5.2 The Council has land at Grounds Avenue, March with existing permission for 6 units. Following a marketing exercise, there was no interest from the market. In light of this priority focus to reduce the pressure financially through undertaking our housing duties, the site is therefore perfect to achieve significant Council savings with no capital outlay.
- 5.3 The IFSHM model also:
 - Delivers Net Zero New Build properties:
 - Triple glazing
 - Air Source Heat Pumps
 - Mechanical Ventilation and Heat Recovery system
 - Solar Panels
 - Extensive insulation
 - Modern Methods of Construction (MMC) using a panelised offsite system or category 1 manufacturing and local employment where possible
 - Will work with psychologists and interior designers to create psychologically informed environments

- Building Management System which will enable monitoring in each room of multiple data points including:
 - Moisture levels Temperature Energy usage
 - Volatile airborne compounds levels
 - Lighting levels
 - Movement within the property
- Delivered at cost – no developer profit

6 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 The other option would be for the Council to do the project in house, including planning, raising the finance, project management and raising the capital financing.
- 6.2 Finance colleagues commissioned MUFG Corporate Markets Treasury Services to look at the implications to FDC's balance sheet to the Cornerstone model. The document from MUFG Corporate Markets is attached at Schedule 1 along with a summary from the FDC accountancy team at Schedule 2. Please note the example is not the Grounds Avenue site, another site used for illustrative purposes.
- 6.3 In summary there is little difference to how each model would be accounted for on the Council's balance sheet.
- 6.4 Therefore, it is whether FDC want to project manage delivery of the scheme and raise the capital / relevant loans directly or we commission Cornerstone to project manage and deliver the same scheme with FDC having equivalent control as if we did the scheme ourselves.
- 6.5 Clearly the latter option eases the competing requests for finance from "Fenland Inspire!" funding requests. There is no need for FDC to put any capital in or raise loans. The model means FDC will manage the scheme (staffing and full nomination rights) so have complete control on the lets and performance of the scheme.
- 6.6 The proposal is subsidy compliant.
- 6.7 Cornerstone are proposing to use an established MMC construction to speed up delivery.
- 6.8 Also, it recognises to project manage this scheme in house as well as other projects underway and the Fenland Inspire! work, it is felt that the Cornerstone model will achieve the units more quickly than an inhouse solution.
- 6.9 The "at risk" circa £92k costs for the planning permission that is refunded when successful permission is achieved as funds draw down would be the same for either the Cornerstone model or the Council directly delivered model. There is already an existing permission at this site which is of comfort for this risk.

- 6.10 The Cornerstone project is delivered at cost with the project management fee, with full transparency.
- 6.11 Therefore, on the basis that the Cornerstone model can deliver all the benefits as if the scheme was directly delivered by the Council (direct FDC control of the management and support) but without the need to raise the capital finance, it also provides the capacity to deliver the planning and new build construction through being managed by Cornerstone. This allows FDC capacity to focus on the Fenland Inspire! work and other existing projects already in the pipeline. In summary, with this established approach the project will be done at a speed that is quicker than an in-house model along with the other benefits highlighted above.

7 IMPLICATIONS

7.1 Legal Implications

- 7.2 The following legal agreements will be required:
- 125-year Lease agreement with the Registered Provider
 - Management agreement for FDC to have 100% nominations and directly provide the support and management.
- 7.3 The Council took legal advice regarding the procurement. Direct awards are allowed under the Procurement Act as:
- In accordance with paragraph 13.2 items b and g of the Council's Code of Procurement, you can request an exemption from the procurement.
 - Only one supplier can supply the goods, works or services due to the absence of competition for technical reasons and there are no reasonable alternatives
 - This Direct Award is below the key threshold levels (services under £214,904 and works will be under £5,372,609) and therefore the council can use its internal code of procurement exemption criteria as below.
 - b) specialist suppliers, consultants, agents or professional advisers are required and:
 - there is no satisfactory alternative; or
 - evidence indicates that there is likely to be no genuine competition; or
 - circumstances are such that a specialist needs to be assigned with urgency to mitigate against a legal, regulatory and/or financial claim and delay would worsen the claim.
 - g) a decision is taken by the Corporate Director and Chief Finance Officer, which is supported by the relevant Portfolio Holder, to suspend formal tendering procedures. All reasoning surrounding this decision must be clearly minuted and copied to the Procurement Manager.

7.4 Financial Implications

- 7.5 The General Fund Budget Estimates and Medium-Term Financial Strategy (MTFS) Report, agreed by Cabinet and Council in February, projects a financial shortfall for 2025/26 of £1.432m increasing year on year amounting to around £3.4m by 2027/28. This proposal is developed to reduce pressure on the MTFS by reducing costs for the provision of emergency accommodation that falls on the general fund
- 7.6 Although there are currently many uncertainties regarding the budget for 2025/26 and the MTFS, there remains a significant structural deficit which the Council will need to address.”
- 7.7 No capital outlay from the Council’s capital programme or a loan from Public Works Loan Board.
- 7.8 At risk costs of circa £92k to undertake the planning permission required. This cost gets refunded at the drawdown of funds. This financial risk is the same if the Council did the project directly and this risk is minimised in that the principal of development has already been given through the current planning permission.
- 7.9 Project will be accounted for on the balance sheet as shown at Schedule 1 and Schedule 2
- 7.10 The model means the Council must guarantee the full rent to be paid over to the RP. The Council will also charge an Intensive Housing Management charge on the lets to pay for the support that will be provided. This will be paid back to the Council from the RP.
- 7.11 The Council can minimise risks relating to repairs and maintenance and void costs through eligible charges through the benefit system.
- 7.12 Savings forecast based on a reduction of 3,624 nights of placing households in emergency interim hotel accommodation @ £51.81 subsidy penalty per night = £187,759.44 per annum.

7.13 Equality Implications

Project is part of the Council’s Homelessness and Rough Sleeping Strategy and action plan which has undertaken an Equality Impact Assessment

8 SCHEDULES

Schedule 1 – Treasury services report

Schedule 2 – FDC finance summary from the treasury services report



**Report for
FENLAND DISTRICT COUNCIL**

**Edinburgh Drive – Development
Appraisal
November 2024**

Contents

1.	Introduction	3
2.	Executive Summary	5
3.	Proposed arrangements	7
4.	IFRS16	13
5.	Lease application for the Authority	16
6.	Financial analysis and risks	27
7.	Subsidy Control	33
8.	Financial Implications and Impact on Prudential Indicators	38
9.	Disclaimer	40
10.	Contact us:	41

Draft

1. Introduction

1.1 Report brief

Fenland District Council (“the Authority”) are considering developing a site in partnership with a social enterprise Cornerstone Place and a Registered Housing Provider (“RP”) to construct 34 modular homes. The proposed structure of the agreement is to lease land to an RP for a period of 125 years. The development of the modular units would be completed by the RP at an estimated cost of £6.4m, which would be funded through 50% Social Housing Grant, and potentially a contribution from the Local Authority Housing Fund Grant with the remainder funded by borrowing from a market lender for 25 years.

Although, the Authority would not be responsible for the debt repayment, it would provide a guarantee for the rental income and voids which is estimated at £221k per annum to the RP for the period of the 25-year loan. The Authority would retain 100% nomination rights to the units and have the right (but not the obligation) to acquire the site from the RP for the cost of any remaining debt at any time, or if there was no debt for a notional amount (plus reasonable transaction costs).

The Authority have requested Link Treasury Services Limited (“Link”) to provide advice on the accounting treatment for the 125-year lease liability and guarantee for the rental income and voids over 25 years and the associated issues which may need to be considered for the proposed investment.

This report will include the following:

- An assessment of the proposed lease / development and guarantee structure proposed and a summary of the key financial risks.
 - Including considerations which could impact the Authority when entering into the proposed structure – e.g.: Indexation, Covenant/Securitisation, and potential impact / risks to future revenue budget.
- An evaluation of the accounting implications and consideration of the legal and regulatory status applicable.*
- Financial due diligence on all financial data contained within the investment proposal from the Authority.
- A high-level assessment of alternative options available to the Authority (PWLB comparator only).
 - This will be limited to an initial analysis.
- A high-level review of the implications for Capital Financing Requirement and the Minimum Revenue Provision and borrowing limits.
- Implications for the Authority’s Treasury Management Strategy and Prudential Indicators.
- Set out the requirements for the accounting treatment and measurement of the guarantee.
- Outline the requirements to determine the gross cash equivalent of the loan guarantee as required under the Subsidy Control Regulations.

*The report will provide a high-level summary of the legal powers for this type of funding structure.

1.2 Purpose of the report

The purpose of this report is to provide Link's view on the proposed lease arrangements and determine the appropriate accounting treatment.

Link does not give any guarantees or warranties as to the information in this report. To this extent, Link does not warrant the accuracy of this information and can only warrant the accuracy and completeness of the report in so far as it correctly presents and analyses the information provided by other sources. This report can only be used to inform investment decisions with this caveat and does not absolve any party from any requirement to undertake further due diligence. In addition, this report does not represent a formal legal opinion nor constitute investment advice. The decision to execute any transaction remains the sole responsibility of the Authority.

Statements made in this report must not be relied upon as statements of representation of fact and Link shall not be responsible for any error, omission or miss-statement. This report is strictly confidential and is supplied on the understanding that it is solely for the use of the Authority and for the purposes set out herein. It should not be referred to or reproduced in whole or in part for any other purpose without the prior written consent of Link.

1.3 Information provided

Link has used the following information provided by the Authority:

- [Proposal structure – Cornerstone Place Edinburgh Drive \(Structuring\) 24.08.28.pdf](#)
- [Edinburgh Drive Review – Cornerstone Place Edinburgh Drive and Fenland Update 24.08.20.pdf](#)
- [Financial model - Edinburgh Drive CP DA Version 3.08 24.08.19 FENLAND.xlsx](#)
- [Management of New Properties on 24 High Street Table Appendix A.doc](#)

2. Executive Summary

Link have carried out a review of the proposal for the Authority to use land to deliver 34 modular homes for temporary accommodation (“TA”). Section 3 provides an overview of the proposed arrangements and considers the relevant legislation relating to the provision of TA which determines the maximum lease period for a General Fund (“GF”) lease is 10 years.

Based on the information provided it appears that the substance of the arrangement is that the Authority would be contractually obligated to pay the RP rent for the 34 modular homes for 25 year, which means there is an accounting requirement to recognise a lease. The Authority is not a guarantor for the borrowing taken out by the RP to finance the construction. For the purposes of this report there is no financial guarantee as the arrangement does not meet the definition of a financial guarantee contract¹.

The lease is for TA assets for a period over 10 years which must be accounted for within the HRA unless a Secretary of State direction is granted. The Authority does not currently have a HRA. To allow the housing stock to be accounted for within the GF, the Authority will need to write to the Secretary of State for a direction to approve this. The direction must cover each individual unit and is limited to 199 homes. If the Authority were to own 200 or more dwellings it would be required to open and account for them within a HRA.

The proposed arrangements are based on the modular homes being delivered as exempt accommodation, as a result the Authority would then secure full subsidy loss recovery on each home, which would help to reduce revenue budgetary pressures resulting from the TA provision.

Local authorities are mandatorily required to implement IFRS16 from 1 April 2024 and the Chartered Institute of Public Finance and Accountancy (“CIPFA”) Code of Practice on Local Authority Accounting for 2024/25 (“the Code”) incorporates the requirements. Section 4 provides an overview of the lessor and lessee arrangements under IFRS16 including where a contractual arrangement meets the definition of a lease and is required to be accounted for as a lease.

The detailed accounting treatment and entries under IFRS16 for each of the lease arrangements has been assessed in Section 5. Lease 1 will be classified as an operating lease under IFRS16, resulting in no impact to revenue as the lease is a peppercorn.

Under IFRS 16 a lessee is required to recognise a right of use asset and a lease liability for **all** leases with a term of more than 12 months unless the underlying asset is of low value. As a result, the Authority will need to recognise a right of use asset and a lease liability on the Balance Sheet for Lease 2, with the revenue impact being the interest payable element of the lease rental and an MRP charge. Because the rentals under the proposed arrangement will increase by an indexation factor, the lease liability must be remeasured each time there is a change in the index. The detailed remeasurement and accounting requirements are set out in section 5.2.

The sub lease classification will depend on the length of each sub lease. Under IFRS16 the classification of the sublease depends on the nature of the head lease (lease 2) so a relatively short sub lease life results in an operating lease under which all the sub lease rental income will be recognised in the CIES. A sub lease life representing the majority of the 25 year head lease duration would result in a finance lease classification, and therefore only the interest element of the sub lease rental income will be recognised in the CIES. For the purposes of this report Link

¹ Paragraph 7.1.2.13 of the CIPFA Code of Practice on Local Authority Accounting for 2024/25

have assumed that the modular homes will be let as TA on a short-term basis and recognised as an operating lease.

Section 6 provides financial analysis and identifies the key risks associated with the proposed arrangements. This highlights the need to confirm future increases in rent payable to the RP aligns to funds received by the Authority from the Department for Works and Pensions (“DWP”).

An outline of the requirements under the Subsidy Control Regulations has been provided in section 7 including the guidelines for calculating a gross cash equivalent, however the proposed occupancy guarantee does not align to the provisions for financial guarantees. In terms of Subsidy Control Regulations, a financial guarantee refers to a public authority providing a ‘loan guarantee’ to a lender which means if the person in receipt of the loan does not repay the loan the public authority will make a contingent payment to the lender.

Section 8 summarises the Balance Sheet and revenue implications and also gives the prudential indicators impact. The main impact on the Prudential Indicators is a result of Lease 2 which will require the inclusion of the lease in the Authority’s borrowing and capital expenditure indicators. The interest payable and MRP costs will need to be included in the financing costs of the “financing costs to net revenue stream” indicator.

There will be no impact on the financing costs from the sub lease as interest income is not included in this indicator. However, where the rental income is received as a result of a service investment then the actual net income from commercial and service investments to net revenue stream indicator should be used to include net income from rents.

This report covers the issues included in the service brief discussed with officers and has been prepared in a manner which highlights the key matters the Authority may wish to consider.

3. Proposed arrangements

3.1 Proposal

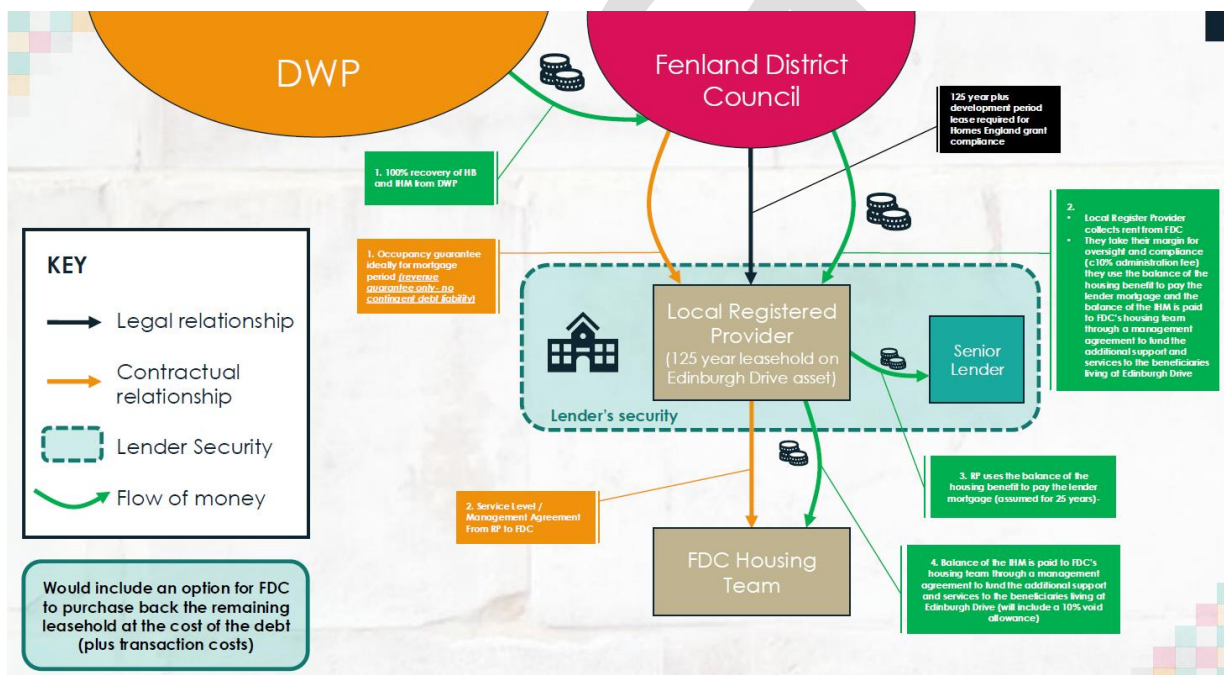
The proposal requires the Authority to provide a 125-year lease of land to a local RP. The RP will then construct 34 modular homes on this land. The RP plans to fund the construction by a mix of 50% Social Housing Grant, and potentially a contribution from the Local Authority Housing Fund Grant with the remainder funded by borrowing from a market lender for 25 years.

The Authority would retain 100% nomination rights to the units and have the right (but not the obligation) to acquire the site from the RP for the cost of any remaining debt at any time, or if there was no debt for a notional amount (plus reasonable transaction costs).

The Authority would be required to provide a guarantee for the rental income and voids which is estimated at £221k per annum to the RP for the period of the 25-year loan. The Authority is not a guarantor of the debt repayments.

The Authority provided the following illustration on the structure and funds flow for the proposed development.

Illustration 1 – Proposed structure and funds flow



The financial model² provided supports the Cornerstone Place Edinburgh Drive Review dated 20 August 2024 (“the Cornerstone review”) that outlines the proposed development and covers the following keys points:

- The Authority to fund planning costs estimated at £0.287m
 - The planning costs are at risk until completion when the RP will ‘refund’ the Authority. The nature of this repayment is unclear.

² Edinburgh Drive CP DA Version 3.08 24.08.19 FENLAND.xlsx

- The initial rent payable to the RP is equal to the Local Housing Allowance (“LHA”) receivable from the DWP.
 - The income is assumed to increase by 2% per annum and is based on a 100% occupancy rate.
 - The flow of funds illustration shows the DWP paying Housing Benefit (“HB”) and Intensive Housing Management (“IHM”) direct to the Authority rather than the tenants. This structure reduces the risk of bad debts and rent collection costs.
- The rental income guarantee structure has not been provided; however, it has been assumed that future rents are based on forecast LHA incomes rates and a 100% occupancy rate.
- The review highlights £0.532m annual revenue savings for the Authority on TA costs.
 - The savings are based on the Authority using its nomination rights to place citizens that are in existing TA into the 34 modular homes.
- The Authority has no exposure to post planning development costs meaning it has no direct risk of overspends on the construction of the modular homes.
- The Authority would hold all repairs, void and administration responsibility.
 - The review states “this is recoverable through exempt rents”. This may refer to Intensive Housing Management (“IHM”) payments from DWP.
 - The repairs and maintenance costs over the life of the assets would need to be assessed. These are likely to result in an additional revenue cost to the Authority.
 - The Authority Housing Team will have a Service Level Agreement (“SLA”) with the RP to be paid to provide ‘additional services’ to residents. This is likely to include the Authority providing supported living arrangements and services.
- The Authority have an option to purchase back the remaining leasehold at the cost of the outstanding debt plus transaction costs. Where there is no debt remaining, the cost will be a nominal fee plus transaction costs.
 - The Authority should seek confirmation that a re-purchase would not trigger a clawback of Homes England grant funding used for the development.

3.2 The guarantee

The rental income guarantee structure is to be confirmed, however based on the information provided it appears that the substance of the arrangement will be the Authority becoming contractually obligated to pay the RP the rent on the 34 modular homes for 25 years.

The definition of a financial guarantee contract is shown in paragraph 7.1.2.13 of the Code.

A financial guarantee contract is a contract that requires the issuer to make specified payments to reimburse the holder for a loss it incurs because a specified debtor fails to make payment when due in accordance with the original or modified terms of a debt instrument.

The proposed arrangement does not appear to involve the RP incurring a loss due to debtors failing to make payments, because the structure states the RP will collect the rents directly from the Authority. Although, the RP is proposing to borrow from a market lender to finance the construction, the Authority is not a guarantor for this borrowing.

For the purposes of this report the occupancy guarantee arrangement will be accounted for based on its substance, a contractual obligation to make payments to the RP, as it does not meet the definition of a financial guarantee contract.

3.3 Legislation

The proposed lease arrangements will help to address the service demand for TA that is causing a significant revenue budgetary issue for the Authority. The primary purpose will need to be formally determined and documented alongside the legal powers that the Authority will rely upon to incur costs and liabilities.

The Authority does not currently have a HRA so before looking at the lease arrangements it is therefore necessary to look at the relevant legislation relating to homelessness and the provision of TA as this will determine the maximum lease period for a GF lease.

An authority's duties in respect of homelessness fall outside the scope of the HRA as they are provided for under Part VII of the Housing Act 1996 ("the 1996 Act") rather than Part II of the Housing Act 1985 ("the 1985 Act"). Therefore, any homeless administration services must be funded out of the GF.

However, Section 9 of the 1985 Act gives authorities the power to provide housing accommodation by erecting or acquiring houses (and "houses" for these purposes includes lodging-houses and hostels). This could include erecting or acquiring houses to be used for TA. Any such TA erected or acquired using the Section 9 power would need to be accounted for within the HRA by virtue of Section 74(1) of the Local Government and Housing Act 1989 ("the 1989 Act") unless the accommodation was leased to the Authority for a period of 10 years or less (in which case the Housing Revenue Account (Exclusion of Leases) Direction 1997 excludes these dwellings from the HRA).

This means that where a TA lease is for a period of 10 years or less then it must be accounted for in the GF and leases for periods greater than 10 years must be accounted for in the HRA.

Where a local authority plans to build or own housing stock within the GF it will need to write to the Secretary of State for a direction to allow this. The direction must cover each individual unit and is limited to 199 homes. A local housing authority that owns 200 or more dwellings are required to account for them within their HRA.

3.4 Lease arrangements

The Authority have not provided the proposed lease documentation therefore the review is based on the information contained within the Cornerstone review. The proposed leasehold for the Authority's land to be granted to the RP is for a period of 125 years plus the development period. The lease period is a requirement of Homes England Grant funding. The leasehold has been assumed to be a peppercorn lease.

Section 4 considers the accounting for leases under IFRS 16 and the Code. This section includes where other leases are identified based on the substance of the proposed arrangements. Section 3.4.2 below supports the determination that the proposed arrangements in substance include the Authority leasing the 34 modular homes to deliver its service objectives.

3.4.1 Rental payments

The Authority have not provided the detailed structure of the proposed 'occupancy guarantee' therefore the Link report is based on the high level information contained within the Cornerstone review. The proposal includes the Authority guaranteeing that the rental paid to the RP will be based on 100% occupancy of the 34 modular homes. The substance of this arrangement is the Authority is contractually obligated to pay 100% rent to the RP for the 34 modular homes for 25 years.

The financial model provided indicates the RP has an income based on rents at 100% occupancy and linked to the LHA rate in 2024, however this income is assumed to increase by

2% annually. It is vital that the Authority seeks confirmation that the rent payable to the RP is contractually linked to the published LHA rates meaning the 2% annual increase is a forecast of future LHA increases. In this case where the Authority achieves full occupancy it will receive income from the DWP that increases at the same rate therefore limiting its financial exposure. For the purposes of this report the forecast LHA rate increases are deemed an indexation event, however the RP rents could alternatively be linked to movements in CPI inflation or another variable.

The Authority will need to consider that where the rent payable to the RP increases independently to increases in LHA, this would expose the Authority to an unmitigated long term revenue cost in addition to the costs for repairs and maintenance on the modular homes.

The Authority will receive an income stream from the DWP based on actual occupancy and linked to the actual LHA for each year. Link have assumed the income from DWP will match the rents payable to the RP where all properties are occupied which limits the Authorities financial exposure to void properties, repairs and maintenance.

3.4.2 Identifying a lease

Lease accounting is not limited to arrangements that have the legal form of a lease. They apply to any arrangement that meets the Code's definition of a lease as a contract (or part of a contract) that conveys the right to use an asset for a period of time. Contracts that might have the same effect as a formal lease in passing control over the use of property or appropriate intangible assets to another party will need to be analysed to determine whether the relevant assets are part of what is effectively a lessee/lessor relationship.

Paragraph 4.2.2.11 of the Code provides the following definition of a lease:

A lease is a contract, or part of a contract, that conveys the right to use an asset (the underlying asset) for a period of time.

Paragraph 4.2.2.15 of the Code provides the following definition of a lessee within a lease.

A lessee is an authority that obtains the right to use an underlying asset for a period of time.

The following illustration shows the analysis of the proposed arrangements used to determine whether the Authority will need to account for a lease in relation to its control and use of the 34 modular homes to deliver its service objectives.

Illustration 2 – Assessing the arrangements

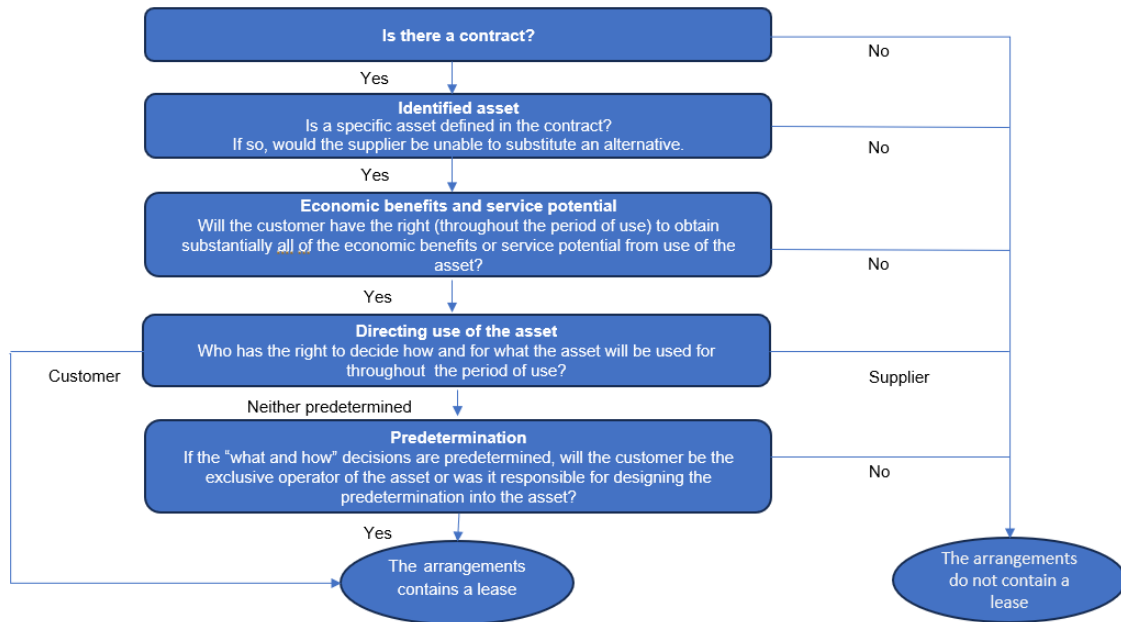


Table 1 – Application to the proposed arrangements

Assessment	Identified factors
Is there a contract?	Yes – it is expected that the whole arrangement will be part of one or more interrelated contracts.
Is a specific asset defined in the contract? If so, would the supplier be unable to substitute an alternative	Yes - the assets are the 34 modular homes permanently sited.
Will the customer have the right (throughout the period of use) to obtain substantially all of the economic benefits or service potential from use of the asset?	Yes - the Authority has management function and nomination rights for the modular homes.
Who has the right to decide how and for what the asset will be used for throughout the period of use?	Customer - should the Authority enter into the contractual arrangements it will be on the basis the 34 modular homes are used to house citizens of its choosing.
If the “what and how” decisions are predetermined, will the customer be the exclusive operator of the asset or was it responsible for designing the predetermination into the asset?	Yes , the Authority has management function and nomination rights for the modular homes.
Conclusion	The arrangements contain a lease

Although there is no lease in place, this arrangement appears to meet the criteria that would mean it would be accounted for as a lease. Section 4 of this report considers the accounting treatment for the Authority as a lessee of the 34 modular homes. In addition, the provision of subleases to the tenants is also considered on the basis that the Authority will be required to operate a management function for the modular homes.

3.5 Exempt accommodation approach

The amount the Authority can normally claim back from the DWP as housing benefit subsidy is limited to 90% of the LHA rates from January 2011. As the 2011 rates are now much lower than the actual cost of housing benefit paid out to temporary accommodation tenants, the Authority incurs a subsidy loss.

Exempt accommodation is a category of supported housing that is exempt from locally set caps on housing benefit. Supported housing encompasses a wide range of housing that combines housing with support for people with different needs, such as older people, people with disabilities, people with complex needs and those who have formerly been homeless. Exempt accommodation takes its name from the fact that it is exempt from housing benefit regulations that limit local housing allowance levels. The reason for this exemption is that this housing costs more to run than general needs tenancies, for example having higher costs for administration, insurance, and repairs and maintenance. Rent is set by the provider and paid for by the resident's housing benefit.

The proposed arrangement would see the RP and the Authority provide 34 modular homes delivered as exempt accommodation. The Authority would then secure full subsidy loss recovery on each home that is occupied on this basis.

An investment proposal for the Edinburgh Drive units has not been provided therefore the Link report only covers the lease implications and does not include any verification or analysis of subsidy savings resulting from this option.

4. IFRS16

4.1 Introduction

IFRS 16 *Leases* was issued by the IASB in 2016, replacing IAS 17 and IFRIC 4, with an effective date for annual reporting periods beginning on or after 1 January 2019. After several deferrals, local authorities are now mandatorily required to implement IFRS 16 from 1 April 2024 and the CIPFA Code of Practice on Local Authority Accounting for 2024/25 (“the Code”) incorporates the requirements. Earlier voluntary adoption as of 1 April 2022 or 1 April 2023 was however encouraged by CIPFA and Local Authority (Scotland) Accounts Advisory Committee (“LASAAC”).

The main objective of IFRS 16 is to report information that:

- Faithfully represents lease transactions and
- Provides a basis for users of financial statements to assess the amount, timing and uncertainty of cash flows arising from leases.

To meet that objective, IFRS 16 introduces significant changes to lessee accounting through a single lessee accounting model that requires a lessee to recognise assets and liabilities for all leases with a term of more than 12 months unless the underlying asset is of low value.

In contrast, IFRS16 does not include significant changes to the requirements for accounting by lessors.

4.2 Lessor accounting arrangements under IFRS16

Lessors are required to follow an accounting model that separates leases into two types, based on the extent to which the lease transfers substantially all the risks and rewards incidental to ownership of an underlying asset:

- Finance leases – substantially all the risks and rewards transfer to the lessee.
- Operating leases – substantially all the risks and rewards are not transferred to the lessee.

Finance leases are then accounted for as if they were disposals – the asset is written out of the Balance Sheet, a gain or loss on disposal is recognised, and an asset for the net investment in the lease is established, based on the discounted value of the lease payments.

Operating leases are accounted for similar to hire agreements. The asset is kept on the Balance Sheet and rentals are accounted for as income when they become due. The only adjustments that might normally be made are where rent is received in advance as a premium or rent-free or reduced rent periods are granted, where income would be spread over the term of the lease to reflect the pattern of benefits transferred to the lessee.

4.3 Lessor - operating lease versus finance lease

The key determinant of the status of a lease is the extent to which risks and rewards incidental to ownership of the leased asset lie with the lessor or the lessee. This is dependent on the substance of a transaction, rather than the form of the contract. Paragraph B53 of IFRS 16 gives examples of the risks and rewards that might be relevant:

- Risks – possibilities of losses from idle capacity or technological obsolescence; variations in return because of changing economic conditions.
- Rewards – expectation of profitable operation over the underlying asset's economic life; gain from appreciation in value or realisation of residual value.

Whether a lease is a finance lease or an operating lease depends on the substance of the transaction rather than the form of the contract. Paragraph 63 of IFRS 16 and the Code paragraph 4.2.2.71 gives examples of situations that individually or in combination would normally lead to a lease being classified as a finance lease:

- The lease transfers ownership of the underlying asset to the lessee by the end of the lease term.
- The lessee has the option to purchase the underlying asset at a price that is expected to be sufficiently lower than the *fair value* (at the date the option becomes exercisable) for it to be reasonably certain, at the *inception date*, that the option will be exercised.
- The lease term is for the major part of the *economic life* of the underlying asset even if title is not transferred.
- At the inception date, the present value of the lease payments amounts to at least substantially all of the fair value of the underlying asset; and
- The underlying asset is of such a specialised nature that only the lessee can use it without major modifications.

Where leases of assets are provided on non-commercial terms, such as for a peppercorn, then the 4th bullet above will not apply, and authorities will need to consider the substance of the transaction by considering other transactions or arrangements involving the parties that need to be taken into account.

Paragraph 64 of IFRS16 and the Code paragraph 4.2.2.73 then gives indicators of situations that individually or in combination could also lead to a lease being classified as a finance lease:

- If the lessee can cancel the lease, the lessor's losses associated with the cancellation are borne by the lessee.
- Gains or losses from the fluctuation in the fair value of the residual accrue to the lessee (for example, in the form of a rent rebate equalling most of the sales proceeds at the end of the lease); and
- The lessee has the ability to continue the lease for a secondary period at a rent that is substantially lower than market rent.

Lease classification is made at the inception date and is reassessed only if there is a lease modification. Changes in estimates (for example, changes in estimates of the economic life or of the residual value of the underlying asset), or changes in circumstances (for example, default by the lessee), do not give rise to a new classification of a lease for accounting purposes.

4.4 Lessor – sublease classification

Where an authority is letting out an asset that it has itself leased, the classification of the sublease will depend on the nature of the head lease.

- If the head lease is short-term having applied the exemption in paragraph 4.2.2.32 of the Code and not recognised a right-of-use asset, the sublease will automatically be an operating lease.
- If a right-of-use asset has been recognised under the head lease, the sublease is to be classified by reference to the right-of-use asset, rather than by reference to the underlying asset – for instance, if an authority leases a building that has a remaining economic life of 40 years for a 10 year term, any assessment of whether a sublease term

is for the major part of the economic life of the asset will reference the 10 year head lease term, excluding the additional 30 years of economic life of the underlying asset.

4.5 Lessee accounting arrangements under IFRS16

Under IFRS 16 there is a single lessee accounting model that requires a lessee to recognise assets and liabilities for **all** leases with a term of more than 12 months unless the underlying asset is of low value. The Code and IFRS16 requires a lessee to recognise a right of use asset and a lease liability at the commencement date of the lease.

The initial measurement of the lease liability is calculated in accordance with paragraph 4.2.2.49 of the Code:

At the commencement date, a lessee shall measure the lease liability at the present value of the lease payments that are not paid at that date. The lease payments shall be discounted using the interest rate implicit in the lease, if that rate can be readily determined. If that rate cannot be readily determined, the lessee shall use the lessee's incremental borrowing rate.

Paragraph 4.2.2.50 of the Code then sets out the lease payments to be included in the lease liability measurement:

At the commencement date, the lease payments included in the measurement of the lease liability comprise the following payments for the right to use the underlying asset during the lease term that are not paid at the commencement date:

- a) fixed payments (including in-substance fixed payments as described in paragraph B42 of IFRS 16), less any lease incentives receivable.
- b) variable lease payments that depend on an index or a rate, initially measured using the index or rate as at the commencement date (see paragraph 28 of IFRS 16)
- c) amounts expected to be payable by the lessee under residual value guarantees.
- d) the exercise price of a purchase option if the lessee is reasonably certain to exercise that option (assessed considering the factors described in paragraphs B37 to B40 of IFRS 16), and
- e) payments of penalties for terminating the lease, if the lease term reflects the lessee exercising an option to terminate the lease.

The initial measurement of the right of use asset is at cost, comprising of the following, as per paragraph 4.2.2.46 of the Code:

The cost of the right-of-use asset shall comprise:

- a) the amount of the initial measurement of the lease liability, as described in paragraph 4.2.2.49
- b) any lease payments made at or before the commencement date, less any lease incentives received
- c) any initial direct costs incurred by the lessee, and
- d) an estimate of costs to be incurred by the lessee in dismantling and removing the underlying asset, restoring the site on which it is located or restoring the underlying asset to the condition required by the terms and conditions of the lease, unless those costs are incurred to produce inventories. The lessee incurs the obligation for those costs either at the commencement date or as a consequence of having used the underlying asset during a particular period.

5. Lease application for the Authority

5.1 Lease 1 – Authority land

Lessor - the Authority

Lessee - RP

The Authority have not provided lease documentation therefore the review is based on the high level information contained within the Cornerstone review.

The proposal is to lease Authority owned land to the RP for 125 years. The arrangement includes an option for the Authority to purchase back the remaining leasehold at the cost of any outstanding debt (plus transaction costs). The lease payments are not known and so the lease has been assumed to be a peppercorn. There are no rights to transfer ownership or rights to purchase the asset assumed within the lease for the land.

An assessment is required as to whether the lease is a finance lease or operating lease as per the information provided.

Does the ownership of the asset transfer to the lessee at the end of the lease term?	No
Does the lessee have the option to purchase the asset at a price that is expected to be sufficiently lower than the fair value at the end of the lease?	No
Is the lease term for the major part of the economic life of the asset?	No, also the Authority has option to repurchase leasehold at any point.
<i>Life of Asset - land - indefinite</i>	
<i>Length of Lease - 125 years</i>	
Does the Present Value of the lease payments equal substantially all of the Fair Value?	No, assumed peppercorn
Are the leased assets of a specialised nature such that only the lessee (or a limited number of other parties) can use them without major modifications being made?	No
If the lessee is able to cancel, does the lessee bear the lessor's losses?	No
Will the lessee gain or lose from any fluctuations in the market value of the residual amount? e.g. the lessee could receive a rental rebate equalling most of the sales proceeds at the end of the lease.	No
Does the lessee have the ability to continue to lease the asset for a secondary term at a nominal rental?	n/a unknown
Are there any other factors to consider?	No.

None of the indicators provide evidence that the arrangement has the substance of a finance lease.

This lessor arrangement would therefore be classified as an operating lease.

For an operating lessee paragraph 4.2.2.82 to 4.2.2.84 of the Code requires:

A lessor to recognise lease payments as income on either a straight-line basis or another systematic basis. The lessor shall apply another systematic basis if that basis is more representative of the pattern in which benefit from the use of the underlying asset is diminished. A lessor shall add initial direct costs incurred in obtaining an operating lease to the carrying amount of the underlying asset and recognise those costs as an expense over the lease term on the same basis as the lease income.

The depreciation policy for depreciable leased assets shall be consistent with the lessor's normal depreciation policy for similar assets.

For the Authority this will mean:

- The land will remain on the Authority's Balance Sheet
- The rental payments received by the Authority are assumed to be a peppercorn. It has been assumed these will be recognised on a straight-line basis.
- The initial estimate of the anticipated term of the lease is likely to be 25 years as the Authority can purchase back the leasehold for a nominal sum at that point.
- If there are any initial direct costs incurred, then these will be expensed over the 25 year anticipated lease term on a straight line basis.

5.2 Lease 2 - 34 Modular homes (no formal lease – implied lease based on substance of the arrangement)

Lessee - the Authority

Lessor - RP

The RP is financing and building 34 modular homes on the land leased from the Authority. The Authority retains the housing management function, nomination rights and has responsibility for all repairs. The arrangement includes the Authority providing an occupancy guarantee for the period of the RP borrowing. The substance of this arrangement means the Authority will have a contractual obligation to pay the RP a rental income based on full occupancy, meaning it retains the financial risk of void units. The duration of this arrangement is expected to align to the period of the RP's borrowing which is 25 years at which point the Authority is assumed to purchase back the leasehold for a nominal fee.

Under IFRS 16 a lessee is required to recognise a right of use asset and a lease liability for **all** leases with a term of more than 12 months unless the underlying asset is of low value.

For this lessee arrangement the Authority will therefore need to recognise a right of use asset and a lease liability.

Initial measurement of the lease liability:

This is measured at the present value of the lease payments that are not paid at the commencement date, using:

- The interest rate implicit in the lease, or
- The lessee's incremental borrowing rate

The lease payments to be taken into account include:

- Fixed payments
- Variable payments that depend on an index – where the variation is dependent on an index, the variable payments are to be measured using the index at the commencement date. This means that future inflation is estimated based on current rates, so initial liabilities are measured assuming no inflation.

The financial model uses an assumed annual increase in income of 2%. It has been assumed the actual income increases will be linked to the annual published LHA rates and these are forecast to increase by 2% annually. Each annual movement in the published LHA rates is deemed to be an indexation event. In order to measure the lease liability, the annual lease costs in table 4 have used the current LHA income of £126 per week per unit which excludes any assumed annual increase. This approach aligns to the CIPFA IFRS16 leases guidance.

The interest rate implicit in the lease is unknown, however a calculation based on the information available is shown in the table below.

An incremental borrowing rate is only used where the implicit interest rate is not readily determinable.

It is assumed that the residual value of the modular units is £2,417,722 at the end of the lease period based on an estimated useful life of 40 years³ and a straight-line depreciation calculation from the initial cost estimate⁴ of £6,447,258.

Table 2: Calculation of implicit interest rate

	Annual lease costs excluding estimated annual increase £	Residual value £	Total amount to be discounted £	Discount rate @ 1.4%	NPV £
1	223,681	-	223,681	1.000	223,681
2	223,681	-	223,681	0.986	220,554
3	223,681	-	223,681	0.972	217,470
4	223,681	-	223,681	0.959	214,429
5	223,681	-	223,681	0.945	211,430
6	223,681	-	223,681	0.932	208,474
7	223,681	-	223,681	0.919	205,559
8	223,681	-	223,681	0.906	202,684
9	223,681	-	223,681	0.893	199,850
10	223,681	-	223,681	0.881	197,056
11	223,681	-	223,681	0.869	194,300
12	223,681	-	223,681	0.857	191,583
13	223,681	-	223,681	0.845	188,904
14	223,681	-	223,681	0.833	186,263

³ <https://apse.org.uk/index.cfm/apse/members-area/briefings/2018/18-36-modular-housing-its-historical-role-and-current-use-in-local-government/>

⁴ Cornerstone Place - Edinburgh Drive Review dated 20 August 2024

15	223,681	-	223,681	0.821	183,658
16	223,681	-	223,681	0.810	181,090
17	223,681	-	223,681	0.798	178,558
18	223,681	-	223,681	0.787	176,061
19	223,681	-	223,681	0.776	173,599
20	223,681	-	223,681	0.765	171,172
21	223,681	-	223,681	0.755	168,779
22	223,681	-	223,681	0.744	166,418
23	223,681	-	223,681	0.734	164,091
24	223,681	-	223,681	0.723	161,797
25	223,681	-	223,681	0.713	159,534
End of year 25	-	2,417,722	2,417,722	0.713	1,700,260
					6,447,258

The discounted value of the payments to be made by the lessee is £4.747m calculated using the total shown above £6.447m, less the £1.700m element for the discounted unguaranteed residual value (£6.447m less £1.700m).

The accounting entry for the resulting lease liability is shown below.

Debit: Property Plant and Equipment (PPE)	£4,746,998
Credit: Lease liability	£4,746,998
<i>Re: Initial measurement of the lease liability</i>	

Subsequent measurement of the lease liability

The lease liability will then be accounted for using amortised cost principles:

- Increased by interest on the lease liability.
- Reduced by lease payments made.

The carrying amount of the lease liability will reduce to zero over the term of the lease as shown in the following table. This assumes that lease payments are made at the start of the financial year:

Table 3: Lease repayment schedule

Year	Opening lease liability £ A	Lease payment £ B	lease liability after payment £ A-B=C	Financing cost for the year £ C x 1.4%=D	Closing lease liability £ A-B+D	Principal £ B-D=E
1	4,746,998	223,681	4,523,316	64,147	4,587,463	159,534
2	4,587,463	223,681	4,363,782	61,884	4,425,666	161,797
3	4,425,666	223,681	4,201,985	59,590	4,261,575	164,091
4	4,261,575	223,681	4,037,893	57,263	4,095,156	166,418
5	4,095,156	223,681	3,871,475	54,903	3,926,378	168,779

6	3,926,378	223,681	3,702,696	52,509	3,755,206	171,172
7	3,755,206	223,681	3,531,524	50,082	3,581,606	173,599
8	3,581,606	223,681	3,357,925	47,620	3,405,545	176,061
9	3,405,545	223,681	3,181,864	45,123	3,226,987	178,558
10	3,226,987	223,681	3,003,305	42,591	3,045,896	181,090
11	3,045,896	223,681	2,822,215	40,023	2,862,238	183,658
12	2,862,238	223,681	2,638,557	37,418	2,675,975	186,263
13	2,675,975	223,681	2,452,294	34,777	2,487,071	188,904
14	2,487,071	223,681	2,263,389	32,098	2,295,487	191,583
15	2,295,487	223,681	2,071,806	29,381	2,101,187	194,300
16	2,101,187	223,681	1,877,505	26,626	1,904,131	197,056
17	1,904,131	223,681	1,680,450	23,831	1,704,281	199,850
18	1,704,281	223,681	1,480,599	20,997	1,501,596	202,684
19	1,501,596	223,681	1,277,915	18,123	1,296,038	205,559
20	1,296,038	223,681	1,072,356	15,207	1,087,564	208,474
21	1,087,564	223,681	863,882	12,251	876,133	211,430
22	876,133	223,681	652,452	9,253	661,705	214,429
23	661,705	223,681	438,023	6,212	444,235	217,470
24	444,235	223,681	220,554	3,128	223,681	220,554
25	223,681	223,681	0	0	0	223,681
		5,592,035		845,037		4,746,998

The accounting entries for the lease payments will be as follows:

DR	CIES – financing and investment income and expenditure (interest)	D
DR	Lease liability (principal)	E
CR	Cash	B
<i>Re: Annual lease payments</i>		

The debit to PPE for the initial measurement of the lease liability will increase the Authority’s capital financing requirement (“CFR”) which will need to be written down through an annual Minimum Revenue Provision (“MRP”) charge.

The Statutory MRP Guidance suggests that the MRP requirement for leases would be regarded as being met by a charge equal to the element of the rent/charge that goes to write down the balance sheet liability. An additional accounting entry is therefore required for the annual MRP charge as follows:

DR	General Fund balance – Movement in Reserves Statement (MIRS)	E
CR	Capital adjustment account	E
<i>Re: Annual MRP charge</i>		

Subsequent measurement of the lease liability - indexation

In this case there will be a change in future lease payments resulting from a change in an index, the published LHAs. Paragraph 4.2.2.61 of the Code requires that:

The lessee shall remeasure the lease liability to reflect those revised lease payments only when there is a change in the cash flows (i.e. when the adjustment to the lease payments takes effect). A lessee shall determine the revised lease payments for the remainder of the lease term based

on the revised contractual payments. In applying this paragraph, a lessee shall use an unchanged discount rate.

This means that the Authority will need to remeasure the lease liability each year once the change in the index actually occurs. As an example, if a 5% indexation event occurs prior to the year 2 rental payment happening, then the lease liability is remeasured applying the 5% indexation to all future payments as follows:

Table 4: Indexation - remeasurement of lease liability

Year	Annual lease costs excluding index estimate £	actual indexation applied for year 2 payments (5%) £	Annual lease costs with actual index for year 2 £	Discount rate @ 1.4%	NPV £
2	223,681	11,184	234,865	1.000	234,865
3	223,681	11,184	234,865	0.986	231,581
4	223,681	11,184	234,865	0.972	228,343
5	223,681	11,184	234,865	0.959	225,150
6	223,681	11,184	234,865	0.945	222,002
7	223,681	11,184	234,865	0.932	218,898
8	223,681	11,184	234,865	0.919	215,837
9	223,681	11,184	234,865	0.906	212,819
10	223,681	11,184	234,865	0.893	209,843
11	223,681	11,184	234,865	0.881	206,909
12	223,681	11,184	234,865	0.869	204,015
13	223,681	11,184	234,865	0.857	201,163
14	223,681	11,184	234,865	0.845	198,350
15	223,681	11,184	234,865	0.833	195,576
16	223,681	11,184	234,865	0.821	192,841
17	223,681	11,184	234,865	0.810	190,145
18	223,681	11,184	234,865	0.798	187,486
19	223,681	11,184	234,865	0.787	184,864
20	223,681	11,184	234,865	0.776	182,279
21	223,681	11,184	234,865	0.765	179,731
22	223,681	11,184	234,865	0.755	177,217
23	223,681	11,184	234,865	0.744	174,739
24	223,681	11,184	234,865	0.734	172,296
25	223,681	11,184	234,865	0.723	169,887
	5,368,353	268,418	5,636,771		4,816,836

This results in an increase in the lease liability as follows:

	£
Lease liability as end of year 1	4,587,463
Remeasured lease liability after indexation event	4,816,836
Difference (increase / (decrease))	229,373

The accounting entries for the remeasurement and increase in the liability is:

DR	Property Plant and Equipment (PPE)	£229,373
CR	Lease liability	£229,373
<i>Re: Remeasurement of the lease liability</i>		

The lease write down schedule now becomes:

Table 5: Amended lease schedule after remeasurement of liability

year	Opening lease liability £ A	Lease payment £ B	actual indexation applied for 2026/27 payments (5%) £ F	Lease payments known from 2026/27 onwards £ B+F=G	Additional lease liability from indexation £ H	lease liability after payment and additional £ A-G+H=C	Financing cost for the year £ C x 1.4%=D	Closing lease liability £ A-G+H	Principal £ G-D
1	4,746,998	223,681		223,681		4,523,316	64,147	4,587,463	159,534
2	4,587,463	223,681	11,184	234,865	229,373	4,581,971	64,979	4,646,950	169,887
3	4,646,950	223,681	11,184	234,865		4,412,084	62,569	4,474,654	172,296
4	4,474,654	223,681	11,184	234,865		4,239,788	60,126	4,299,914	174,739
5	4,299,914	223,681	11,184	234,865		4,065,049	57,648	4,122,697	177,217
6	4,122,697	223,681	11,184	234,865		3,887,831	55,135	3,942,966	179,731
7	3,942,966	223,681	11,184	234,865		3,708,101	52,586	3,760,687	182,279
8	3,760,687	223,681	11,184	234,865		3,525,821	50,001	3,575,822	184,864
9	3,575,822	223,681	11,184	234,865		3,340,957	47,379	3,388,336	187,486
10	3,388,336	223,681	11,184	234,865		3,153,471	44,721	3,198,191	190,145
11	3,198,191	223,681	11,184	234,865		2,963,326	42,024	3,005,350	192,841
12	3,005,350	223,681	11,184	234,865		2,770,484	39,289	2,809,774	195,576
13	2,809,774	223,681	11,184	234,865		2,574,908	36,516	2,611,424	198,350
14	2,611,424	223,681	11,184	234,865		2,376,559	33,703	2,410,261	201,163
15	2,410,261	223,681	11,184	234,865		2,175,396	30,850	2,206,246	204,015
16	2,206,246	223,681	11,184	234,865		1,971,381	27,957	1,999,338	206,909
17	1,999,338	223,681	11,184	234,865		1,764,472	25,023	1,789,495	209,843
18	1,789,495	223,681	11,184	234,865		1,554,629	22,047	1,576,676	212,819
19	1,576,676	223,681	11,184	234,865		1,341,811	19,029	1,360,839	215,837
20	1,360,839	223,681	11,184	234,865		1,125,974	15,968	1,141,942	218,898
21	1,141,942	223,681	11,184	234,865		907,076	12,864	919,940	222,002
22	919,940	223,681	11,184	234,865		685,075	9,715	694,790	225,150
23	694,790	223,681	11,184	234,865		459,924	6,522	466,447	228,343
24	466,447	223,681	11,184	234,865		231,581	3,284	234,865	231,581
25	234,865	223,681	11,184	234,865		0	0	0	234,865
		5,592,035	268,418	5,860,452			884,082		4,976,371

As the lease liability has increased the financing cost (interest) for the year increases.

The annual principal payment also increases, meaning the MRP also increases as that is equivalent (the debit to PPE above increases the CFR by £229,373 so needs to be written down by additional MRP).

The Authority will then need to repeat the remeasurement of the lease liability each year once the change in the index actually occurs.

Initial measurement of the right of use asset

Paragraph 4.2.2.45 of the Code requires the initial measurement of the right of use asset to be at cost as shown in the following diagram:



The lease liability will be £4,746,998 as calculated above.

Link is not aware of any lease payments made before the commencement date, lease incentives receivable or initial direct costs payable by the Authority. The Cornerstone review indicates the Authority would incur planning costs, however because these initial direct costs are to be refunded by the RP they have been excluded from the lease calculations.

The modular units are expected to remain at the end of the lease period and the Authority has the ongoing responsibility for repairs and maintenance, therefore no dismantling and removal costs have been included in the initial measurement of the right of use asset. There must be a legal or constructive obligation, rather than a likelihood that such costs will be incurred.

The Authority will therefore need to ensure that, as the lease term progresses, the condition of the right of use asset and the extent of dismantling, removal and restoration costs expected to be incurred at the end of the lease period are assessed.

For the purposes of this report no dismantling, removal and restoration costs are included, so the initial measurement of the right of use asset will therefore be £4.747m. The accounting entry will be the double entry for the initial measurement of the lease liability discussed above, along with a cash entry for initial direct costs that are incurred by the lessee.

DR	Property Plant and Equipment (PPE)	£4,746,998 *
CR	Lease liability	£4,746,998
CR	Cash	- *

Re: Initial measurement of the right of use asset
** Where initial direct costs are payable by the Authority these would increase these figures.*

Subsequent measurement of the right of use asset

The Code requires that right of use assets should be measured on the same basis that the underlying asset would be valued if it were owned by the Authority. In this case the underlying asset would be classed as property, plant and equipment and a current value will need to be established in line with paragraph 4.2.2.52 of the Code.

After the commencement date a lessee shall measure the right-of-use asset in accordance with Section 4.1 for property, plant and equipment at current value in accordance with the following:

- a) On an asset-by-asset basis, for right-of-use assets that are classified to be measured at current value per Section 4.1, as a practical expedient the cost model in b) shall be used as a proxy for current value unless inappropriate, in which case paragraph c) applies.
- b) Where a cost model is appropriate, a lessee shall measure the right-of-use asset at cost as defined in this section of the Code:
 - i) less any accumulated depreciation and any accumulated impairment losses, and
 - ii) adjusted for any remeasurement of the lease liability specified in paragraph 4.2.2.56c).

Note that the latter adjustment would follow the same accounting treatment (including the statutory accounting requirements) as subsequent expenditure (ie additions to cost) on owned assets under Section 4.1 of the Code.
 - iii) adjusted for any changes in the estimated costs of dismantling, removal or restoration as specified in paragraph 4.2.2.46 d) and 4.2.2.47.
- c) For some right-of-use assets the use of the cost model in b) as a proxy for current value will be inappropriate. This is anticipated to be the case where both of the following conditions are met:
 - i) a longer-term lease has no provisions to update lease payments for market conditions (such as rent reviews), or there is a significant period of time between those updates, and
 - ii) the fair value or current value in existing use of the underlying asset is likely to fluctuate significantly due to changes in market prices. This is more likely to be the case with property assets.

The use of the cost model is unlikely to be a reliable proxy for current value in this case as the rent reviews do not necessarily reflect market conditions as the rents will be recalculated according to changes in the index.

The adjustment to the right of use valuation would be accounted for as follows:

An increase in the valuation:

DR	Property Plant and Equipment (PPE)	£x
CR	Revaluation reserve	£x
<i>Re: Revaluation of right of use asset to current value</i>		

A decrease in the valuation:

DR	CIES – relevant service	£y
CR	Property Plant and Equipment (PPE)	£y
DR	Capital adjustment account	£y
CR	General fund balance via MIRS	£y
<i>Re: Revaluation of right of use asset to current value</i>		

Depreciation will also apply to the right of use asset in accordance with the Authority's depreciation policy, for which the entries will be:

DR	CIES	£z
----	------	----

CR	Property Plant and Equipment (PPE)	£z
DR	Capital Adjustment Account	£z
CR	General fund balance via MIRS	£z
<i>Re: Depreciation of right of use asset</i>		

5.3 Subleases - 34 Modular homes to tenants

Lessor - the Authority
Lessee – the tenant

As part of the proposed arrangements the Authority retains the management function and nomination rights for the 34 modular homes. This indicates that the Authority will be responsible for subletting the properties to tenants. The Cornerstone review includes an estimated £0.532m of annual savings based on the 34 modular homes being made available to citizens that are housed in existing TA provision.

Where an authority is letting out an asset that it has itself leased, the classification of the sublease will depend on the nature of the head lease.

In this case the head lease is “lease 2” and a right-of-use asset has been recognised. The sublease is to be classified by reference to the right-of-use asset, rather than by reference to the underlying asset, so will reference the 25 year head lease term rather than the economic life of the modular homes.

An assessment is required as to whether the sublease is a finance lease or operating lease as per the indicators in section 3 and from the information provided in the Cornerstone review.

In this case the lessor will be the Authority and the lessee the tenants.

Does the ownership of the asset transfer to the lessee at the end of the sublease term?	No
Does the lessee have the option to purchase the asset at a price that is expected to be sufficiently lower than the fair value at the end of the lease?	No
Is the sub-lease term for the major part of the economic life of the asset (this will be the 25 head lease term)?	Unlikely
<i>Life of Asset – c.40 years</i>	
<i>Length of Lease – not yet known</i>	
Does the Present Value of the lease payments equal substantially all of the Fair Value?	? – no details of sub lease payments
Are the leased assets of a specialised nature such that only the lessee (or a limited number of other parties) can use them without major modifications being made?	No
If the lessee is able to cancel, does the lessee bear the lessor's losses?	No
Will the lessee gain or lose from any fluctuations in the market value of the residual amount? e.g. the lessee could receive a rental rebate equalling most of the sales proceeds at the end of the lease.	No
Does the lessee have the ability to continue to lease the asset for a secondary term at a nominal rental?	Possibly, but unlikely to have rights included within this contract.
Are there any other factors to consider?	No

Link do not have details of the possible sub lease payments, so cannot assess this lease test. The life of the sublease to the tenants is as yet unknown, however it is assumed that these will be short term and therefore will not represent the major part of the head lease term. If the other lease indicators are all “no”, then the arrangement would not have the substance of a finance lease and would be classified as an operating lease.

Where the sub lease arrangement is classified as an operating lease:

The underlying asset would remain on the Authority’s Balance Sheet throughout the sublease term and income from the lessee would be credited as financing and investment income to the CIES as it falls receivable.

A summary of the lease arrangements , classification and revenue impact and the Balance Sheet is shown in Table 1.

Table 5a – Lease arrangements

Lease	Lease description	Authority	Lease classification	Balance Sheet impact	Revenue impact (General fund)
Lease 1	Authority land leased to the RP at a peppercorn for 125 years	lessor	operating lease	none - land remains on Authority's Balance Sheet	none
Lease 2	The arrangement in substance means the RP leases 34 units to the Authority for 25 years	lessee	single lessee model under IFRS16	recognise lease liability and right of use asset	CIES - interest payable element of lease rental, MIRS - MRP
Lease 3	Authority sublets units to tenants for an assumed relatively short duration	lessor	operating lease	Right of use asset under lease 2 remains on Authority's Balance Sheet	CIES – full sub lease rental income receivable

6. Financial analysis and risks

6.1 Investment proposal

Link have not been provided with an investment proposal for the Edinburgh Drive scheme, therefore the analysis that follows is based on the information provided in the Cornerstone review and the Cornerstone financial model.

The financial model appears to be based on the funding scenario showing 50% proportion funded by grant, however although the figures are similar there appears to have been some inconsistencies as the debt required, the annual financing payment and the interest rate on the borrowing all do not align to the Cornerstone review dated 20 August 2024.

The Authority has provided financial information⁵ on the 24 High Street scheme which has six, single bedroom flats. The assumptions for maintenance costs and voids are expected to be similar to those used for the Edinburgh Drive investment proposal.

The main assumptions are as follows:

Table 6: Assumptions

Assumption	24 High Street (6 units – one bedroom)	Edinburgh Drive 34 units– one bedroom)
Weekly rent	£126 per unit	£126 per unit
		Annual rent £223,681 (year 1)
Annual void loss (£) / percentage of annual rents (based on year 1)	£1,968 / 5%	£11,184 / 5%
Maintenance cost	£900 per property	Unknown
		£30,600 per annum based on £900 per property

The financial model reflects the RP's forecast costs and income streams. The income from rents is £0.224m in year 1 based on 100% occupancy which is guaranteed by the Authority. The forecast income from rents includes a 2% annual increase, meaning the Authority will have a contractual obligation to pay the RP £0.267m in year 10 increasing to £0.360m in year 25.

The following table provides some sensitivity analysis on the main financial variables for the Authority.

⁵ Management of New Properties on 24 High Street Table Appendix A.doc

Table 6: Sensitivity analysis

		Rent guarantee (£)		
		2% per annum (Cornerstone model)	3% per annum	5% per annum
Rent inflation	Rents at year 5	242,120	251,755	271,886
	Rents at year 10	267,320	291,853	347,003
		Void cost (£)		
		5% base case	10% average voids	20% average voids
Void cost on rents with 2% annual increase	Based on year 1 rents	11,184	22,368	44,736
	Based on year 5 rents	12,106	24,212	48,424
	Based on year 10 rents	13,366	26,732	53,464
		Maintenance cost (£)		
		£900 per property base case	10% cost increase	20% cost increase
Annual maintenance cost	Based on 34 units	30,600	33,660	36,720

6.2 Key Financial risks

KEY FINANCIAL RISKS

The investment proposal

Based on the information provided there appears to be material uncertainty in a number of key areas including:

- Who will perform the landlord function?
- The Authority is not a registered provider of social housing. The terms of AHP grant funding from Homes England include a requirement for the landlord to be a registered provider of social housing.
- The Authority holds responsibility of the management function, repairs and voids. The financial summary shows a minimal amount of surplus available to fund management costs and 100% of the costs associated with any void units will impact the GF.
- What is the Authority's anticipated average void rate for the 34 modular homes? The investment proposal should include supported assumptions and sensitivity analysis on affordability.
- Has the Authority identified funds that could be used to create a reserve to mitigate the financial impact of unplanned costs such as excess voids and repairs.
- Are the amounts chargeable for rents contractually linked to published LHA rates? The Authority will have financial exposure for any difference between the rents chargeable and the amounts recoverable from the DWP.
- The Authority will need to be certain that the 34 modular homes meet the exempt accommodation criteria and get more certainty around the amounts that will be recoverable from the DWP.

- The likely costs for performing repairs and maintenance will need to be assessed with associated funding being identified and included in an investment proposal.
- The interest rate associated with the RP's borrowing of 6.21% is 0.46% lower than the rate calculated using the PWLB's published rates on 21 November 2024.
- Will the RP be able to secure borrowing from the market at rates equivalent to the PWLB plus 0.50%.

Cost of planning

The Authority are required to fund planning costs estimated at £0.287m. These costs are to be refunded by the RP once the project is in the construction phase and funding is being drawn down. The planning fees will remain at risk until repayment has been received. The nature of the transaction is unclear and should be clarified so it can be accounted for correctly.

Cost of goods (The Covid-19 Pandemic, Brexit, and Ukraine)

Although the Authority is not delivering the modular homes, an increase in the development's build costs remains a risk to the RP and to the Authority if the scheme becomes financially unviable. This would put at risk any planning fees incurred and the planned savings on TA budgets.

The cost of supply for housing and the latest construction price indices indicate that costs have stabilised over the last 12 months following a period of high inflation. The risk remains that external events could cause the cost of goods to increase and impact the viability of the proposed development.

Inflation

The Authority is responsible for the repairs to the properties for which the cost will be impacted by the level of inflation and cost increases may not be covered by increases in available revenue.

Inflation has eased following a period that saw a surge in costs for components, labour, and freight as the world economy bounces back from the coronavirus pandemic. This has been confirmed by the consumer price inflation including owner occupiers housing costs ("CPIH") rate in the United Kingdom which decreased to 2.6% in September y/y. It compares with a rate of 3.1% in July 2024, 6.3% in September 2023 and 9.2% in February 2023. During the peak the greatest upward pressures came from the housing and household services principally from electricity, gas and other fuels and food and non-alcoholic beverages.

Securitisation

The RP plans to borrow from the market for which the lender will look to secure the loans against the assets of the RP. The proposed arrangements do not include the Authority being a guarantor for the borrowing, however it will need to seek confirmation of any security pledged by the RP in relation to the 34 modular homes to determine the implications should the RP default on its borrowing.

The Authority should ensure it has right of use of these assets for the duration of the arrangements.



6.3 Alternative financing

The following section provides a high-level assessment for the direct delivery of 34 Modular homes on the Authority's land, financed by borrowing from the PWLB as an alternative to the proposed arrangements. This assessment assumes the Authority will be able to commission the construction at the same costs shown in the Cornerstone review.

The analysis is based on two scenarios including 50% grant funding which aligns to the current proposal and a costing based on 100% PWLB borrowing. It will be important for the Authority to consider the level of grant funding that it could attract to finance the project. The Authority is not listed as a registered provider of social housing as at 18 November 2024 which is likely to restrict

access to grant funding and its ability to act as landlord. The Homes England Affordable Homes Programme states:

“Landlords of rented homes built with AHP 2021 to 2026 funding must, by law, be a registered provider. This means you must be registered with the Regulator of Social Housing (RSH), a process which can take at least 6 months.”

6.3.1 PWLB

Traditionally, local authorities have predominantly funded long term projects with borrowing from the PWLB. This is the simplest method to access funds quickly because the borrowing procedure is straight forward with minimal paperwork. When the funding is needed, the loan is arranged by a phone call and the money transferred to the local authority bank account in five working days.

If the Authority wishes to borrow from the PWLB for the proposed acquisitions, it should satisfy itself that the purpose for doing so is not the acquisition of an investment asset primarily for yield as per the PWLB guidance⁶.

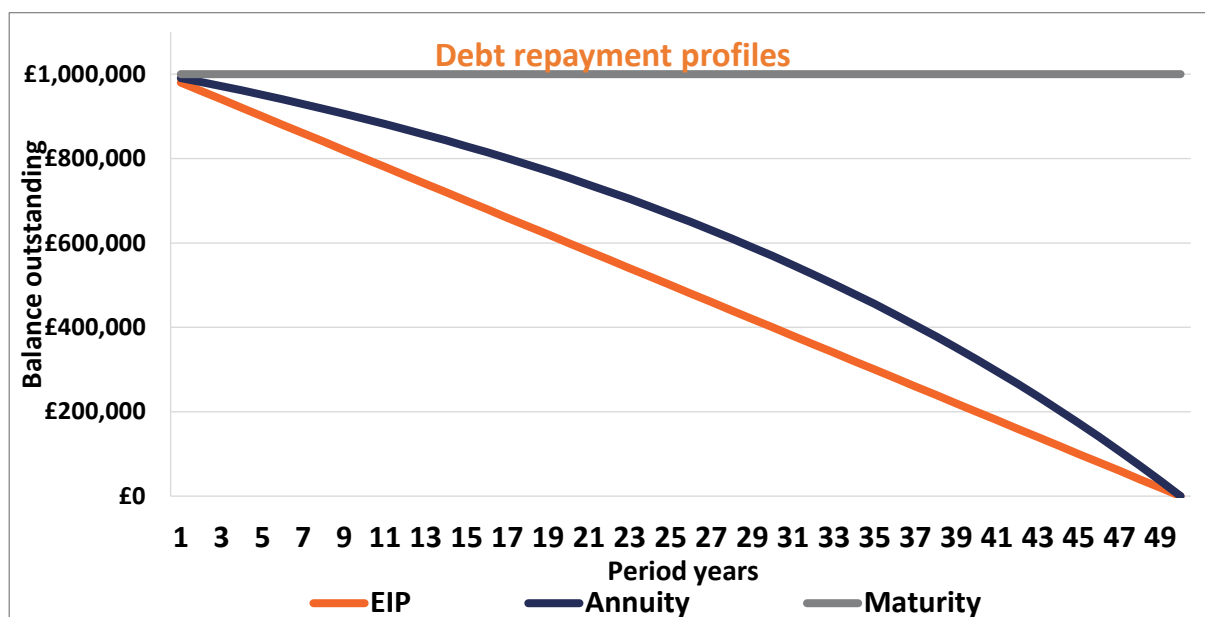
PWLB offer various repayment structures as detailed below:

- **Maturity loans** – require repayment of the full amount borrowed at the end of the term and semi-annual interest is charged.
- **Annuity loans** - equates to a loan structure of about 3/5th of the duration compared to that of a maturity loan. Interest is the primary element of any repayment sum in the first part of the loan's life, whilst principal takes on this facet in the latter part of the loan's life. The sum of half yearly interest and principal repayments come to the same total throughout the life of the loan despite the constituent components of each repayment varying over time.
- **Equal instalment of principal loans** - an Equal Instalment of Principal loan (“EIP”) is repaid in equal instalments, half yearly. Interest will reduce in line with the repayment of the outstanding principal.
- **Variable rate loans** - the PWLB also provides variable rate loans which are available for periods up to ten years.

The graph below illustrates the difference in principal repayments between each loan structure.

⁶ <https://www.dmo.gov.uk/media/qa2npqv/pwlb-guidance-for-applicants-for-publishing-november.pdf>

Illustration 2: borrowing repayment profiles



Fixed rate borrowing from the PWLB could mean that there is an exposure to a cost of carry, or increased interest rate risk depending on when borrowing is undertaken. The cost of carry is the cost of holding money in terms of interest payable before the money is due to be utilised.

The cost is the difference between the interest that can be earned on investing the money temporarily and the cost of paying the interest on the loans if it is not utilised immediately. There will also be an element of interest rate risk in the movement of interest rates in the market, depending on when the borrowing is taken, and this will depend on the economic and interest rate environment as well as the timing of any borrowing.

The table below illustrates the full finance costs for £2.923m over 25 years which aligns to the “50% proportion funded by grant” funding assumption shown in the Cornerstone review. The RP’s funding assumptions include a borrowing requirement of £2.923m repayable over 25 years on an annuity loan basis. The RP’s borrowing interest rate is shown at 5.75%, which applies a 0.50% margin above the PWLB standard rates on 23 August 2024. For comparison purposes, the equivalent annuity loan rate at 21 November 2024 would be 6.21% compared to 5.51% (PWLB CER rate) available to the Authority as shown below. This shows the RP would incur £0.378m additional interest over the 25-year term based on a borrowing requirement of £2.923m.

Table 7: Comparative borrowing costs

Borrowing cost comparison for £2.923m annuity loan	Loan term (years)	Loan interest rate (%)	Interest repayment (£m)	Principal repayment (£m)	Total (£m)	NPV at 3.5% (£m)
Authority at PWLB CER rate	25	5.51%	2.530	2.923	5.453	3.595
RP at PWLB Std rate +0.50%	25	6.21%	2.908	2.923	5.831	3.844

The Authority should note the above table is based on PWLB CER rates which applies a 0.20% discount to the standard published rates, however authorities that have a Housing Revenue Account (“HRA”) currently have access to PWLB borrowing at the HRA rate which is equivalent to the PWLB standard rate less 0.60% for expenditure incurred in the HRA. If the Authority had access to the HRA concessionary rate this would result in a 1.1% reduction in the interest rate compared to the rates anticipated for the RP borrowing.

To illustrate the indicative borrowing costs where the Authority finances all of the capital expenditure from borrowing, a total of £6.235m has been used based on the Cornerstone review figures of £6.447m for the total cost less £0.212m to exclude the finance fees and interest costs. The table below shows the indicative borrowing costs for £6.235m representing the Authority using 100% debt financing from the PWLB. Borrowing options for maturity, annuity and EIP repayment methods over 25 & 40-year loan terms have been selected as they represent the lease duration and an estimate of the life of the modular homes. The table shows the total amount payable (interest and principal) and the Net Present Value (“NPV”) of the repayments at 3.5%⁷.

Table 8: Indicative PWLB borrowing costs

Loan type	PWLB certainty rate[1]	Option 1 100% debt £6.235m		Option 2 50% Grant funded £2.923m	
		Total £m	NPV £m	Total £m	NPV £m
Loan duration 25 years					
Maturity	5.68%	15.09	8.48	7.07	3.97
Annuity	5.51%	11.63	7.67	5.45	3.60
EIP	5.40%	10.61	7.39	4.98	3.46
Loan duration 40 years					
Maturity	5.59%	20.18	9.02	7.07	4.23
Annuity	5.68%	15.91	8.50	5.45	3.98
EIP	5.64%	13.44	8.01	4.98	3.76

Table 11 shows the total cost for the Authority for each borrowing requirement and term scenario. When the cashflow profiles and NPV for each option are taken into account, the EIP loans are shown as the cheaper option based on a 3.5% discount rate. The discounting approach reflects that in a maturity profile the full principal is repaid at the end of the borrowing period in comparison to EIP which equalises the interest and principal over the borrowing period and annuity which includes repayment of principal and interest on a reducing balance basis.

⁷ Based on HM Treasury Green Book – referenced in section 6

7. Subsidy Control

7.1 Occupancy guarantee

Where an authority provides a formal guarantee as additional security relating to the obligations of a third party this could be considered a subsidy. State guarantees, whether of loans, coverage of losses, or through unlimited liability or holdings in an enterprise, may be considered to be a subsidy where the guarantee has been provided on favourable terms and so provides an economic advantage, whether or not the guarantee is called upon. This is because the guarantee removes an element of risk that the third party would otherwise have to bear in the absence of the Authority's involvement.

An assessment of the financial assistance provided by the Authority will therefore be required to determine if there is a subsidy and if so whether there are any exemptions to the subsidy controls that may apply.

7.2 Subsidy Control Act 2022 (“the Act”)

The Subsidy Control Act 2022 (“the Act”) came into force on 4 January 2023 and replaced the interim regime set out in the UK Trade & Cooperation Agreement (the “TCA”) that had been in place since the EU State aid rules ceased to apply to UK authorities on 1 January 2021.

Section 79 of the Act provides for the Secretary of State to issue guidance on the practical application of the regime, to which public authorities must have regard when granting a subsidy or making a subsidy scheme. The Department for Business, Energy and Industrial Strategy (“BEIS”) issued the statutory guidance⁸ for the Act in November 2022 which was updated in June 2023.

Further guidance⁹ was issued on 11 November 2022 by the Competition and Markets Authority (“CMA”) on the operation of its Subsidy Advice Unit (“SAU”). The SAU will be responsible for discharging the CMA's functions and powers under Part 4 of the Act and will support public authorities' decision making regarding the design and assessment of subsidies and how it will apply the guidance.

The Act and the associated statutory instruments set out the framework for public authorities to follow when considering the award of public funds, which is summarised in the flowchart in Appendix B.

7.3 Is it a subsidy?

If the financial support fails to satisfy the statutory definition of a “subsidy”, authorities do not need to consider the subsidy control requirements further. The four tests to determine if the definition is met are detailed in S2 of the Act.

Financial support will be considered a subsidy where it satisfies all four of the ‘limbs’ of the test which are:

⁸ [UK subsidy control statutory guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statutory-instruments/subsidy-control-statutory-guidance)

⁹ [Guidance on the operation of the subsidy control functions of the Subsidy Advice Unit - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statutory-instruments/subsidy-control-statutory-guidance)

Limb A:	The financial assistance is given, directly or indirectly, from public resources by a public authority.
Limb B:	The financial assistance confers an economic advantage on one or more enterprises. This test has two parts: <ul style="list-style-type: none"> the recipient of the assistance must be an enterprise: any person, or groups of persons under common control that are engaged in an economic activity, which means offering goods and services on a market. The support must confer economic advantage, e.g., the financial assistance is provided on favourable terms. Financial assistance will not confer an economic advantage if it could reasonably be considered to have been given on the same terms on the market: this is known as the Commercial Market Operator (“CMO”) principle.
Limb C:	The financial assistance is specific, such that it benefits one or more enterprises over one or more enterprises with respect to the production of goods or services.
Limb D:	The financial assistance has, or is capable of having, an effect on competition or investment within the UK, or trade or investment between the UK and another country or territory.

7.4 Seven principles

Public authorities need to ensure that the seven principles set out in the Act are considered when designing a subsidy:

Principle A	Subsidies should pursue a specific policy objective in order to remedy an identified market failure or address an equity rationale (such as local or regional disadvantage, social difficulties, or distributional concerns).
Principle B	Subsidies should be proportionate to their specific policy objective and limited to what is necessary to achieve it.
Principle C	Subsidies should be designed to bring about a change of economic behaviour of the beneficiary. That change, in relation to a subsidy, should be conducive to achieving its specific policy objective, and something that would not happen without the subsidy.
Principle D	Subsidies should not normally compensate for the costs the beneficiary would have funded in the absence of any subsidy.
Principle E	Subsidies should be an appropriate policy instrument for achieving their specific policy objective and that objective cannot be achieved through other, less distortive, means.
Principle F	Subsidies should be designed to achieve their specific policy objective while minimising any negative effects on competition or investment within the United Kingdom.
Principle G	Subsidies’ beneficial effects (in terms of achieving their specific policy objective) should outweigh any negative effects, including in particular negative effects on competition or and investment within the United Kingdom, and/or international trade or investment

7.5 Prohibitions

The Act prohibits financial support for guarantees that falls within the following category and it is automatically deemed unlawful:

Unlimited Guarantees

A subsidy that would guarantee an unlimited amount of liabilities or debts, or which would guarantee a finite amount of liabilities or debts but over an indefinite period.

The Statutory guidance further confirms that “a guarantee by a public authority in respect of all a company’s debts and liabilities, however and whenever incurred, constitutes an unlimited guarantee and is prohibited, even if the guarantee is time limited”.

7.6 Exemptions

The following exemptions apply to the subsidy control requirements:

- any subsidy given as minimum financial assistance (“MFA”) under section 36 of the Act i.e., up to £315,000 (over 3 years).
- any subsidy given as an SPEI assistance under section 38 of the Act i.e., up to £715,000 (over 3 years).
- any subsidy given under a streamlined subsidy scheme (also known as a streamlined route).
- any subsidy given under an existing scheme including a legacy scheme.
- certain subsidies given in exceptional circumstances. These exemptions exist to allow public authorities to respond to natural disasters, national or global economic emergencies, national or global economic emergencies, or for reasons of national security and financial stability.

7.7 Services of public economic interest

The subsidy control system recognises that public authorities may support essential services provided to the public such as, postal services, social housing and certain transport networks, particularly in rural or less populated areas of the country. These essential public activities are referred to as Services of Public Economic Interest (“SPEI”). To designate a service as an SPEI, the public authority must be satisfied that:

- the service is provided for the benefit of the public and
- the service would not be provided, or would not be provided on the terms required, by an enterprise under normal market conditions.

Should a public authority wish to provide a subsidy to an enterprise for the purpose of the provision of SPEI, it must comply with certain substantive and procedural requirements in order to provide the subsidy, as detailed below:

- be satisfied that the subsidy is limited to what is necessary to deliver the service.
- ensure that the SPEI subsidy is assessed against the subsidy control principles.
- ensure that the subsidy is provided in a transparent manner.
- ensure that the subsidy is regularly reviewed; and
- comply with the duty to include information in the subsidy control database.

An assessment against the subsidy control principles needs to be undertaken by the public authority in relation to SPEI subsidies. However, the subsidy may still be given if it is inconsistent with the principles but where compliance with the principles would prevent the SPEI services from being carried out.

7.8 Subsidies or Schemes of Interest (SSoI), and Subsidies or Schemes of Particular Interest (SSoPI)

The subsidy control regime includes two distinct categories of subsidy or subsidy scheme that have been identified as having greater potential to lead to distortive effects: Subsidies or Schemes of Interest (SSoI), and Subsidies or Schemes of Particular Interest (SSoPI). For SSoI referral to the Subsidy Advice Unit (“SAU”) is voluntary prior to the scheme being made, and for SSoPI referral is mandatory before the scheme is made.

The criteria for identifying SSoI and SSoP are:

SSoPI	<ul style="list-style-type: none">• Subsidies given outside of sensitive sectors are SSoPI if they are over £10 million or if they are over £1 million and they cumulate to more than £10 million with other related subsidies given over the previous 3 financial years.• Subsidies granted in sensitive sectors will be SSoPI if they are over £5 million or if they are over £1 million and they cumulate to more than £5 million with other related subsidies given over the previous 3 financial years.
SSoI	<ul style="list-style-type: none">• Other subsidies of between £5 million to £10 million (individually or cumulatively) which do not meet the SSoPI criteria are SSoI.

For subsidies given in cash, their values will be determined by reference to the Gross Cash Amount. For subsidies that are not in cash, their amount will be determined by reference to the Gross Cash Equivalent of the subsidy.

7.9 Gross Cash Equivalent (“GCE”)

The Subsidy Control (Gross Cash Amount and Gross Cash Equivalent) Regulations 2022 (SI 2022 no. 1186)¹⁰ specifies how the GCE amount of a subsidy is to be determined for the purposes of section 33(8) of the Act - Duty to include information in the subsidy database (amongst other purposes as set out in the regulations).

Where a subsidy is given by any other means than a grant, determination may be based on a reasonable estimate of the maximum foreseeable gross cash equivalent amount where it is not reasonably possible to calculate precisely the gross cash equivalent of the subsidy. Importantly, the regulations specify the discount rate which should be used to reflect the present value of a subsidy when it is given, this is updated annually and is currently 5.3%.

The Statutory guidance states that public authorities must calculate the **maximum** award given under the scheme. Authorities may wish to use existing reasonable estimates included in the business case/principles assessment to estimate the maximum award. Where there is uncertainty, or the public authority has to make analytical choices to calculate estimates, the public authority should be conservative in their estimate and err on over-estimating the maximum subsidy.

The first step is for the public authority to establish the terms of the guarantee in question, including any fees paid by the enterprise to the public authority and the total amount that is being guaranteed. Where the amount guaranteed is not explicitly set out in the guarantee agreement, the public authority may need to use estimates to establish the value of the liabilities being guaranteed.

In terms of Subsidy Control Regulations, a financial guarantee refers to a public authority providing a ‘loan guarantee’ to a lender which means if the person in receipt of the loan does not repay the loan the public authority will make a contingent payment to the lender.

¹⁰ [The Subsidy Control \(Gross Cash Amount and Gross Cash Equivalent\) Regulations 2022 \(legislation.gov.uk\)](https://www.legislation.gov.uk/si/2022/1186)

For financial guarantees to fall within the MFA the value of the guarantee is measured by its terms and conditions. If the guarantee has conditions within a set criteria range, it is deemed to have a “Gross Cash Equivalent Subsidy” value of £315,000 or less and is therefore exempt.

Statutory Instrument SI 2022 no.1186 includes supplementary provisions for determining the Gross Cash Equivalent of a small loan guarantee:

Supplementary provisions	Conditions	Gross Cash Equivalent Subsidy value
Small loan guarantee	<ul style="list-style-type: none"> - guarantees not more than 80% of the loan, - not more than £2,350,000, and - for a duration of not more than 5 years. <p>OR</p> <ul style="list-style-type: none"> - guarantees not more than 80% of the loan, - not more than £1,175,000, and - for a duration of not more than 10 years. 	Equal to £315,000 or reduced proportionately where amount or duration less than specified conditions

Note: the £315,000 subsidy value will result in the subsidy meeting the minimum financial assistance exemption.

7.9.1 Guarantee to a person with strong, good or satisfactory creditworthiness

A commercial operator will usually charge for providing a guarantee, this is known as the financial guarantee premium.

In order to calculate the premium at which a guarantee of the same kind might reasonably have been expected to have been available on the market, the amount guaranteed is multiplied by the risk that a claim will be made under the guarantee.

Level of creditworthiness	Risk that a claim will be made
Strong	0.1%
Good	1.0%
Satisfactory	7.5%

Where the guaranteed borrower has a credit worthiness level of below satisfactory a further margin for credit risk will need to be added to the premium percentage used. The guarantee premium will need to be recalculated each year and revised for the outstanding liability at that time.

7.10 Application to the proposed arrangements

Although the RP plans to borrow, the Authority is not providing a loan guarantee. The substance of the arrangement is the Authority will be contracted to pay full rental income on the 34 units for the 25-year period. In summary there is no financial guarantee to be considered in relation to the Subsidy Control Regulations.

8. Financial Implications and Impact on Prudential Indicators

The impact on the Authority's Balance Sheet, revenue and prudential indicators for each lease is summarised below:

Table 9: lease implications

Lease	Authority	Lease classification	Balance Sheet impact	Revenue impact (General fund)	Prudential indicators impact	Prudential indicators notes
Lease 1	lessor	operating lease	none - land remains on Authority's Balance Sheet	none - peppercorn lease	no impact	
Lease 2	lessee	single lessee model under IFRS16	recognise lease liability and right of use asset	CIES - interest payable element of lease rental, MIRS - MRP	Non HRA Capital expenditure - Include right of use value	
					Non HRA CFR - include right of use value less MRP	
					Authorised limit - include lease liability plus headroom in other long-term liabilities	
					Operational boundary - include lease liability in other long term liabilities	
					Gross debt and the CFR - include lease liability in gross borrowing	
					Financing costs to net revenue stream - include interest payable & MRP in financing costs	
Lease 3 short sub lease	lessor	operating lease	Right of use asset under lease 2 remains on Authority's Balance Sheet	CIES – full sub lease rental income receivable	Actual net income from commercial and service investments to net revenue stream – include net rental income from 34 modular homes	Assumed income is assessed as a result of a service investment.

The table above reflects assumptions made in relation to the lease arrangements, however Link have not seen the contracts or lease agreements for the proposed arrangement.

Based on the assumptions applied Lease 1 will be classified as an operating lease under IFRS16, resulting in no impact on the Balance Sheet or revenue as the lease is a peppercorn.

For lease 2 the Authority will need to recognise a right of use asset and a lease liability on the Balance Sheet, with the revenue impact being the interest payable element of the lease rental and an MRP charge.

The classification of the sub lease 3 will depend on the length of the sub lease. Under IFRS16 the classification of the sublease depends on the nature of the head lease (lease 2) so a short sub lease life results in an operating lease under which all the sub lease rental income will be recognised in the CIES. A sub lease life that represents the majority of the head lead duration would result in a finance lease classification, meaning that only the interest element of the sub lease rental income will be recognised in the CIES.

The main impact on the prudential indicators is from lease 2 which will require the inclusion of the lease in the Authority's borrowing and capital expenditure indicators. The interest payable and MRP costs will need to be included in the financing costs of the "financing costs to net revenue stream" indicator. If the sub lease is deemed a result of a service investment the net income will be included in the prudential indicator for the actual net income from commercial and service investments to net revenue stream. There will be no impact on the financing costs from the sub lease as interest income is not included in the financing costs to net revenue stream indicator.

9. Disclaimer

This report is intended for the use and assistance of customers of Link Treasury Services Ltd. It should not be regarded as a substitute for the exercise by the recipient of its own judgement. Link Treasury Services Ltd exists to provide its clients with advice primarily on borrowing and investment. We are not legal experts and we have not obtained legal advice in giving our opinions and interpretations in this paper. Clients are advised to seek expert legal advice before taking action as a result of any advice given in this paper. Whilst Link Treasury Services Ltd makes every effort to ensure that all information provided by it is accurate and complete, it does not guarantee the correctness or the due receipt of such information and will not be held responsible for any errors therein or omissions arising there from. Furthermore, Link Treasury Services Ltd shall not be held liable in contract, tort or otherwise for any loss or damage (whether direct, or indirect or consequential) resulting from negligence, delay or failure on the part of Link Treasury Services Ltd or its officers, employees or agents in procuring, presenting, communicating or otherwise providing information or advice whether sustained by Link Treasury Services Ltd's customer or any third party directly or indirectly making use of such information or advice, including but not limited to any loss or damage resulting as a consequence of inaccuracy or errors in such information or advice. All information supplied by Link Treasury Services Ltd should only be used as a factor to assist in the making of a business decision and should not be used as a sole basis for any decision.

Link Treasury Services Limited is a trading name of MUFG Corporate Markets. Registered in England and Wales (No. 2652033), Link Treasury Services Limited is authorised and regulated by the Financial Conduct Authority only for conducting advisory and arranging activities in the UK as part of its Treasury Management Service, FCA register number 150403. Registered office: Central Square, 29 Wellington Street, Leeds, LS1 4DL.

10. Contact us:

Glyn Daykin

Senior Technical Accountant

t: +44 (0)207 9549522

e: glyn.daykin@linkgroup.co.uk

Angela Chard

Associate Director

m: +44 (0)7592 118646

e: angela.chard@linkgroup.co.uk

Nikki Ulyatt

Director - Technical

t: +44 (0)1865 735055

e: nikki.ulyatt@linkgroup.co.uk

Draft

Schedule 2

Date:	6th February 2025	
Report Title:	Edinburgh Drive – Development Appraisal Briefing Note	

1 Introduction

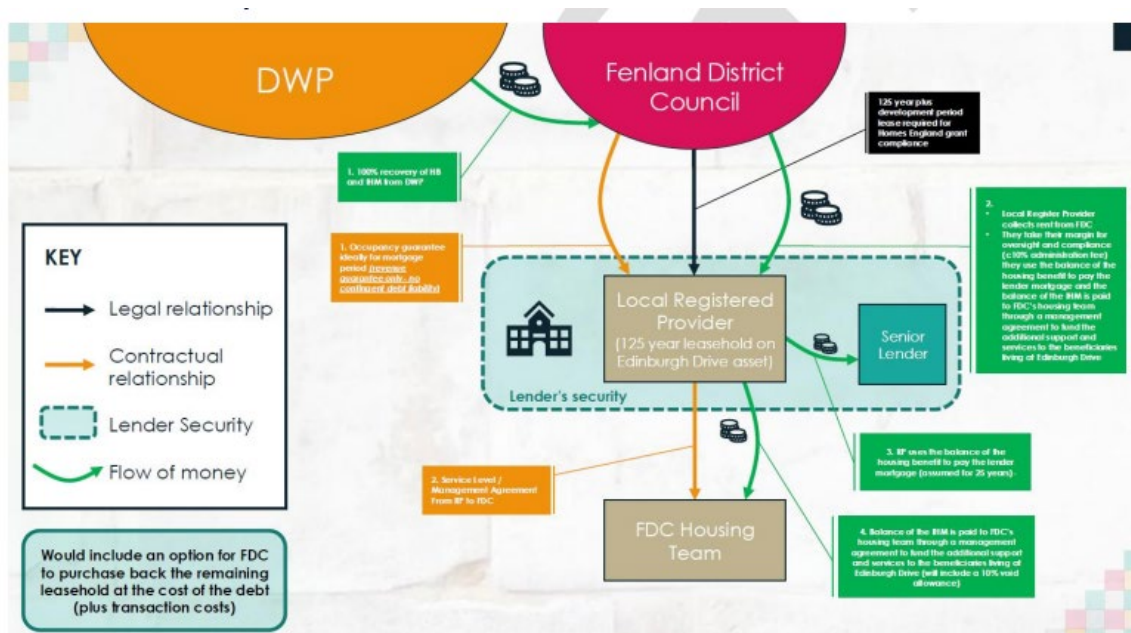
- 1.1 Fenland District Council are considering developing a site in partnership with a social enterprise Cornerstone Place and a Registered Housing Provider (“RP”) to construct 34 modular homes. The proposed structure of the agreement is to lease land to an RP for a period of 125 years. The development of the modular units would be completed by the RP at an estimated cost of £6.4m, which would be funded through 50% Social Housing Grant, and potentially a contribution from the Local Authority Housing Fund Grant with the remainder funded by borrowing from a market lender for 25 years.
- 1.2 Although, the Council would not be responsible for the debt repayment, it would provide a guarantee for the rental income and voids which is estimated at £221k per annum to the RP for the period of the 25-year loan.
- 1.3 The Council would retain 100% nomination rights to the units and have the right (but not the obligation) to acquire the site from the RP for the cost of any remaining debt at any time, or if there was no debt for a notional amount (plus reasonable transaction costs).
- 1.4 The Council requested Link Treasury Services Limited (“Link”) to provide advice on the accounting treatment for the 125-year lease liability and guarantee for the rental income and voids over 25 years and the associated issues which may need to be considered for the proposed investment. The report included the following:
- An assessment of the proposed lease / development and guarantee structure proposed and a summary of the key financial risks. o Including considerations which could impact the Authority when entering into the proposed structure – e.g.: Indexation, Covenant/Securitisation, and potential impact / risks to future revenue budget.
 - An evaluation of the accounting implications and consideration of the legal and regulatory status applicable.*
 - Financial due diligence on all financial data contained within the investment proposal from the Authority.
 - A high-level assessment of alternative options available to the Authority (PWLB comparator only). This will be limited to an initial analysis.
 - A high-level review of the implications for Capital Financing Requirement and the Minimum Revenue Provision and borrowing limits.
 - Implications for the Authority’s Treasury Management Strategy and Prudential Indicators.
 - Set out the requirements for the accounting treatment and measurement of the guarantee.
 - Outline the requirements to determine the gross cash equivalent of the loan guarantee as required under the Subsidy Control Regulations.

*The report will provide a high-level summary of the legal powers for this type of funding structure.

2 Proposed Arrangements

- 2.1 The proposal requires the Council to provide a 125-year lease of land to a local RP. The RP will then construct 34 modular homes on this land. The RP plans to fund the construction by a mix of 50% Social Housing Grant, and potentially a contribution from the Local Authority Housing Fund Grant with the remainder funded by borrowing from a market lender for 25 years.
- 2.2 The Council would retain 100% nomination rights to the units and have the right (but not the obligation) to acquire the site from the RP for the cost of any remaining debt at any time, or if there was no debt for a notional amount (plus reasonable transaction costs).
- 2.3 The Council would be required to provide a guarantee for the rental income and voids which is estimated at £221k per annum to the RP for the period of the 25-year loan.
- 2.4 The Council is not a guarantor of the debt repayments.
- 2.5 Illustration 1 shows the structure and funds flow for the proposed development.

Illustration 1 – Proposed structure and funds flow



The financial model provided supports the Cornerstone Place Edinburgh Drive Review dated 20 August 2024 (“the Cornerstone review”) that outlines the proposed development and covers the following key points:

- The Council will fund the planning costs estimated at £0.287m
 - The planning costs are at risk until completion when the RP will ‘refund’ the Council. The nature of this repayment is unclear.
- The initial rent payable to the RP is equal to the Local Housing Allowance (“LHA”) receivable from the DWP. The income is assumed to increase by 2% per annum and is based on a 100% occupancy rate.

- The flow of funds illustration shows the DWP paying Housing Benefit (“HB”) and Intensive Housing Management (“IHM”) direct to the Council rather than the tenants. This structure reduces the risk of bad debts and rent collection costs.
- The rental income guarantee structure was not provided; however, it has been assumed that future rents are based on forecast LHA incomes rates and a 100% occupancy rate.
- The review highlights £0.532m annual revenue savings for the Council on TA costs. The savings are based on the Council using its nomination rights to place clients that are in existing TA into the 34 modular homes.
- The Council has no exposure to post planning development costs meaning it has no direct risk of overspends on the construction of the modular homes.
- The Council would hold all repairs, void and administration responsibility.
 - The review states “this is recoverable through exempt rents”. This may refer to Intensive Housing Management (“IHM”) payments from DWP.
 - The repairs and maintenance costs over the life of the assets would need to be assessed. These are likely to result in an additional revenue cost to the Authority.
 - The Council’s Housing Team will have a Service Level Agreement (“SLA”) with the RP to be paid to provide ‘additional services’ to residents. This is likely to include the Authority providing supported living arrangements and services.
- The Council have an option to purchase back the remaining leasehold at the cost of the outstanding debt plus transaction costs. Where there is no debt remaining, the cost will be a nominal fee plus transaction costs. The Council should seek confirmation that a re-purchase would not trigger a clawback of Homes England grant funding used for the development.

3 Options Appraisal

There are a series of both revenue and capital options involved with this project.

Option 1

- 3.1 There are three leases involved in this option, but it is the second lease - 34 Modular homes - which needs to be considered by the Council due to the impact on the Council’s Balance Sheet and both capital and revenue budgets.
- 3.2 The Council would not be responsible for the debt repayment but would need to ensure that the RP receives the rental income which is estimated at £221k per annum to the RP for the period of the 25-year loan.
- 3.3 As the Council would retain 100% nomination rights to the units and have the right (but not the obligation) to acquire the site from the RP under IFRS 16 a lessee is required to recognise a right of use asset and a lease liability for all leases with a term of more than 12 months unless the underlying asset is of low value. For this lessee arrangement the Authority will therefore need to recognise a right of use asset and a lease liability on the Council’s Balance Sheet.

- 3.4 This means that the value of the lease of £4.7m which is the original value of the project of £6.4m less the £1.7m residual value of the asset will need to be added to the Councils assets values but also increase the liabilities by this amount.
- 3.5 The Council will also receive a management fee from the RP, which has not been agreed to date, which will be used to reduce the liability of the lease over the 25 year lease to the RP.
- 3.6 **Options Appraisal summary table**

Table 3: Lease repayment schedule

Year	Opening lease liability £ A	Lease payment £ B	lease liability after payment £ A-B=C	Financing cost for the year £ C x 1.4%=D	Closing lease liability £ A-B+D	Principal £ B-D=E
1	4,746,998	223,681	4,523,316	64,147	4,587,463	159,534
2	4,587,463	223,681	4,363,782	61,884	4,425,666	161,797
3	4,425,666	223,681	4,201,985	59,590	4,261,575	164,091
4	4,261,575	223,681	4,037,893	57,263	4,095,156	166,418
5	4,095,156	223,681	3,871,475	54,903	3,926,378	168,779
6	3,926,378	223,681	3,702,696	52,509	3,755,206	171,172
7	3,755,206	223,681	3,531,524	50,082	3,581,606	173,599
8	3,581,606	223,681	3,357,925	47,620	3,405,545	176,061
9	3,405,545	223,681	3,181,864	45,123	3,226,987	178,558
10	3,226,987	223,681	3,003,305	42,591	3,045,896	181,090
11	3,045,896	223,681	2,822,215	40,023	2,862,238	183,658
12	2,862,238	223,681	2,638,557	37,418	2,675,975	186,263
13	2,675,975	223,681	2,452,294	34,777	2,487,071	188,904
14	2,487,071	223,681	2,263,389	32,098	2,295,487	191,583
15	2,295,487	223,681	2,071,806	29,381	2,101,187	194,300
16	2,101,187	223,681	1,877,505	26,626	1,904,131	197,056
17	1,904,131	223,681	1,680,450	23,831	1,704,281	199,850
18	1,704,281	223,681	1,480,599	20,997	1,501,596	202,684
19	1,501,596	223,681	1,277,915	18,123	1,296,038	205,559
20	1,296,038	223,681	1,072,356	15,207	1,087,564	208,474
21	1,087,564	223,681	863,882	12,251	876,133	211,430
22	876,133	223,681	652,452	9,253	661,705	214,429
23	661,705	223,681	438,023	6,212	444,235	217,470
24	444,235	223,681	220,554	3,128	223,681	220,554
25	223,681	223,681	0	0	0	223,681
		5,592,035		845,037		4,746,998

- 3.7 Therefore, over the 25 year lease the Council will need to budget for £224k of revenue every year to ensure that the Council reduces the lease liability but will be off set by the management fee received from the RP.
- 3.8 The debit to PPE for the initial measurement of the lease liability will increase the Authority's capital financing requirement ("CFR") which will need to be written down through an annual Minimum Revenue Provision ("MRP") charge. The Statutory MRP Guidance suggests that the MRP requirement for leases

would be regarded as being met by a charge equal to the element of the rent/charge that goes to write down the balance sheet liability. Therefore a MRP budget of £224k will also need to be included in the revenue budget to write down the increased capital financing which can be off set by reduced costs of bed and breakfast.

Option 2


3.9 The second option is for the Council to complete this project themselves which means that the Council would need to borrow the £6.4m and then make the necessary arrangements as to how it would be run plus calculate the additional costs to both capital and revenue budgets.

3.10 At this time the only figures we know is the costs of building the 34 Modular Homes which is currently £6.4m.

3.11 Options Appraisal summary table

Impact on Revenue		
MRP £	INTEREST £	REV. IMPACT £
260,000	299,650	559,650

3.12 If the Council were to borrow this capital over a 25 year period, the impact on the revenue budget would be £600k a year but the Council should receive income from either an RP as a management fee or the income from the Housing Benefits system for the clients using the facility or reduced costs of bed and breakfast.

Agenda Item No:	7	
Committee:	Cabinet	
Date:	19 May 2025	
Report Title:	Decision to enter a contract through the Football Foundations PlayZones Framework to construct PlayZones at Barton Road and Manor Field	

1 Purpose / Summary

- 1.1 In November 2024 Cabinet reviewed a report regarding the Football Foundation Project and the potential delivery of up to four PlayZones in Fenland, with two initially identified to be developed at the Manor Field in Whittlesey and at Barton Road Playing Field in Wisbech.
- 1.2 Cabinet approved the submission of bids to the Football Foundation for these two facilities.
- 1.3 Cabinet also noted the necessary match funding of £62,500 per facility and the planned funding applications to be submitted to the FCC community Action Fund to support the Manor project and Wisbech Town Board to support the Wisbech project.
- 1.4 This report highlights the current position of these two projects and details that the necessary match funding, previously identified, has not been forthcoming following rejection of a bid to FCC and the timetable changes for the Wisbech Town Board and the Government's Neighbourhood Plan funding. This report therefore asks Cabinet to consider supportive match funding the two projects from FDC's capital programme.
- 1.5 This report also asks Cabinet to consider whether support for two other possible PlayZone locations – should Football Foundation funding become available – whilst noting that it is likely that match funding for the facilities would be necessary from the District Council once again.

2 Key Issues

- 2.1 Working together with the Football Foundation, community consultation has taken place in 4 locations, with a further location identified also by the Football Foundation. This has led to a two-tranche approach, suggested by the Football Foundation, of developing two facilities initially in Barton Road, Wisbech and on the Manor Field, Whittlesey to be delivered in summer 2025.
- 2.2 Potentially, a further two facilities (Wisbech Park and a location in March or potentially Chatteris) will follow shortly afterwards. Initially a PlayZone on Estover Park in March was anticipated, but feedback from the Football Foundation indicates that a PlayZone in this location would not be supported and a different facility at Estover park is being considered.
- 2.3 Fenland's application to the Football Foundation for grant support for the Manor Field and Barton Road projects has been successful, with grants awarded as follows:

Fenland District Council: Fenland PlayZones - Manor Leisure Centre

- 2.4 The Football Foundation has approved a capital grant offer of 75% of a total project cost of £307,618.00, subject to a maximum payment of £226,692.71, to Fenland District Council towards Fenland PlayZones - Manor Leisure Centre.

Match funding of £80,925.29 will be required for this facility.

Fenland District Council: Fenland PlayZones - Barton Road Playing Fields

- 2.5 The Football Foundation has approved a capital grant offer of 75% of a total project cost of £299,956.00, subject to a maximum payment of £224,967.01, to Fenland District Council towards Fenland PlayZones - Barton Road Playing Fields.

The match funding of £74,988.99 will be required for this facility.

- 2.6 The total grant awarded is £451,660, against a total project capital cost of £607,574. The total match funding that would be required from Fenland District Council is £155,914.28.
- 2.7 As highlighted in the previous Cabinet report, should the match funding sources decline to support the projects then capital support to move forwards would be required from elsewhere or the projects cancelled. This is the case, and this paper seeks a decision from Cabinet regarding FDC support for the match funding requirements as detailed above from the Council's capital programme or cancelling the project.
- 2.8 Should the projects move forwards, FDC will facilitate the initial start up of the new PlayZones, after which the Council will look at longer-term options for the management and maintenance of the sites to include our existing leisure contract, Town Councils and local community groups and local sports clubs. Once the options are known, further information will be presented to decision makers to agree a way forward.
- 2.9 Fees for use of the facilities will ensure day to day running costs are covered and that the ongoing longer term financial viability of the facilities is in place. Fees will cover a 'sinking-fund' for the replacement of the surface in years 10 – 15. Fees will also allow funding for the Active Fenland Team to develop community sessions and deliver coaching qualifications at both facilities.

3 Recommendations

- 3.1 That Cabinet notes the report and the benefits that the development of PlayZones in Fenland will offer, namely;
- Increasing community physical activity levels and subsequently community health
 - Encouraging under-represented groups such as women and girls, disabled people and older people to become more physically active
 - Supporting a reduction in anti-social behaviour
 - Supporting community cohesion

- 3.2 That Cabinet notes the General Fund Budget Estimates and Medium Term Financial Strategy (MTFS) Report, agreed by Cabinet and Council in February, projects a financial shortfall for 2025/26 of £1.432m increasing year on year amounting to around £3.4m by 2027/28.

Although there are currently many uncertainties regarding the budget for 2025/26 and the MTFS, there remains a significant structural deficit which the Council will need to address.

Any additional costs for items not already included in the budget will incur additional revenue costs of circa. £81k p.a. for every additional £1m required based on an assumed 30 year borrowing profile.

- 3.3 That Cabinet considers carefully the necessary match funding requirement of £80,925.29 for the Manor Field facility and the match funding requirement of £74,988.99 for the Barton Road facility and makes a decision to support the necessary match funding for *either both, one or neither facility*.
- 3.4 That Cabinet also identifies whether this project, if proceeding, is a capital project (as the original PlayZone report was dated November 2024), or whether this is now a Fenland Inspire! project.
- 3.5 That Cabinet, subject to the decision in paragraph 3.3, delegates authority to the Corporate Director, in consultation with the Portfolio Holders for Environment and Leisure and the Leader of the Council in his capacity as Portfolio Holder for Finance to develop the PlayZones as required in paragraph 3.3, through the Football Foundation PlayZones Framework and to award, mobilise and implement such proposal with further authority to take all reasonable ancillary actions to ensure implementation.
- 3.6 The Cabinet authorises the Monitoring Officer to execute and complete all requisite legal documentation in relation to the matters outlined above.
- 3.7 That Cabinet considers carefully whether to support any further bids to the Football Foundation for a PlayZone facility in Wisbech Park and a location in March or Chatteris and instructs officers accordingly, noting that any successful funding for two facilities will also be likely to require match funding from the Council in the region of £80,000 per facility if other funders declined to support the projects.

Wards Affected	Wisbech and Whittlesey	
Forward Plan Reference	KEY/06MAR25/01	
Portfolio Holder	Cllr Jan French Cllr Chris Boden	Portfolio Holder for Parks & Open Spaces Leader of the Council and Portfolio Holder for Finance
Report Originator(s)	Phil Hughes	Head of Leisure Services
Contact Officer(s)	Carol Pilson Phil Hughes	Corporate Director Head of Leisure Services

Background Papers

[Cabinet Paper regarding PlayZones, November 2024](#)

<https://localplans.footballfoundation.org.uk/local-authorities-index/fenland/fenland-executive-summary/>

4 BACKGROUND AND INTENDED OUTCOMES

- 4.1 In 2022 the Football Foundation funded the [Fenland Local Football Facilities Plan](#). This assessed football facilities within the District and identified opportunities for development. The report's summary reads as follows; The key strengths of local football in Fenland include traditional football/league provision and it is recommended that this is sustained and also encouraged to grow further.
- 4.2 However, gaps in provision do exist, these include a lack of "Just Play" provision, and a need to develop additional opportunities for the female game. It was recommended that the future football development priorities for Fenland are:
- Establish Just Play opportunities; including vets provision, and a Disability Just Play Centre.
 - Provide additional programme support for growth in the female game.
 - Provision of recreational football opportunities in Wisbech.
 - Facility development to support high levels of participation in March and Wisbech.

Development of PlayZones will help to address the first three bullet points above.

- 4.3 The PlayZone Programme is the Football Foundation's investment programme aimed at tackling inequalities in physical activity and access to facilities by funding community-led spaces. The Football Foundation (FF) Playzones project is a collaborative initiative aimed at engaging with local communities across the country to create outstanding sports and activity spaces and tackle inequalities in participation. The FF aims to deliver up to 240 playzones in England in 2025. This is an ambitious target.
- 4.4 The programme is targeted at specific geographies due to need and Fenland has been selected as a District that will benefit from this significant investment. The project is funded by the Premier League, The FA, the Government, and Sport England, and is delivered by the Football Foundation.
- 4.5 The FF aims to focus investment and resource into communities with the greatest need. This will deliver new or refurbished outdoor mini pitches designed for football and other sports and activities that will allow priority groups to be more active.
- 4.6 PlayZones provide an inspiring and inclusive space for the community to gather, play sport and be active. The spaces need to be inspiring, accessible, engaging and welcoming for all priority groups. As such PlayZones have been

designed to be attractive, modern, and safe spaces that communities want to use, with branding and colour schemes to support that.

4.7 The Football Foundation has learned that the most successful community sport and physical activity spaces are designed and delivered in partnership with local people. Communities are more likely to take part in activities and use facilities if they've been included in their planning and development.

4.8 The Football Foundation is satisfied that a PlayZone facility at both Barton Road and the Manor Field would be successful projects. Infrastructure is located on the sites and local communities are familiar with the facilities, so uptake should be strong.

4.9 Wisbech Park

The Football Foundation visited the park whilst in the area. As there is already a hub for sports in the park, the FF has identified that enhancing this with a PlayZone, linked to a re-vitalised changing facility (currently dilapidated) and the local pavilion is a project that is viable. An application to FF for this facility may be possible, subject to FF internal funding decisions in mid to late 2025, subject to Cabinet wishing for such a facility to proceed.

4.10 Further to FF feedback, an application to FF for a facility in March, not at Estover Park, or in a suitable location in Chatteris may be possible in mid to late 2025, subject to internal FF funding decisions and subject to Cabinet wishing such an application to proceed.

4.11 Project Goals

The playzone project has several goals and offers local communities significant benefits:

- Increase participation in football and other sport and activities: By providing accessible and safe spaces to play, the project aims to encourage more children and young people to participate in football.
- Improve health and well-being: Regular physical activity, such as playing football, can help to improve children's physical and mental health.
- Reduce crime and antisocial behaviour: By providing positive activities for young people, the project can help to reduce crime and antisocial behaviour in local communities.
- Regenerate communities: The construction and development of Playzones can help to regenerate local communities and provide a focal point for residents.
- Promote social inclusion: Playzones are designed to be inclusive and welcoming to children and young people from all backgrounds.

4.12 Multi-sport

Although FF investment is football-led, it is important that other sports and activities benefit from the new facilities. PlayZones are designed not only for recreational football, including Premier League Kicks, FA Weetabix Wildcats and walking football programmes, but a whole host of other sports and activities, from basketball to netball, rugby, hockey, cricket and more.

Sport can bring communities together and the FF encourages projects to ensure the spaces are used beyond just football. The FF has also developed a series of design principles and produced multi-sport guidance and policies to help ensure new PlayZones can accommodate a range of sports and activities.

4.13 Summary

The Football Foundation Playzones project is an initiative that has delivered significant benefits to local communities across England. The project has helped to increase participation in football, improve health and well-being, reduce crime, regenerate communities, and promote social inclusion. The project is a valuable asset to local communities and is helping to create a healthier, safer, and more inclusive society.

5 REASONS FOR RECOMMENDATIONS

- 5.1 To enable the Council to enter into the Football Foundation framework to deliver the facilities at Manor Field and Barton Road, if desired, and with the necessary cost of the match funding identified in the report.
- 5.2 To identify if Cabinet wishes to pursue an opportunity, subject to FF funding availability, to submit grant applications for a facility in Wisbech Park and either a suitable site in March or Chatteris, being mindful of the likely match funding required for each facility.
- 5.3 The opportunity to deliver these impressive PlayZone facilities in Fenland is a once in a decade opportunity with significant funding being provided by the Football Foundation.
- 5.4 These facilities have been identified as needed by our local communities in a [third-party report developed on behalf of the Football Foundation](#). The benefits are significant and with Fenland identified as a priority area for the funding it is an opportunity to support our local communities with their health and physical activity, reduce anti-social behaviour, increase community cohesion and support under-served groups with enjoyable opportunities to be active.

6 CONSULTATION

- 6.1 Please note the consultation already undertaken and available in the November 2024 Cabinet report regarding PlayZones.

7 ALTERNATIVE OPTIONS CONSIDERED

- 7.1 Given the funding from the Football Foundation there is no alternative approach to this programme, other than doing nothing.

8 IMPLICATIONS

8.1 Legal Implications

The use of a FF framework contractor to deliver the proposed PlayZone sites is necessary and must be followed as part of any funding agreement with the FF and will comply with the Council's procurement regulations.

8.2 Financial Implications

FDC has been successful with two grant applications for these projects totalling £451,660.

A capital sum of £155,914 is necessary from FDC in order to proceed to the delivery of the two initial PZ's following rejection of a bid for support from a third-party funder for the Manor facility and the Government's Neighbourhood programme for Wisbech having no financial availability until April 2025.


8.3 Equality Implications

This programme seeks to reduce health inequalities by providing more opportunities to be physically active and will positively target underserved groups in the community.

9 SCHEDULES

N/A

This page is intentionally left blank

Agenda Item No:	8	
Committee:	Cabinet	
Date:	19 May 2025	
Report Title:	Whittlesey Relief Road SOC	

Cover sheet:

1 Purpose / Summary

1.1 This report relates to the Whittlesey Relief Road Strategic Outline Business Case (SOC). Members are requested to:

- Acknowledge the completed Whittlesey Relief Road Strategic Outline Business Case (SOC) and its recommendations
- Agree next steps to source funding for the completion of further, more detailed work to continue the development of this project. The amount required is £220,000.

2 Key Issues

2.1 The SOC has set out a strong case for studying ways to address the current transport problems in Whittlesey and developed four shortlisted options to address these. The recommended scheme from the four shortlisted is the delivery of a relief road to the south of Whittlesey, Eastrea and Coates, with HGV rerouting and improvements to the active travel network within the town.

2.2 The SOC highlights current capacity issues at key junctions, high levels of traffic and lack of resilience on the network which is expected to worsen as more housing is created. Development in and around Whittlesey is strong and planning applications continue to come forward. Without intervention on the highway network this level of growth is unsustainable. Continued and increasing issues caused by congestion and HGV traffic in Whittlesey is expected to impact the potential for future growth. However, at present, there are no developments directly reliant on the delivery of this scheme.

2.3 The DfT's value for money framework is not just about the benefit-cost ratio, but the full range of impacts a scheme can have. Despite this, for a scheme to be considered for funding by the DfT, a positive BCR must be achieved. The current BCR for the Whittlesey Relief Road scheme in its current form shows poor value for money. This is due to the high cost to deliver this scale of intervention.

2.4 A wide range of positive impacts the Whittlesey Relief Road scheme will have for Whittlesey has been set out in the SOC. Key to this is the creation of a sense of place and community, protecting the historic market town and improving the health and wellbeing of its residents. To fully realise these in the benefit-cost ratio (BCR) and strengthen the value for money of the scheme additional work is needed to quantify and monetise these positive impacts.

- 2.5 The SOC recommends that further work should be undertaken to examine the following:
- Assess whether the scale and scope of the scheme can be reduced to lower costs.
 - Further appraise non-monetised benefits to seek means to include these in the BCR assessment.
 - Use the newly available traffic model to capture broader networkwide benefits.
 - Consider the schemes role in support of long-term strategic land use (linked to the emerging local plan).
- 2.6 This work is expected to cost £220,000 which is currently unfunded and is not part of the Cambridgeshire and Peterborough Combined Authority Medium Term Financial Plan (MTFP).
- 2.7 FDC is not expected to fund this additional work and therefore it is not included in the budget. The General Fund Budget Estimates and Medium-Term Financial Strategy (MTFS) Report, agreed by Cabinet and Council in February, projects a financial shortfall for 2025/26 of £1.432m increasing year on year amounting to around £3.4m by 2027/28.
- 2.8 A way forward to source funding for the assessment work recommended the SOC is needed. Options for this include:
- Explore potential options for CPCA funding.
 - Third party funding – source undetermined.

3 Recommendations

- 3.1 Members are requested to:
- Note the report and its recommendations.
 - Support in principle the proposal for further work to refine the scheme and assess further benefits.
 - Ask Officers to explore alternative potential approaches to source the £220,000 required to complete the work recommended in the Whittlesey Relief Road Strategic Outline Business Case (SOC).
 - Bring to the attention of the Planning Team the wording of paragraph 2.2 of this Agenda Report, requesting that Officers take this conclusion of the SOC into account as a material factor when determining future larger planning applications in Whittlesey, Eastea and Coates.

Wards Affected	All Whittlesey wards
Forward Plan Reference	KEY/09APR25/01

Portfolio Holder(s)	Cllr Seaton - Portfolio Holder for Social Mobility and Heritage
Report Originator(s)	Belinda Pedler (Senior Transport Officer)
Contact Officer(s)	<p>Belinda Pedler (Senior Transport Officer) Email: bpedler@fenland.gov.uk</p> <p>Wendy Otter (Transport Development Manager) Email: wotter@fenland.gov.uk</p> <p>Anna Goodall (Assistant Director) Email: agoodall@fenland.gov.uk</p>
Background Papers	<p>Whittlesey Relief Road SOC Final Report</p> <p>Whittlesey Relief Road SOC Final Report Appendix A to O</p> <p>Whittlesey Relief Road SOC Options Appraisal Report and Appendix A to E</p> <p>FDC Cabinet – 16 March 2023 https://moderngov.fenland.gov.uk/documents/s11850/Cabinet%20Paper%20M%20arch%202023%20-%20Whittlesey%20Relief%20Rd%20V2%2006.2.2023%20updated%2002.03.23.pdf</p> <p>FDC Cabinet – 9 January 2022 Report and appendices.pdf (fenland.gov.uk)</p> <p>CPCA Board Meeting – 30 November 2022 353.pdf</p> <p>Whittlesey Town Council 2021 – Whittlesey Relief Road Inception Study Whittlesey Relief Road - Whittlesey Town Council</p>

Report:

1 BACKGROUND

- 1.1 In January 2020, FDC Cabinet approved a series of economic masterplans under the title of Growing Fenland. This included a Growing Fenland Whittlesey masterplan setting out a series of projects aimed at improving this historic town. The need for a Whittlesey Southern Relief Road scheme is one element of this masterplan which featured highly in responses to the public consultation work that supported the strategy.
- 1.2 Later in 2020 Whittlesey Town Council commissioned the Whittlesey Relief Road Inception Study. The key findings of this study state that there is a sound strategic case with a few benefit areas and reasonable alignment with local plans and strategies. There is a reasonable prospect of value for money although this may be dependent on development. The report also noted some engineering challenges around flood risk and the railway level crossing. The consultants' overall conclusion is as follows:

“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.”

- 1.3 Further information about this study including a copy of the report can be found on the Town Council website as follows: [Whittlesey Relief Road - Whittlesey Town Council](#).
- 1.4 Cambridgeshire and Peterborough Combined Authority (CPCA) are supporting the Growing Fenland masterplans financially through their Market Towns Programme. In November 2022, a market towns finance update paper was taken to CPCA Board. This included a proposal for reallocating £255,750 of funding towards a Whittlesey Southern Relief Road SOC. This was approved subject to a funding application from Fenland District Council in January 2023. The main factors for this CPCA decision being the inclusion of the Whittlesey Relief Road project in the Growing Fenland Masterplan for Whittlesey, the Whittlesey Town Council Relief Road Inception Study and its positive outcome, along with 80% of respondents calling for this study to be progressed as part of CPCA 2022-2023 budget review.

2 Whittlesey Relief Road SOC

- 2.1 In March 2023, FDC Cabinet confirmed the Member-led Project Board and terms of reference to deliver the governance for the Whittlesey Relief Road SOC project. The Project Board consisted of elected Members from Fenland District Council, Whittlesey Town Council and Cambridgeshire County Council, chaired by the FDC Portfolio Holder for Transport and Social Mobility.
- 2.2 FDC appointed Mott MacDonald, a specialist contractor, to complete the technical work for the project, including a Department for Transport compliant

Strategic Outline Case (SOC). The development of the SOC was managed by the FDC Senior Transport Officer and key decisions and project monitoring undertaken through regular Project Board meetings.

- 2.3 Work was undertaken from September 2023 to March 2025 to develop the SOC for a relief road for Whittlesey. This included a comprehensive review of the context, opportunities, issues and risks relating to a relief road and its role in relation to Whittlesey. This encompassed current and future scenarios and was set against the full range of transport issues within and around the town. An existing conditions report, baseline data review, case for change, traffic and transport surveys and a number of stakeholder workshops were delivered as part of this work.
- 2.4 Scheme objectives were identified for the project relating to four key themes. These are Sustainable Growth; Connectivity and Access to Opportunity; Health, Wellbeing and Sense of Community; and Environment. Each of which were given equal priority and weighting.
- 2.5 A long list of 35 options were identified through a Stakeholder Workshop held in May 2024. Attendees of the workshop included officers from FDC, CCC, CPCA and PCC along with representatives from Sustrans, Environment Agency, Stagecoach, Network Rail and Greater Anglia.
- 2.6 Other workshops were also held to engage with local businesses and social groups and to capture insights and feedback about the transport issues in Whittlesey and views on the longlist and shortlist of the options identified to address these issues.
- 2.7 Four shortlisted options were identified through a sifting process that identified which proposals performed best against scheme objectives. These were worked up into more detail and put to Public Consultation from 23 October to 22 November 2024. During this time, 2 face to face drop in events were held in Whittlesey and 1 online session to enable members of the public and stakeholders to engage with the project team and ask questions. Telephone and email contact details were also provided to enable people to get in touch directly and an online survey was available throughout the consultation period to capture responses. The online survey questions were provided in hard copy for those that needed them. These were sent by post or available to collect from Whittlesey Town Council offices where the consultation materials were on display.
- 2.8 In total, 310 responses were received through the online form, mostly from people who live or work in or around Whittlesey. The main age group of respondents was between 26 and 55 years, with only one respondent aged under 25. 75% were in paid employment or did voluntary work and 88% of those in work travelled to their place of work in a private car or van.
- 2.9 72% of respondents agreed with the scheme objectives and 23% neither agreed nor disagreed. Option 1 – a relief road with HGV routing was ranked the most popular of the 4 options with strong support also shown for Option 2 which included active travel improvements for Whittlesey. Some respondents explained that their reason for choosing Option 1 over Option 2 was that the scheme was likely to be expensive and therefore they were concerned that there would not be enough money to do a relief road and active travel

improvements. The least popular option was the (comparably) low-cost Option 4 – a mobility hub with active travel improvements. Option 3 – a relief road with HGV rerouting and bus priority measures received some support but concerns were raised that the bus improvements would have little effect and were therefore not worth including.

- 2.10 The overall results and feedback from the Public Consultation and stakeholder engagement were weighed against the outcome of the options appraisal for the four options to identify the preferred option to take forward. This concluded that the best performing option is Option 3 – a relief road with HGV rerouting and active travel improvements. This option reroutes traffic and HGVs away from the town centre and improves the centre itself, supporting non-motorised transport, encouraging physical activity and providing more overall benefit than the relief road on its own.
- 2.11 Additional technical work relating to network resilience was completed in early 2025 to support the SOC. This provided additional analysis around the impact of road closures such as the B1040 caused by flooding and issues relating to the lane reduction on The Causeway during 2024 and 2025.
- 2.12 The Whittlesey Relief Road SOC concluded the following:
- 2.13 That there is a need for investment in a Scheme that addresses the issues Whittlesey is experiencing in relation to traffic along the A605. That there is an opportunity to support the growth of the town and the development of the new Fenland Local Plan, in relation to housing and employment opportunities, by providing additional transport network capacity. That there is a need to build greater resilience to the road network to support the movement of people across the area, including during the high occurrence of road closures in the area due to flooding. That there is an opportunity to develop active travel improvements through the centre of Whittlesey to improve options for sustainable travel and aid in the sense of place for the town centre. That the best performing option to address the transport issues in Whittlesey is the delivery of a Relief Road with HGV re-routing and active travel improvements.
- 2.14 The SOC recommended that further work should be undertaken to examine the following:
- 2.15 Assess whether the scale of the scheme can be reduced to lower costs, such as by considering a shorter route for the relief road.
- 2.16 Use the newly available Cambridge and Peterborough Sub-regional Model to capture a broader network-wide assessment of the scheme's benefits and a more detailed assessment of its impact on network resilience.
- 2.17 Further appraise non-monetised benefits to identify opportunities to monetise them for inclusion in the Initial Benefit-Cost Ratio (BCR) assessment, thereby strengthening the final Value for Money position of the scheme.
- 2.18 Examine how the scheme could support long-term strategic land use and economic growth across the region. Consider the scheme's potential role in unlocking development opportunities along the wider A605 corridor, linking it to the emerging Fenland Local Plan. This could allow for any wider economic impacts of the scheme to be explicitly claimed and included in any Indicative BCR assessment, further strengthening the final Value for Money position.

- 2.19 The final SOC was completed in February 2025 and approved by the Project Board in March 2025. A peer review was undertaken by Steers as part of the CPCA assurance process. This supported the approach undertaken to complete the SOC and the overall level of benefit identified. It did raise concern over the poor BCR for the scheme and suggested the scale of the scheme as currently presented outweighs the issues it aims to address.
- 2.20 The next steps for the project requires funding for further assessment work. An approach to source the £220,000 is needed. Potential options for this are:
- Explore options for funding from CPCA. The Whittlesey Relief Road project was funded through the Growing Fenland/Market Towns fund and is not part of the CPCA MTFP. Therefore, no funding is currently allocated for future phases of work.
 - Seek options for third party funding. This could be in the form of developer contributions or other funding streams as they become available.

3 REASONS FOR RECOMMENDATIONS

- 3.1 The total cost for the Whittlesey Relief Road SOC was £277,783. This was funded by the original £260,000 Market Towns Fund plus some additional underspend from other Growing Fenland projects. This investment has delivered a SOC which makes a clear case for the need for traffic interventions in Whittlesey.
- 3.2 The best performing scheme to address the issues in Whittlesey has been identified as a southern relief road, HGV rerouting and active travel improvements. The cost of a scheme of this scale is significant and requires further work to understand the monetised value the wider benefits it may bring. The Benefit to Cost Ratio for the project is currently too low for the project to progress to Outline Business Case. The recommended assessment work would focus on addressing the gap between the benefits costed so far and the scale and cost of the proposed scheme with the aim of creating a stronger BCR.
- 3.3 To undertake the additional assessment, the scheme requires development funding of £220,000. Upon completion of this assessment, the scheme should be reviewed for further consideration, with the intention of seeking funding for the Outline Business Case.

4 CONSULTATION

- 4.1 Please refer to paragraphs 2.8, 2.9, 2.10 above which confirm public consultation in support of the scheme.

5 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 A non-relief road option was included in the shortlisted options and the public consultation. This performed poorly against the scheme objectives,

particularly due to it not affecting the current routing of HGVs. This option was garnered the least support of all of the options.

- 5.2 The conclusion of the project highlights that transport interventions are needed for Whittlesey and that one single solution is unlikely to resolve all of the towns transport issues. This suggests a multi-mode, multi-faceted approach is needed. Part of the solution is therefore likely to include the Cambridgeshire County Council as the Local Highway Authority and CPCA as the Local Transport Authority programmes to develop transport proposals across all modes of transport; a new Transport Strategy for Fenland District covering all modes of transport; and walking and cycling proposals for Whittlesey included within the new district transport strategy, the Fenland Walking, Cycling and Mobility Aid Strategy and the County Council emerging Active Travel Strategy. Fenland District Council's work with CPCA and others to develop plans to significantly improve Whittlesey railway station will also be a significant factor.
- 5.3 A key component for any solution for transport issues in Whittlesey will need to continue to consider alternatives ways to address the key issues that need resolving. Alternative options must be considered to satisfy funding requirements and therefore they will continue to form part of this work.

6 IMPLICATIONS

6.1 Legal Implications

- 6.2 There are no legal implications in relation to the recommendations set out in this report however, if funding is successfully secured, the appointment of a consultant to undertake the additional works will be made in compliance with the Council's Code of Procurement.

6.3 Financial Implications

- 6.4 As stated above, £220,000 is needed to continue the development of the case for a relief road for Whittlesey. This is currently unfunded and not part of the Cambridgeshire and Peterborough Combined Authority Medium Term Financial Plan (MTFP).
- 6.5 FDC is not expected to fund this additional work and it is not included within the budget. The General Fund Budget Estimates and Medium-Term Financial Strategy (MTFS) Report, agreed by Cabinet and Council in February, projects a financial shortfall for 2025/26 of £1.432m increasing year on year amounting to around £3.4m by 2027/28.
- 6.6 Although there are currently many uncertainties regarding the budget for 2025/26 and the MTFS, there remains a significant structural deficit which the Council will need to address.
- 6.7 Any additional costs for items not already included in the budget will incur additional revenue costs of circa. £81k p.a. for every additional £1m required based on an assumed 30 year borrowing profile.

6.8 Equality Implications

- 6.9 Building a case for traffic interventions for Whittlesey is concerned with improving the economic and social performance of the town. Existing transport challenges in and around Whittlesey cause disruption and congestion. This project is one component of the transport strategy set out in the Growing Fenland report for Whittlesey which has a multi modal approach. Proposals for transport projects to assist all members of the community are being taken forward and considered as part of a wide range of policies and strategies.

APPENDIX 1 – Whittlesey Relief Road Study Project Board draft terms of reference

1. Background – What is the Whittlesey Relief Road Project SOC?

Introduction

FDC and our partners have been working on a project to consider a relief road for the Market Town of Whittlesey. Whittlesey is an historic market town with some narrow streets and important old buildings. There is also a major road (A605) through its centre and an industrial estate to the south. The town economy relies on significantly on road traffic with large vehicles needing to access all parts of the town. The railway level crossings around the town are in prominent locations and with increasing amounts of barrier downtime congestion on the local road network increases. The transport challenges in Whittlesey need to be addressed.

In 2020 Whittlesey Town Council commissioned the Whittlesey Relief Road Inception Study. The key findings of this study state that there is a sound strategic case with benefit areas and reasonable alignment with local plans and strategies. There is a reasonable prospect of value for money although this may be dependent on development. The report also noted some engineering challenges around flood risk and the railway level crossing.

The findings of the study are fully supported and FDC considered opportunities to secure funding for the next stage of work for a Whittlesey Relief Road.

Growing Fenland Whittlesey Masterplan

Following a successful pilot scheme undertaken in St Neots, the Cambridgeshire & Peterborough Combined Authority (CPCA) Board committed to provide funding to create a masterplan for growth for each market town within the CPCA area (as recorded in the actions from the CPCA Board meeting held on 28.03.18).

With the aim of bringing jobs, infrastructure and growth to the Fenland area, the masterplans also enable each town to become and remain "vibrant and thriving places" whilst helping to boost the local and regional economy.

A commitment of £50k was made by the CPCA to produce a masterplan for each town in Fenland. The master planning project was given a working title of 'Growing Fenland' which linked the proposed growth of the local economy to our important agricultural heritage. The Whittlesey Growing Fenland Masterplan, which includes a Whittlesey Relief Road was approved in early 2020 and can be found from the following weblink:

[Whittlesey Relief Road - Whittlesey Town Council](#)

Upon completion of the Masterplans, CPCA approved further funding to kick start the delivery and implementation of these Masterplans. In late 2022 as part of a CPCA Market Towns Programme review, an opportunity arose to review the proposals for Whittlesey projects. FDC submitted a successful application to CPCA for the Whittlesey Relief Road SOC project. This was approved at the CPCA Board meeting in November 2022 and is available to read as follows [CMIS > Meetings](#)

2. Whittlesey Relief Road SOC Project Board

Objective:

The Project Boards will provide oversight for the continued development and delivery of the Whittlesey Relief Road SOC and provide a forum for key issues to be considered and key decisions to be made. It is the vehicle by which the key strategic issues (including financial and legal) can be acknowledged, recorded, and monitored.

Responsibilities:

The remit of the Project Board relates to the design, delivery and implementation of the Whittlesey Relief Road SOC project. Responsibilities include but are not limited to the following:

- Approval of the Project Brief including its specific aims.
- The project programme from its inception to its conclusion
- Discuss and agree action regarding specific project constraints
- Review and approval of the procurement strategy
- To receive progress reports from the project team, review & confirm achievements at each major project milestone (or end of stage) and approve commencement of the next stage
- Provide direction and support to help resolve key project risks and issues
- To provide input and representation to the defined projects for their respective organisations
- To provide advice on local issues
- To provide their respective organisations' positions on all elements of the project
- To agree community engagement and public consultation strategy.
- Authorise project closure and send project closure notification

Membership:

The core membership of each of the project board will be as follows:

FDC Cabinet Member – Portfolio holder for Transport (Chairperson)

FDC Leader and Portfolio Holder for Finance

FDC Cabinet Member – Portfolio holder for Planning

Whittlesey Town Council – two representatives

Cambridgeshire County Council as Local Highway Authority - 1 member

A vice-chairperson should be elected from the membership of the group at the first Project Board meeting. This vice-chairperson is expected to deputise for the Chairperson.

It should be noted that only members listed above, or their nominated substitutes will have voting powers.

It is envisaged that the project board may also make recommendations to Fenland District Council's Cabinet, which would in turn make recommendations to the CPCA Board, the ultimate decision-making body regarding funding.

Officer and Project Support Staff:

The Project Board will be supported by officers from Fenland District Council and Cambridgeshire and Peterborough (CPCA) Combined Authority. Additional officer support will be brought into meetings as required. E.g., communications officer or specialist consultant. The appointed consultants delivering the SOC will also attend all the Project Board meetings and help as required. It is also expected that other specialist staff may attend some meetings as necessary such as Network Rail and the lead local flood authority

team related to known challenges that will need to be overcome to deliver any project in the future.

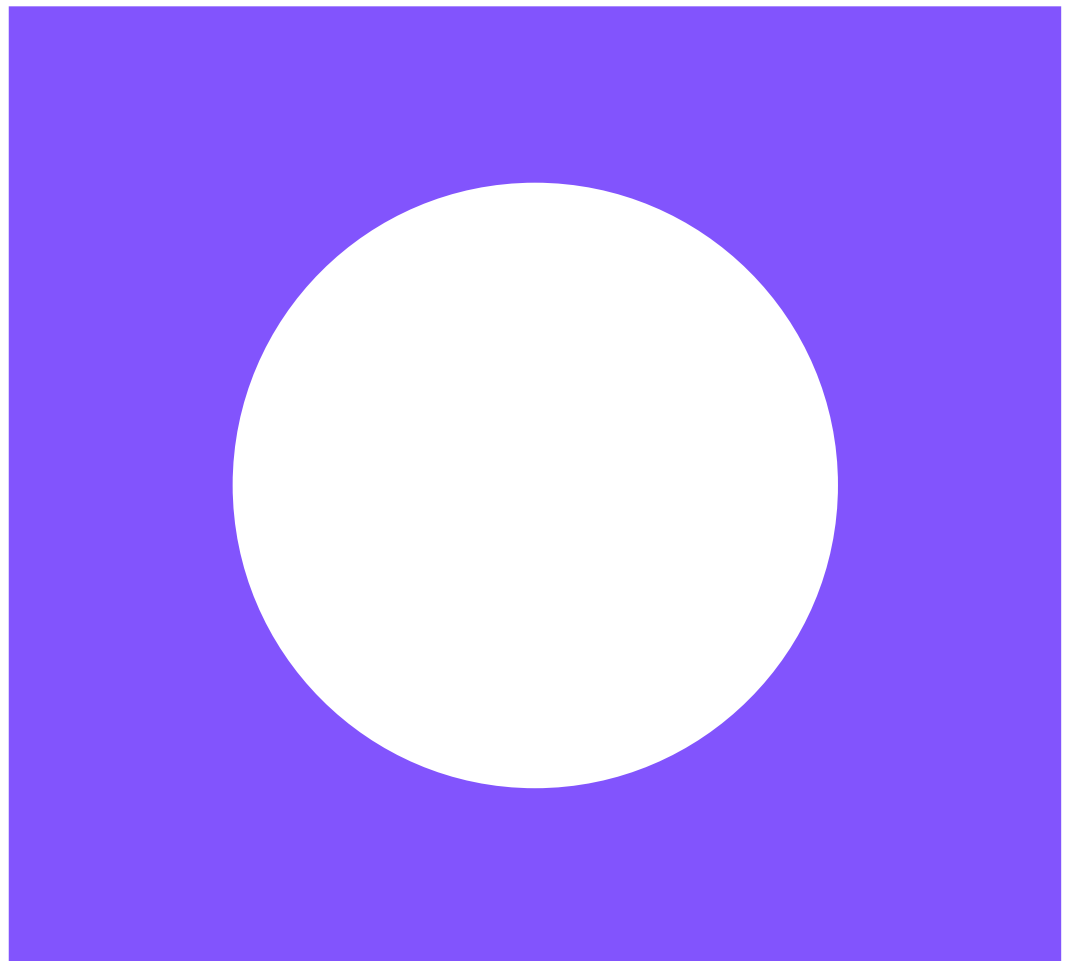
Meetings

The Project Boards will meet or hold a meeting or conference call at least every 3 months and at other times as necessary and at key stages of the project.

Each party may substitute attendees on an occasional basis; however, substitutes should be briefed and empowered with the same authority as the usual attendee.

Communications

A Whittlesey Relief Road SOC Project Board Communications Strategy will also support the terms of reference document. This Strategy will set out protocols for communication in respect of the Whittlesey Relief Road SOC. Members have a role to adhere to the communications strategy to enable effective implementation of the programme. An initial draft of the strategy will be tabled at the first meeting of the Project Board for approval.



Whittlesey Relief Road

Strategic Outline Case

March 2025

This page left intentionally blank for pagination.

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
mottmac.com

Whittlesey Relief Road

Strategic Outline Case

March 2025

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
P01	December 2024	Jack Vickers Strutt Steven Adams	Chris Payne	Jon Bunney	Draft for client review
P02	December 2024	Jack Vickers Strutt Steven Adams	Chris Payne	Jon Bunney	Second draft for client review
P03	February 2025	Jack Vickers Strutt	Chris Payne	Jon Bunney	Third draft for client approval
P04	March 2025	Jack Vickers Strutt	Chris Payne	Jon Bunney	Updated following independent review

Document reference: 100114563-MMD-BCA-04-RP-BC-019 | P04

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

Executive summary	1
1 Introduction	12
1.1 Scheme overview	12
1.2 Purpose of the Strategic Outline Case	12
1.3 Geographic scope	13
1.4 Document structure	13
2 Strategic Dimension	14
2.1 Strategic context	14
2.1.1 Growing Fenland: Whittlesey - A Market Town fit for the Future	15
2.1.2 Strategy and policy overview	16
2.2 Case for change	20
2.2.1 The current situation	21
2.2.2 The future situation	32
2.2.3 Stakeholder views	34
2.2.4 Impact of doing nothing	38
2.3 Scheme objectives	38
2.3.1 Objective mapping	39
2.3.2 Objective setting	40
2.3.3 Logic Map	41
2.4 Constraints	43
2.4.1 Environment	43
2.4.2 Historic environment	44
2.4.3 Planning	45
2.5 Dependencies	46
2.5.1 Potential dependencies	46
2.5.2 Powers and consents	46
2.6 Wider schemes being delivered in the area	47
2.6.1 A605 Cemetery Road Roundabout	47
2.6.2 Whittlesea Station Improvements	47
2.6.3 Ely Area Capacity Enhancements	47
2.6.4 Fenland Cycling, Walking and Mobility Aid Improvement Strategy	48
2.6.5 Fens Reservoir	49
2.7 Key project risks	49
2.8 Strategic Dimension summary	50
3 Economic Dimension	52
3.1 Overview	52

3.2	Longlist options assessment	52
3.2.1	Identifying the initial longlist	52
3.2.2	Grouping of similar options	53
3.2.3	Pre-sift	53
3.2.4	Longlist options assessment	54
3.2.5	Arriving at the shortlist	58
3.2.6	Shortlist option descriptions	59
3.3	Shortlist option appraisal	61
3.3.1	Appraisal approach	61
3.3.2	Monetary impacts	62
3.3.3	Non-monetary environmental impacts	67
3.3.4	Non-monetary social impacts	69
3.3.5	Wider economic impacts	71
3.3.6	Present Value Costs	72
3.3.7	Value for Money assessment	73
3.3.8	Sensitivity tests	74
3.3.9	Feedback on options from consultation	75
3.3.10	Performance against Regional Priorities	76
3.4	Economic Dimension summary	79
4	Financial Dimension	80
4.1	Overview	80
4.2	Scheme cost estimates	80
4.3	Spend profile	81
4.4	Maintenance and operating costs	82
4.5	Budgets and funding sources	82
4.5.1	Funding context	82
4.5.2	Funding options	83
4.6	Financial Dimension summary	86
5	Commercial Dimension	87
5.1	Overview	87
5.2	Required scheme outputs	87
5.3	Procurement strategy	87
5.3.1	Procurement options – Scheme development	88
5.3.2	Procurement options – Scheme delivery	88
5.4	Commercial Dimension summary	89
6	Management Dimension	90
6.1	Overview	90
6.2	Evidence of similar projects	90
6.2.1	Whittlesey Heritage Walk	90
6.2.2	Manea Railway Station Car Park	91

6.2.3	March Railway Station – Station Building and Car Park Extension	91
6.3	Governance arrangements	91
6.4	Project management	93
6.4.1	Project board	93
6.4.2	Project management team	94
6.4.3	Decision making and change control	95
6.4.4	Project Manager Report	95
6.5	Project Delivery Plan	96
6.5.1	Project programme	96
6.6	Quality assurance	97
6.7	Stakeholder engagement	97
6.7.1	Stakeholder workshops	98
6.7.2	Public consultation	99
6.8	Risk management	99
6.9	Benefits Realisation Plan	100
6.10	Monitoring and evaluation	101
6.11	Management Dimension summary	101

Appendices 103

A.	Case for Change	104
B.	Baseline Evidence Review	105
C.	Stakeholder Engagement and Communications Plan	106
D.	Longlist Options Assessment Report	107
E.	Options Assessment Report	108
F.	Appraisal Specification Report	109
G.	Social Impact Appraisal Report	110
H.	Consultation Summary Report	111
I.	Scheme Programme	112
J.	Risk Register	113
K.	Benefits Realisation Plan	114

L.	Analysis of Monetised Costs and Benefits Tables	115
M.	Appraisal Summary Tables	116
N.	Public Accounts Tables	117
O.	Network Resilience Technical Note	118

Tables

Table 2.1:	Economic activity levels (proportion of residents 16+)	29
Table 2.2:	Summary of responses from Workshop 1	35
Table 2.3:	Summary of responses from Workshop 2	36
Table 2.4:	Scheme objectives	40
Table 2.5:	Scheme sub-objectives	41
Table 2.6:	Potential risks and mitigation measures	50
Table 3.1:	Discounted options	53
Table 3.2:	Longlisted options	54
Table 3.3:	Shortlist option descriptions	59
Table 3.4:	Summary of appraisal approach	62
Table 3.5:	Economic efficiency user benefits (£,000, 2010 prices discounted to 2010, over a 60-year appraisal period)	62
Table 3.6:	Average travel time (minutes) along the A605 west of Whittlesey	64
Table 3.7:	Environmental and social economic benefits (£,000, 2010 prices discounted to 2010, over a 60-year appraisal period)	65
Table 3.8:	Wider public finances (£,000, 2010 prices discounted to 2010, over a 60-year appraisal period)	66
Table 3.9:	Present Value of Benefits (£,000, 2010 prices discounted to 2010, over a 60-year appraisal period)	66
Table 3.10:	Network resilience impact on scheme PVB	66
Table 3.11:	Environmental appraisal summary	68
Table 3.12:	Social appraisal summary	70
Table 3.13:	Base Costs Used in PVC (£,000, 2024 prices)	72
Table 3.14:	Present Value of Costs (£,000, discounted to 2010 prices)	73
Table 3.15:	Value for Money	73
Table 3.16:	Sensitivity tests for Option 1 (£,000s)	74
Table 3.16:	Sensitivity tests for Option 2 (£,000s)	74
Table 3.16:	Sensitivity tests for Option 3 (£,000s)	74
Table 3.16:	Sensitivity tests for Option 4 (£,000s)	74
Table 3.16:	CPCA Local Transport and Connectivity Plan Priorities	77
Table 4.1:	Scheme cost estimates (£,000)	81

Table 4.2: Annual spend profile (£,000)	81
Table 6.1: Project Board members	93
Table 6.2: Project Delivery Team	94
Table 6.3: Key project roles	94
Table 6.4: Project Programme Indicative Key Milestones	97
Table 6.5: Key Project Benefits	100
Table 6.6: Project Programme Indicative Key Milestones Summary	102

Figures

Figure 1.1: Study area	13
Figure 2.1: Whittlesey town location	15
Figure 2.2: Policy/strategy documents selected for review	17
Figure 2.3: Key themes from policy and strategy documents	20
Figure 2.4: Whittlesey town location	21
Figure 2.5: National Highways agreed diversionary routes	22
Figure 2.6: ANPR – Weekdays (all modes)	23
Figure 2.7: A605 free flow average speeds (Eastbound)	24
Figure 2.8: Whittlesey public transport network	25
Figure 2.9: Active travel provision in Whittlesey	26
Figure 2.10: Flood storage areas	27
Figure 2.11: Accident locations in Whittlesey	28
Figure 2.12: Index of Multiple Deprivation, 2019	29
Figure 2.13: Summary of current issues by theme	31
Figure 2.14: Locations of development in Whittlesey and the surrounding area	33
Figure 2.15: Summary of future situation	34
Figure 2.16: What could Whittlesey look like in the future? Workshop 2 responses	37
Figure 2.17: Objective setting process	39
Figure 2.18: Summary of issues and opportunities by theme	40
Figure 2.19: Logic Map	42
Figure 2.20: Flood storage areas, flood zones and rivers	43
Figure 2.21: Nature conservation designations	44
Figure 2.22: Designated heritage assets	45
Figure 2.23: EACE scope	48
Figure 2.24: Core walking and cycling routes in Whittlesey	49
Figure 2.25: Summary of key issues in Whittlesey	51
Figure 3.1: Longlist options identification and assessment process	52
Figure 3.2: Longlisted Options	55
Figure 3.3: Longlisted options assessment results	56
Figure 3.4: Multi-Criteria Assessment results - deliverability	57
Figure 3.5: Best performing longlisted options by theme	58
Figure 3.6: Shortlisted options	59

Figure 3.7: A605 impacted by road closures	63
Figure 3.8: Public support for each option	75
Figure 6.1: Project development governance structure	92
Figure 6.2: Project delivery governance structure	92
Figure 6.3: CPCA Assurance Process	96

Photos

Photo 2.1: Whittlesey town centre	14
Photo 2.2: Church Street	24
Photo 2.3: Cemetery Road	24

Executive summary

This Strategic Outline Case (SOC) introduces proposals to improve transport provision, potentially in the form of a new relief road, around the town of Whittlesey in the Fenland District area. The SOC provides the evidence that underpins the case for change for the proposed Scheme, providing justification for further development of the scheme, and demonstrating how a solution could deliver against objectives linked to wider overarching strategic and policy objectives for the area. The SOC also provides supporting narrative and evidence for use in the development of the draft Fenland Local Plan to support the case that there is a need for improvements in the Whittlesey transport network to support the aspirations for continued housing and economic growth.

Scheme Overview

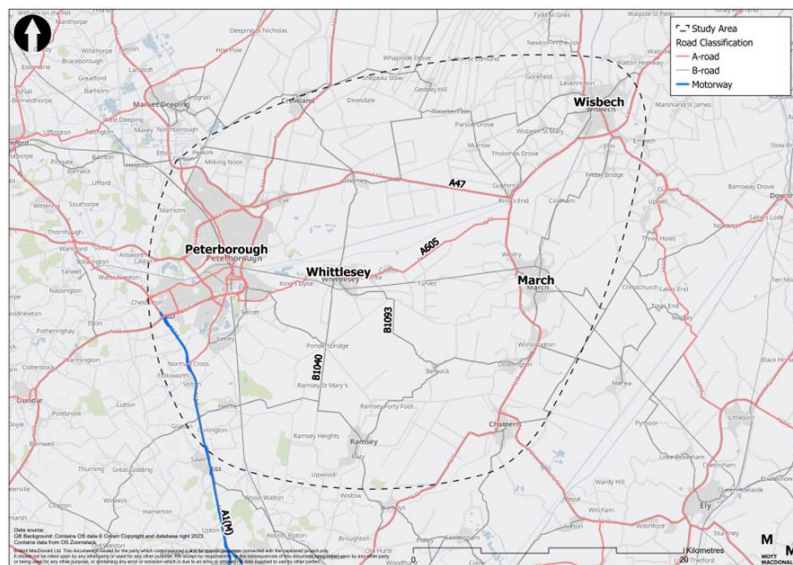
Previous studies examining the issues within the town of Whittlesey have identified growing pressures from the delivery of new housing and employment sites within and around the town. These studies identified issues arising from high volumes of traffic and the presence of Heavy Goods Vehicles (HGVs) on the historic nature of the town its people, and how this is leading to constraints on growth and the associated benefits for residents and businesses.

Ideas to help alleviate traffic in the town, including the concept of a relief road, have been around for a number of years. It has been highlighted by the Cambridgeshire and Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC), and the Fenland District Council (FDC) that there is a need to fully explore the issues and opportunities underpinning the concept of a relief road, and to explore more widely if there are other solutions that should be considered before any solution is progressed.

This SOC has been developed to explore the current issues within the town, the future situation if things remain unchanged and the options that could address them, ultimately concluding with recommendations around possible solutions that could be taken forward for further development, and consideration.

Geographic Scope

The location context for this SOC is shown to the right, with the extent of the study area under consideration extending far beyond Whittlesey itself and taking in Peterborough as well as the other Fenland market towns of March, Wisbech and Chatteris. The purpose of including this wider study area is to ensure that there is an understanding of the relationship between the key locations that are linked by the A605, with Whittlesey at the heart.



Purpose of the Strategic Outline Case

This document has been completed in line with the Department for Transport (DfT) 'Transport Business Case Guidance' (2022), following the Five Case Model, which requires Business Cases to:

- Set out a compelling case for change that demonstrates how the proposal has a strong strategic fit with organisational, government and local area priorities – the '**Strategic Dimension**' (Section 2)
- Demonstrate the value for money and the best choice for a solution that maximises the benefits to society through options development and appraisal – the '**Economic Dimension**' (Section 3)
- Illustrate the commercial viability and supply-side capacity for the proposal, including the potential options for procurement – the '**Commercial Dimension**' (Section 4)
- Demonstrate the proposal is financially affordable and fundable over time – the '**Financial Dimension**' (Section 5)
- Set out the Scheme's deliverability through the effective development of plans, management and resources to oversee the project from outputs to outcomes – the '**Management Dimension**' (Section 6)

Strategic Dimension

The Strategic Dimension outlines the need for the Scheme and provides the rationale for investment. It sets out a clear understanding of the current situation within Whittlesey, as well as the future situation, within the context of relevant local, regional and national policies and strategic aims. Drawing this together, the Strategic Dimension concludes with the overall case for change, that includes a clear set of the Scheme objectives.

Context

There is a desire to balance economic growth with the well-being of the residents of Whittlesey. Transport is identified as playing a crucial role in this, as improving the transport offer within the town can enhance access to jobs, education, and services, while also reducing congestion and environmental impacts, including the negative social impacts currently experienced within the town as a result of traffic.

The Current Situation

Whittlesey's location on the road network means that the A605, B1040 and B1093 are the only ways into, or out of the town, and result in traffic focusing through the centre of the town. Whilst the A47 to the north is the main Strategic Road Network route in the region providing east to west connections, the A605 still provides a similar parallel east to west connection, and therefore, when there are issues, such as high congestion or maintenance works on the A47, significant vehicle rerouting can occur through Whittlesey. This contributes to the already persistent **traffic dominance** in the town which sees **19,438 inbound vehicle trips a day**. Whittlesey, and the surrounding area, is dominated by motor vehicles, with high ownership levels (**84% of households have access to a car**) and high usage (**75% of all trips from Whittlesey are by car**). Surveys have shown that in the region of **44% of this traffic is through traffic**, increasing to **over 68% for HGVs**. The



volume of traffic and the size and impact of HGVs harms the sense of place, impacting listed buildings through vibrations, while also posing a serious safety issue for pedestrians and cyclists.

Key junctions in the centre of Whittlesey (A605 / B1040 roundabout and the A605 / Dandelion Drive / Tayberry Way roundabout in particular) are also operating close to, or over, capacity, with this expected to be exacerbated by future growth in the town. These capacity issues cause congestion, which leads to elongated travel times, producing more vehicle emissions and creating a bad environment for both road users and pedestrians.

Whilst there are alternative options to car trips, these are not considered attractive enough to offer drive large mode shift. **Public transport provision is considered poor**, with only **two low frequency bus** services providing connections to surrounding areas, and an infrequent rail service, within **one train every two hours to Peterborough**.

Similarly, the provision of **active travel infrastructure is also considered poor** with a lack of segregated lanes for cyclists, and signalised crossing points of the A605, which acts as a significant point of severance in the town, resulting in walking and cycling not being attractive modes of transport. The real impact of can be seen in the levels of accidents at key junction such as A605 / B1040 roundabout where over 5-year period there were **2 slight and 3 serious collisions, as well as one fatality**.

The impact of flooding is also a significant issue, which further impacts the local highway network and **network resilience**. On average between 2019 and 2024, **flood warnings were issued within the Whittlesey area between 24 and 30 days of the year**, affecting the B1040.¹ The closure of the B1040 can have a significant impact on the town, as it is the main route to the north and provides links to areas within north east Peterborough. When the road is closed, vehicles have to divert onto longer routes, either to the north via the A47 or through Whittlesey along the A605. When this occurs, it can increase conflicts of movement within



¹ Environment Agency flood warning records 2019-2024.

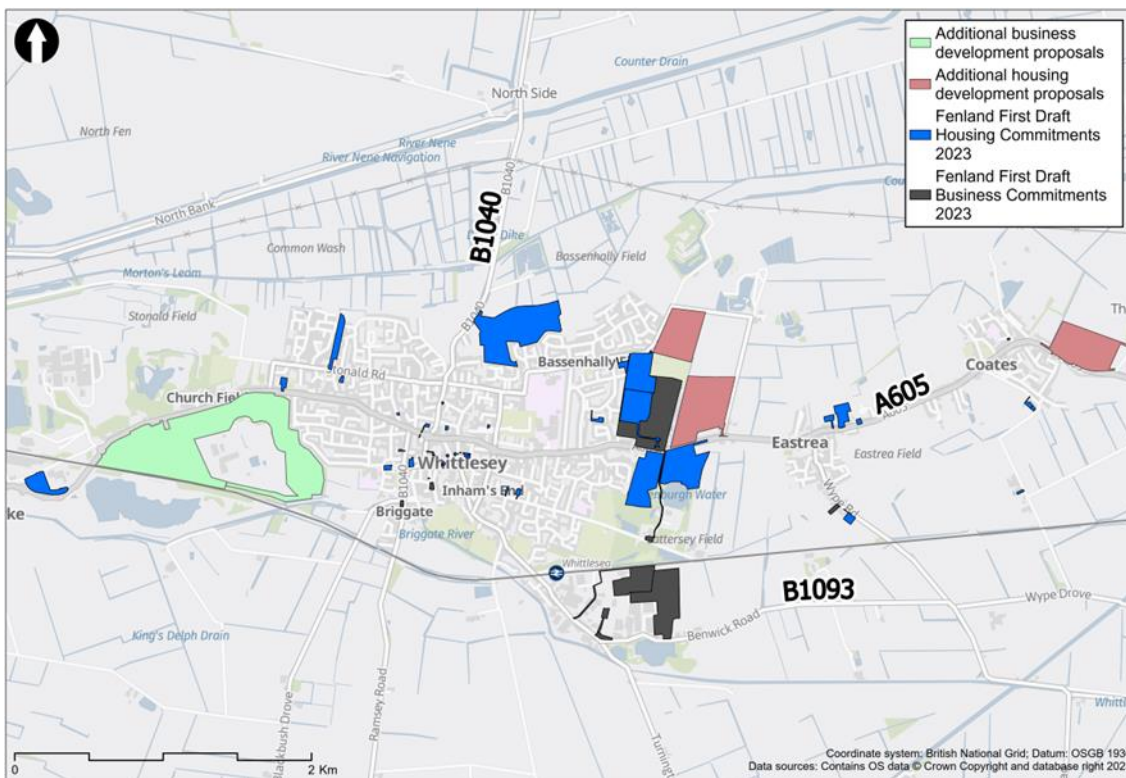
Whittlesey Town Centre, adding to congestion. Average journey times during the morning peak (8am-9am) for those travelling westbound through Whittlesey between the A605/Tayberry Way roundabout and Kings Dyke, can take in the region of 8 minutes on a normal day i.e. no road closures. However, **this can double on a day when the B1040 is closed, with average journey times increasing to 16 minutes.**²

The Future Situation

Since the start of the Fenland Local Plan period (2011/12), 1,000 new homes were planned to be built in Whittlesey by 2031; however, as of 2024, **918 new homes have already been built, with permission for an additional 488 homes, and circa 400 homes as part of windfall sites.** This significantly exceeds the original housing commitments. As it is built out, this growth of housing in the town will continue to add to the challenges of managing the already constrained local transport network. The transport network will therefore need to respond to ensure that it can accommodate the growth in demand for local trips.

The new draft Local Plan (2022) for Fenland still includes Whittlesey as a key growth location and, therefore, the potential remains for further housing allocations. For this to become the adopted Local Plan appropriate transport interventions will need to be identified to support this growth.

There are also constraints to where this housing can go, due to the risk of flooding which concentrates development to the east of the town, as shown in the figure below. This risks further trips travelling east to west through the town to access the greater number of economic opportunities in Peterborough.



² TomTom data

These issues set out above are summarised in the figure below:



Scheme Objectives

The objectives for the scheme have been determined through the analysis undertaken to review policies as well as by understanding the issues and opportunities resulting from the current and future situation. The agreed objectives for the scheme are as follows:

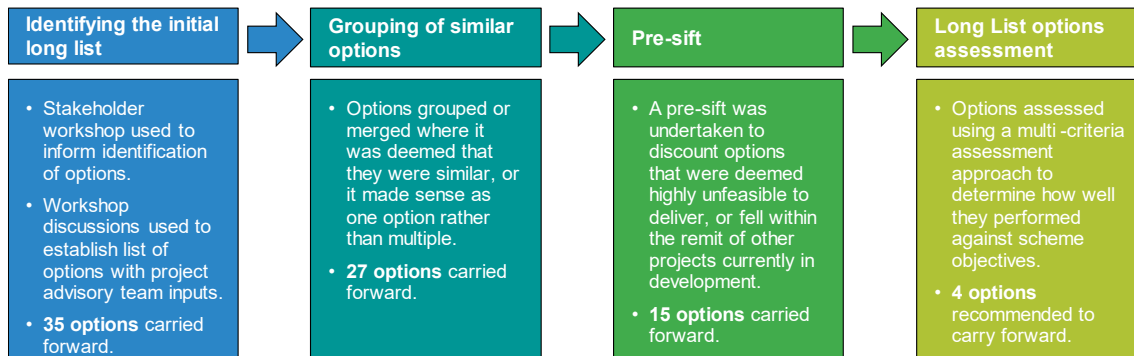
Objective Theme	Main Objective
Sustainable Growth:	Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.
Connectivity and access to opportunity:	Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.
Health, wellbeing and sense of community:	Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.
Environment:	Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.

Economic Dimension

The Economic Dimension is set out in two stages, the first presents the longlisting stage where a wide range of possible options have been identified and appraised. The second stage presents the development of the initial shortlisted options which have then been appraised following Transport Appraisal Guidance (TAG) to present a Value for Money assessment of each option. This process enables a recommendation for a preferred way forward for the Scheme.

Long List Options Development

The process for identifying and assessing the longlisted options captures how the project identified a longlist of potential options through stakeholder engagement, and with advisory input. These options were sifted, before an assessment against the sub-objectives was carried out using a multi-criteria scoring approach. This reduced the initial longlist of 35 options down to 4.



The conclusion of the long list options assessment was that no single option delivered strongly against all of the Scheme objectives, with each option having specific areas of strength and weakness. Therefore, a decision was made to package the better performing options together where they complemented each other across the themed objectives. The outcome of this packaging process resulted in four options to be progressed to concept design, more detailed appraisal and consultation:

- **Option 1** - Relief Road with HGV re-routing
- **Option 2** - Relief Road with HGV re-routing and bus priority improvements
- **Option 3** - Relief Road with HGV re-routing and active travel improvements
- **Option 4** - Mobility Hub with active travel improvements

Short List Options Appraisal

These four shortlisted Options have undergone appraisal to assess each of the economic, environmental, social and wider economic impacts, with a Benefit to Cost Ratio (BCR) calculated for each one to inform the Value for Money (VfM) of the scheme options.

Option	Option 1	Option 2	Option 3	Option 4
Present Value of Benefits (PVB)	£23,462	£23,498	£25,596	£10,051
Present Value of Costs (PVC)	£122,988	£123,806	£127,082	£23,492
Net Present Value (NVP)	-£99,526	-£100,308	-£101,486	-£13,441
Benefit to Cost Ratio (BCR)	0.19	0.19	0.20	0.43

Note: costs are in £,000, discounted to 2010 prices

The monetised appraisal of benefits, however, does not capture the full value for money position, with a range of potential wider impacts identified that are not directly captured in monetary terms. Furthermore, it is often these wider non-monetised benefits that more closely align with agreed objectives for the Scheme, particularly in terms of social, environmental, and wider economic impacts. The results of the environmental and social appraisals shown below indicate how there are benefits associated with the options, in particular around improvements to air quality and townscape for the options with a relief road paired with interventions within the town centre along the A605. There are also large benefits predicted against physical activity, severance, journey quality and accessibility for those options with a relief road, in particular Option 3.

Environmental Impacts	Option 1	Option 2	Option 3	Option 4
Noise	Slight beneficial	Slight beneficial	Slight beneficial	Neutral
Air Quality	Moderate beneficial	Moderate beneficial	Moderate beneficial	Neutral
Greenhouse gases	Slight beneficial	Slight beneficial	Slight beneficial	Neutral
Landscape	Moderate adverse	Moderate adverse	Moderate adverse	Neutral
Townscape	Slight beneficial	Moderate beneficial	Moderate beneficial	Slight beneficial
Historic Environment	Neutral	Neutral	Neutral	Slight beneficial
Biodiversity	Moderate adverse	Moderate adverse	Moderate adverse	Slight beneficial
Water Environment	Neutral	Neutral	Neutral	Neutral

Social Impacts	Option 1	Option 2	Option 3	Option 4
Accidents	Moderate beneficial	Moderate beneficial	Moderate beneficial	Slight beneficial
Physical Activity	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial
Security	Neutral	Neutral	Slight beneficial	Slight beneficial
Severance	Moderate beneficial	Moderate beneficial	Large beneficial	Slight beneficial
Journey Quality	Moderate beneficial	Large beneficial	Large beneficial	Slight beneficial
Option & non-use values	Neutral	Neutral	Neutral	Slight beneficial
Accessibility	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial
Personal affordability	Neutral	Neutral	Neutral	Neutral

The wider economic impacts for the Scheme are those that are considered additional to the transport user benefits. This includes benefits such as supporting future expansion; improving productivity; and creating healthier streets, as well as disbenefits such as induced demand.

Overall, Option 3 appears to be the best performing option based on offering the greatest level of Value for Money whilst meeting the Scheme objectives, offering both monetary benefits and other non-monetised benefits. This is an important consideration within the overall assessment of Value for Money. It should be recognised that the overarching purpose of the scheme is not about journey time improvements, but on improving the conditions within the town. Option 4 does not address the objective of reducing HGV traffic and therefore the extent of improved conditions within Whittlesey may be more limited than the other three options. In comparison, Options 1, 2 and 3 are all forecast to deliver against this requirement, with Option 3 considered to perform best overall.

Network Resilience Scenario Test

In addition to the Scheme's core benefits, additional scenario tests have examined the potential benefits associated with improving the resilience of the road network in Whittlesey. These consider the B1040 road closure events, and the role of the relief road in helping to alleviate traffic on the A605 thereby improving its capacity to accommodate diverted traffic.

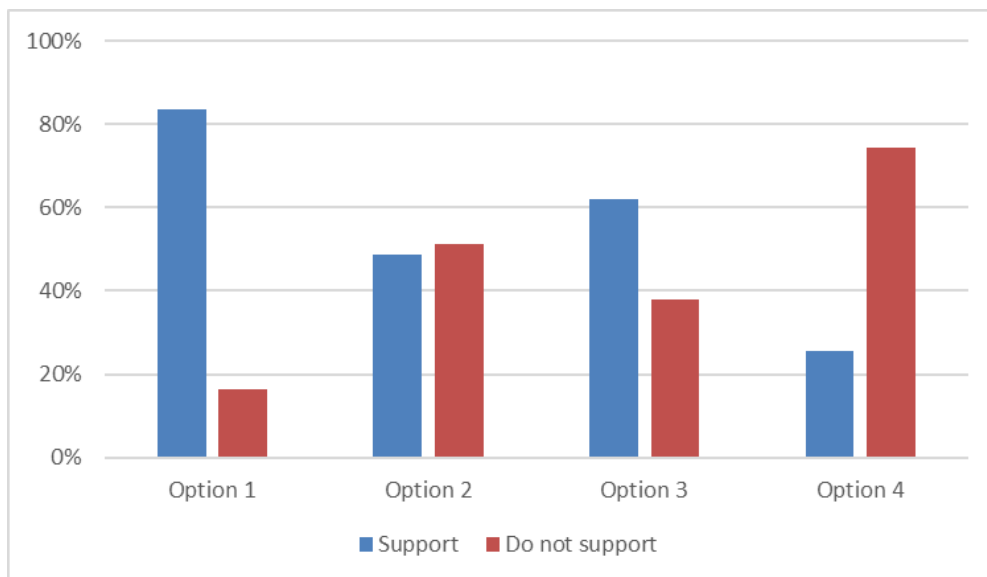
The results of this test indicate that the largest benefits are within the AM peak, with some through trips heading west towards Peterborough anticipated to save around 8 minutes, on average, if they divert to the proposed new relief road. Other movements also benefit from reduced congestion, although the average journey times savings are typically lower.

The average journey time savings have been monetised and projected across the 60-year appraisal period and discounted to produce an estimate of additional Present Value of Benefits (PVB). Based upon the assumed average of 27 days a year when the B1040 is closed this generates a PVB of £4.1m. If a higher number of closure days of 55 is applied³ the estimated PVB increases to £8.3m. This represents between a 16% and 32% increase in overall benefits for the scheme.

Public Consultation

Public consultation was held between October 23rd – November 24th to gain the views of members of the public and stakeholders on the shortlisted options.

The results showed that 91% of respondents (237 people) were supportive of a relief road in some form. Of the three relief road options, Option 1 was the most popular with 84% (218 people) of respondents in support, followed by Option 3 with 62% support (162 people) and Option 2 with 49% support (127 people). The non-relief road option, Option 4, received the least support with 26% of respondents (67 people) supporting the Option.



The main reasons for support for Option 1 is the potential to effectively reduce traffic through Whittlesey and re-route HGVs away from the town centre, which would in turn improve air quality, reduce noise pollution, and make Whittlesey a nicer place to live. Options 3 also received these comments; and include support for the walking and cycling improvements and the potential to improvements to safety. However, Option 3 received some opposition due to respondents being worried that the active travel improvements would receive priority over funding which would impact the delivery of the relief road, with a consensus that the relief road should be completed first before the active travel improvements. Option 2 received less support due to the current lack of public transport and the doubts the bus priority would be needed after a relief road. Option 4 received the least amount of support due to not addressing the main congestion problems in the town compared to the other Options.

The results of the public consultation show that there is broad support for the scheme, and particularly the proposals for a relief road. The results also support the findings from the economic appraisal which suggests that Option 3 of a relief road with active travel improvements in the town centre would be the best performing option. However, there is a

³ 2012/13 data recorded 55 days of closure of North Bank

strong preference for the relief road as the priority intervention, with the active travel improvements being introduced after its completion.

Financial Dimension

The Financial Dimension presents the capital costs of the scheme shortlisted options and considers funding opportunities and affordability. The scheme cost estimates include direct and indirect construction costs, and an allowance for inflation, risk, land purchasing and environmental mitigation measures.

Description	Option 1	Option 2	Option 3	Option 4
Base Cost Plan	£174,662	£175,823	£177,816	£8,422
Anticipated Final Cost (Inc. 40% risk)	£274,604	£276,428	£279,563	£13,277
<i>Higher cost range (+50%)**</i>	£411,905	£414,643	£419,344	£19,916
<i>Lower cost range (-30%)**</i>	£192,222	£193,500	£195,694	£9,294

Note: costs are in £,000

The exact required funding for the Scheme is still unknown and may depend on which of the shortlisted options is selected as the preferred option to be developed. Whether the various elements of each option are delivered in a phased approach could also impact upon funding requirement, e.g., if sections of the relief road are delivered in stages or if some active travel elements are delivered in advance of others .

Current development funding for the Scheme, and this SOC, has come from the CPCA. In order to progress the Scheme further (i.e. OBC stage), additional development funding would be required (see the Recommendations below). At the point of developing the SOC any additional funding from CPCA for developing the Scheme to OBC has not been agreed.

Commercial Dimension

The purpose of the Commercial Dimension is to demonstrate that there are viable routes for the procurement of the solution for the Scheme; however, at the SOC stage, the Commercial Dimension simply presents a light touch overview around appropriate ways in which the potential options being presented for the Scheme could be procured.

At this stage of Scheme development for the Whittlesey Relief Road it is not possible or appropriate to consider key contractual arrangements, or other such commercial matters, such as risk allocation with a contractor.

As with similar projects at this stage of development, FDC is expected to continue to act as lead partner and deliver the OBC stage of the project. All the arrangements for governance, procurement and delivery are expected to be the same, or similar, to this SOC stage. However, the Commercial Dimension would require a full review if an alternative lead promoter were to take the Scheme forward, both through its development, and/or its delivery phases.

While it is not possible to fully define the require outputs for the Scheme at this stage, as these will depend on the preferred option that is taken forward at later stages of the business case development process, it is still likely that following works will need to be procured:

- Scheme design and associated preparatory works, including advisory support.
- Physical works to implement a solution, these works may vary by option.

Whilst no decisions have yet been made on the detailed design, Full Business Case (FBC) and build stage of the project, a range of options are available. FDC Transport Team may deliver

these elements in-house, with support from the Engineering Team, or may seek assistance from another organisation. This may be CCC, as the Highway Authority, or a third-party contractor, mostly like through a framework.

In terms of scheme delivery, procuring the design and construction of the works will largely depend upon the type, complexity and estimated cost of the options under consideration. For simple construction works taking place within the existing highway boundary, traditional procurement methods can be adopted however, if a greater level of buildability consideration is required, an Early Contractor Involvement (ECI) arrangement could be considered to ‘de-risk’ the project and provide a more cost-effective solution.

A more detailed consideration of procurement issues will be provided as part of any future OBC.

Management Dimension

The Management Dimension assesses whether a proposal is deliverable. It looks at the project planning, governance structure, risk management, communications, and stakeholder management to establish if adequate resources are in place to ensure delivery on time, on budget and in accordance with specifications. At SOC stage, the Management Dimension includes an indicative programme and commentary on governance, quality assurance, communications, and risk management.

The current development of the Whittlesey Relief Road Scheme is being overseen by FDC, who are the Scheme promoters. The CPCA, as the Local Transport Authority, are the funders behind the current development of the SOC and are working in partnership with FDC to support the development of the SOC. The development of the Scheme is supported by Mott MacDonald as the advisory team.

Programme

The project is progressing towards the SOC completion and sign off (gateway 1) at the time of writing, with the indicative milestones set out below:

Milestone	Est. Start	Est. Completion
Stage 1 - SOC	Jul 2023	Jan 2025
SOC Completion and Sign Off (Gateway 1)	Q1 2025	
Stage 2 - OBC	Q2 2025	Q3 2026
OBC Completion and Sign Off (Gateway 2)	Q3 2026	
Stage 3 - FBC	Q4 2026	Q3 2028
FBC Completion and Sign Off (Gateway 3)	Q3 2028	
Stage 4 – Construction and Delivery	Q4 2028	Q3 2030
Scheme Completion (Gateway 4)	Q4 2030	
Stage 5 – Closure and Monitoring and Evaluation (Post 1 year)	Q4 2030	Q4 2031
Project Closure (Gateway 5)	Q4 2031	

Strategic stakeholder engagement and public consultation has been undertaken through the development of the SOC to ensure that the various aspirations of the public and key stakeholders are considered throughout development and delivery of the project.

The management of risk and uncertainty is key to the successful delivery of the Scheme. The risk management strategy enables the identification of threats (and opportunities) to project delivery and enable effective risk management actions to be assigned. The risk registers are, and will continue to be, reviewed regularly, with the risk management processes being employed through the lifecycle of the project.

A Benefits Realisation Plan has been prepared that sets out how the Scheme benefits will be tracked to ensure successful Scheme outcomes. A plan for the monitoring and evaluation of benefits will be prepared as part of the next stage of work.

Conclusions

At the conclusion of this SOC, the following summary points can be taken:

- That there is a need for investment in a Scheme that addresses the issues Whittlesey is experiencing in relation to traffic along the A605.
- That there is an opportunity to support the growth of the town and the development of the new Fenland Local Plan, in relation to housing and employment opportunities, by providing additional transport network capacity.
- That there is a need to build greater resilience to the road network to support the movement of people across the area, including during the high occurrence of road closures in the area due to flooding.
- That there is an opportunity to develop active travel improvements through the centre of Whittlesey to improve the opportunity for sustainable travel and aid in the sense of place for the town centre.
- That the best performing option to meet the Scheme objectives, is Option 3 – Relief Road with HGV re-routing and active travel improvements.

Recommendations

It is recommended at the conclusion of this SOC that further work should be undertaken to examine the following:

- **The scale and scope of the Scheme:**
 - Assess whether the scale of the scheme can be reduced to lower costs, such as by considering a shorter route for the relief road.
- **Quantitative assessment of a wider range of benefits:**
 - Use the newly available Cambridge and Peterborough Sub-regional Model to capture a broader network-wide assessment of the scheme's benefits and a more detailed assessment of its impact on network resilience.
 - Further appraise non-monetised benefits to identify opportunities to monetise them for inclusion in the Initial Benefit-Cost Ratio (BCR) assessment, thereby strengthening the final Value for Money position of the scheme.

Integration of the Scheme with long-term land-use policies:

- Examine how the scheme could support long-term strategic land use and economic growth across the region.
- Consider the scheme's potential role in unlocking development opportunities along the wider A605 corridor, linking it to the emerging Fenland Local Plan.
- This could allow for any wider economic impacts of the scheme to be explicitly claimed and included in any Indicative BCR assessment, further strengthening the final Value for Money position.

To undertake this additional assessment, the Scheme requests development funding of £220,000. Upon completion of this assessment, the Scheme should be brought back to the CPCA for further consideration, with funding for the Outline Business Case made available to progress the Scheme.

1 Introduction

This Strategic Outline Case (SOC) introduces the proposals to improve transport provision, potentially in the form of a new relief road, around the town of Whittlesey in the Fenland District area. The SOC provides the evidence that underpins the case for change for the proposed Scheme, providing justification for further development of the scheme, and demonstrating how a solution could deliver against objectives linked to wider overarching strategic and policy objectives for the area.

1.1 Scheme overview

Previous studies examining the issues within the town of Whittlesey have identified growing pressures from the delivery of new housing and employment sites within and around the town. In particular, these studies identified issues arising from high volumes of traffic, and in particular the presence of Heavy Goods Vehicles (HGVs) on the historic nature of the town its people, and how this is leading to constraints on growth and the associated benefits of this growth for residents and businesses.

Ideas to help alleviate traffic in the town, have been around for a number of years, including the concept of a relief road. It has been highlighted by the Cambridgeshire and Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC), and the Fenland District Council (FDC) that there is a need to fully explore the issues and opportunities underpinning the concept of a relief road, and to explore more widely if there are other solutions that should be considered before any solution is progressed.

As such, this SOC has been developed to explore the current issues within the town, and what is causing them, as well as considering the future situation if things remain unchanged. This SOC identifies and evaluates various options that could address them, ultimately concluding with recommendations around possible solutions that could be taken forward for further development, and consideration.

1.2 Purpose of the Strategic Outline Case

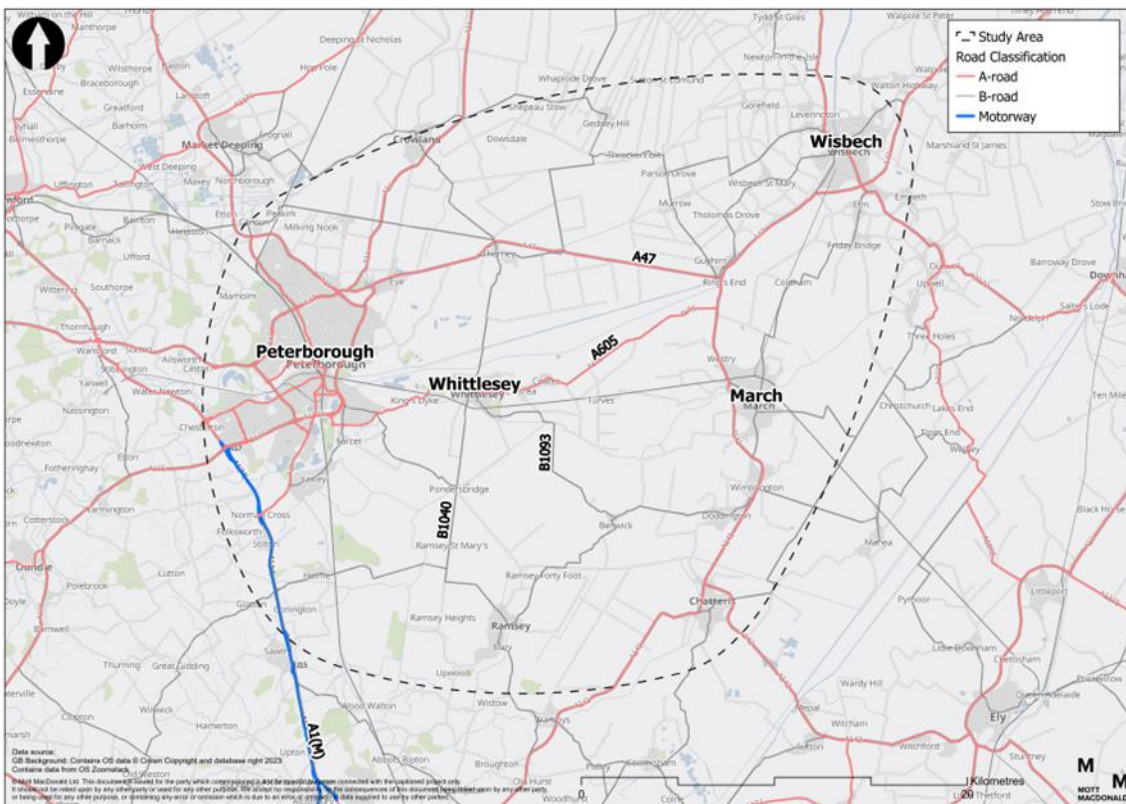
This document has been completed in line with the Department for Transport (DfT) 'Transport Business Case Guidance' (2022), following the Five Case Model, which requires Business Cases to:

- Set out a compelling case for change that demonstrates how the proposal has a strong strategic fit with organisational, government and local area priorities – the '**Strategic Dimension**'
- Demonstrate the value for money and the best choice for a solution that maximises the benefits to society through options development and appraisal – the '**Economic Dimension**'
- Illustrate the commercial viability and supply-side capacity for the proposal, including the potential options for procurement – the '**Commercial Dimension**'
- Demonstrate the proposal is financially affordable and fundable over time – the '**Financial Dimension**'
- Set out the Scheme's deliverability through the effective development of plans, management and resources to oversee the project from outputs to outcomes – the '**Management Dimension**'

1.3 Geographic scope

The location context for this SOC is shown in Figure 1.1 below, with the extent of the corridor under consideration extending far beyond Whittlesey itself and taking in the four Fenland market towns as well as Peterborough. It extends past the A47 to the north; past the town of Ramsey to the south, beyond Wisbech and March in the east, and past Peterborough in the west. The purpose of including this wider study area is to ensure that there is an understanding of the relationship between the key locations that are linked by the A605, with Whittlesey at the heart.

Figure 1.1: Study area



Source: Mott MacDonald

1.4 Document structure

The remainder of this SOC is structured around the five-case model for business cases:

- Section 2 – Strategic Dimension
- Section 3 – Economic Dimension
- Section 4 – Commercial Dimension
- Section 5 – Financial Dimension
- Section 6 – Management Dimension

2 Strategic Dimension

2.1 Strategic context

Whittlesey is a historic market town with an approximate population of 18,000 and is situated in Fenland to the east of Peterborough⁴. The town has a rich heritage and culture, with a long-established history, even being mentioned in Anglo-Saxon documents that precede the Domesday Book. The town has many historical features at its heart, such as the 17th Century Buttercross, and Mud Walls dotted across the town that date back 200 years.

The town has a rich history, characterised by its many historic buildings and narrow streets, boasting 62 listed buildings within the Whittlesey Conservation Area in the town centre. This gives Whittlesey a distinctive and attractive offer to those who live there, and those who choose to travel there for work and leisure opportunities. However, these same features that make the town attractive, also create some impacts that are less conducive with modern day living, particularly in relation to access and transport.

Photo 2.1: Whittlesey town centre



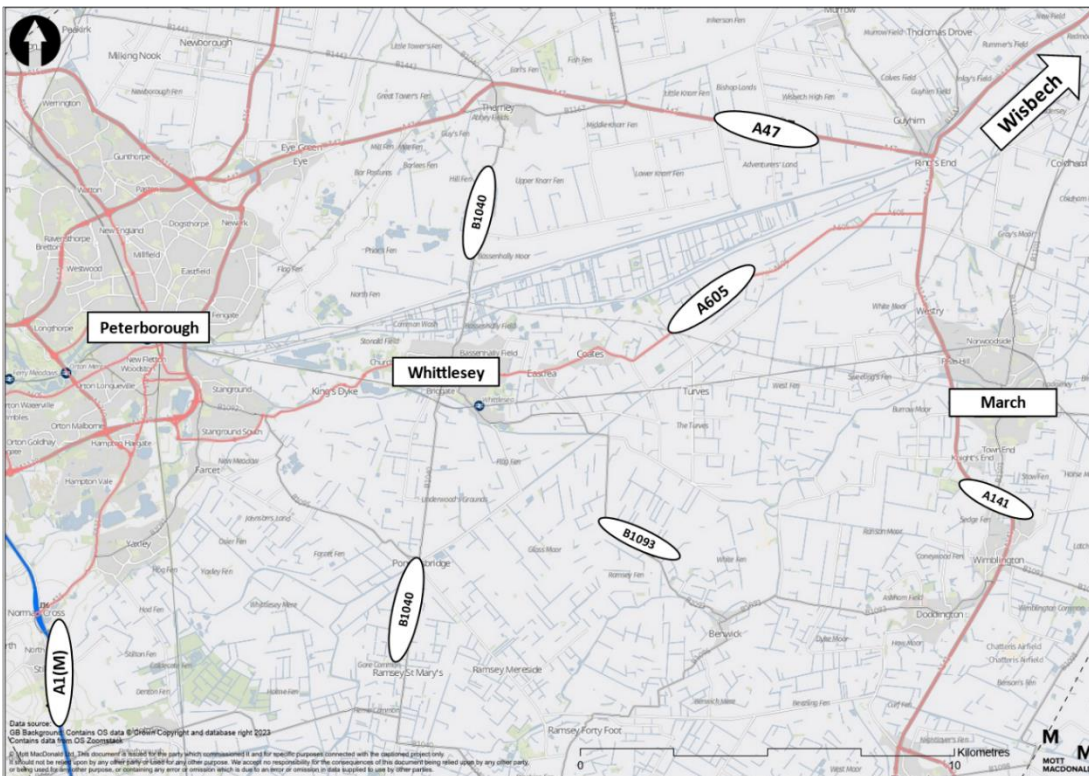
Source: Mott MacDonald – Site visit October 2023

To the east there are the Fenland market towns of March and Wisbech, with the smaller villages of Coates, Eastrea, Pondersbridge and Turves situated in the area immediately surrounding Whittlesey. A lot of the surrounding area to the town is farmland, although closer to the edges of the town are substantial industrial areas. To the north lies the Fenland washes, which act as a natural flood water storage area.

The A47 and A605 are the most significant road links between Peterborough and the Fenlands area, with the latter passing directly through Whittlesey. The B1040 is the main north-south route through the town, connecting to the A605 at one of the key town centre junctions, while the B1093 provides further connections to the southeast.

⁴ [Cambridgeshire & Peterborough Insight – Population – Census 2021 – Ward Demography Dashboard \(cambridgeshireinsight.org.uk\)](https://www.cambridgeshireinsight.org.uk)

Figure 2.1: Whittlesey town location



Source: Mott MacDonald

The town benefits from its proximity to Peterborough, which lies approximately 8km to the west. This is reflected in the Cambridgeshire and Peterborough Independent Economic Review (CPIER) 2018, which recognised that Whittlesey is considered much more a part of the Greater Peterborough economic geography, compared to the rest of Fenland.⁵ This creates opportunities for residents to work, study, and shop in Peterborough, while still maintaining a proudly independent identity and distinct local culture.

Whittlesey can offer the ‘best of both worlds’ to current and future residents: the sense of community, calm and proximity to the countryside offered by a market town, alongside the benefits of being situated so close to a bustling and vibrant city, with everything that it has to offer. A key focus for the town is how it can further benefit from that connection, while also offering something distinct as a place to visit and spend time.

2.1.1 Growing Fenland: Whittlesey - A Market Town fit for the Future

As part of the Cambridgeshire & Peterborough Combined Authority’s (CPCA) Market Towns Programme, the Growing Fenland project was established. This aims to maximise the regeneration of Fenland’s market towns, including March, Wisbech, Chatteris and Whittlesey. From this the CPCA awarded funding to the FDC to create four separate 'Growing Fenland Masterplans for Growth' for each town.

The Growing Fenland Whittlesey report⁶ that was produced asked the following question:

⁵ CPIER - Final Report 2018: The CPIER is an independent economic review that “evidences the fast rate of economic and employment growth in the region and highlights the importance of planning now to ensure that strong growth will be sustainable and more inclusive.”

⁶ https://www.fenland.gov.uk/media/16893/Growing-Fenland-Whittlesey-Final-Report/pdf/Growing_Fenland_-_Whittlesey_Final_Report.pdf?m=1591610471707

“How can Whittlesey contribute to the economic growth of the wider region, whilst maintaining its sense of place as a market town, and delivering the best quality of life for those living there?”

The report sets out how Whittlesey can build upon its strengths to make a ‘market town fit for the future’ by bringing new life to the centre, promote its heritage offer, and increasing skills. Eight proposals for Whittlesey are outlined in the report including enhancing the market, improving access to educational opportunities and a transport improvement package. The report includes recommendations around transport in the ‘Transport Improvement Package’.

The Transport Improvement Package sets out 5 transport interventions that could be explored in order to meet this overarching aim for the town, these being:

- More frequent and reliable bus services
- More train services throughout the day and later in the evening
- A new park and ride scheme from the town centre to Peterborough
- New bridge over the railway crossing
- A new relief road from Coates to the Morrisons / Cardea Roundabout

What does this mean for Whittlesey?

The Growing Fenland: Whittlesey – A Market Town fit for the Future report highlights the desire to balance economic growth with the well-being of the residents of Whittlesey. Transport is identified as playing a crucial role in this, as improving the transport offer within the town can enhance access to jobs, education, and services, while also reducing congestion and environmental impacts.

2.1.2 Strategy and policy overview

A review of key policy and strategy documents was undertaken to provide an understanding of the policy landscape within which any investment in new transport interventions for Whittlesey would be undertaken. This review examined the key policy and strategy objectives set out within each document and provides a brief overview on how this Scheme could meet those policy/strategy objectives.

It is important to reiterate that while the background to this Scheme is based on the concept that a relief road might be delivered; this still needs to be explored more widely through an options development and assessment process (set out in Section 3.2 of this SOC). As a result, the strategy and policy documents used to help form the objectives are not specific to any particular transport mode. They have been selected as they represented the key strategies relevant to transport and growth in the study area.

It is important to note that the UK held a general election in June 2024 which resulted in a change of government and will likely result in policy positions changing. This SOC is a point-in-time assessment with the strategy and policy review completed in mid-2024 and, despite the change in government, the impact on the reviewed policies are considered minimal at the point of the SOC submission (March 2025). This section will need reviewing at subsequent stages of the scheme, as the business case develops, to ensure the alignment to strategies and policies is up-to-date.

Figure 2.2: Policy/strategy documents selected for review



2.1.2.1 National strategies/policies

Net Zero Strategy: Build Back Greener (October 2021)	
Description	The UK government's Net Zero Strategy is a plan to decarbonise all sectors of the UK economy by 2050. The strategy includes proposals for reducing emissions, investing in sustainable energy sources, and strengthening energy security. The strategy also targets emission reductions of 68% by 2030 and 77% by 2035 compared to 1990 levels.
Relevance to this Scheme	There is an opportunity to contribute to a modal shift away from private vehicles to more sustainable modes of transport for trips in the Whittlesey area, including active travel for short local journeys and public transport for longer journeys, contributing to the decarbonisation of transport.
Levelling Up White Paper (February 2022)	
Description	Sets out plan to transform the UK through spreading prosperity and opportunity to all parts. Key objectives by 2030 include: Local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing. Pay, employment and productivity will have risen in every area of the UK, with each containing a globally competitive city, with the gap between the top performing and other areas closing.
Relevance to this Scheme	While the concept of 'levelling up' is evolving under the new Central Government administration, there remains an opportunity for transport interventions in Whittlesey to improve the transport connectivity for the market town and surrounding areas, by both public and private transport, thereby helping to spread opportunities for all and boost productivity .
National Infrastructure Strategy (2020)	
Description	The National Infrastructure Strategy sets out plans to transform UK infrastructure to level up the country, strengthen the Union and achieve net zero emissions by 2050.
Relevance to this Scheme	This strategy recognises the importance in investing in road infrastructure, from major national projects to local priorities to support economic recovery and boost growth and productivity .

2.1.2.2 Regional strategies/policies

Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport and Connectivity Plan (LTCP) (2023)	
Description	The LTCP outlines the vision and goals for improving transport in Cambridgeshire and Peterborough. The LTCP aims to create a transport network that secures a future in which the region and its people can thrive, bringing together a region of cities, market towns and rural areas. The plan aims to make transport faster, greener, and more accessible for everyone, while addressing challenges such as climate change, pollution, inequality, and public health.
Relevance to this Scheme	There is opportunity for the transport interventions in Whittlesey to support a number of the LTCP goals, by improving transport connectivity , thereby helping to spread opportunities and boost productivity , while also protecting the environment and improving health and safety outcomes.

Cambridgeshire and Peterborough Independent Economic Review - CPIER (2018)	
Description	The CPIER sets out a package of 14 recommendations for Cambridgeshire and Peterborough based on improving economic performance, including devolution, housing and skills funding. Recommendation 7 includes 'a package of transport and other infrastructure projects to alleviate the growing pains of Greater Cambridge should be considered the single most important infrastructure priority facing the Combined Authority in the short to medium term.
Relevance to this Scheme	There is opportunity to support the goals of the CPIER in relation to continued economic growth and improving quality of life through spatial enhancements. In particular, the Scheme can enable greater connectivity and boost productivity , while allowing the centre of Whittlesey to become more visitor friendly.

England's Economic Heartland Transport Strategy (2021)	
Description	The Transport Strategy sets the policy framework that will deliver England Economic Heartland's ambition. It is guided by four key principles: <ul style="list-style-type: none"> ● Achieving net zero carbon emissions from transport no later than 2050. ● Improving quality of life and wellbeing through a safe and inclusive transport system. ● Supporting the regional economy by connecting people and businesses. ● Enabling the efficient movement of people and goods through the region.
Relevance to this Scheme	There is opportunity to contribute to delivering local improvements that align with all four key principles including decarbonisation , quality of life , and transport connectivity , thereby contributing to the overall improvement of England's Economic Heartland.

2.1.2.3 Local strategies/policies

Fenland Local Plan (2014)	
Description	The Fenland Local Plan sets out the vision, objectives, policies and proposals for the future development of the Fenland district until 2031. The current adopted Local Plan aims to support sustainable growth; enhance the quality of life, protect and improve the natural and built environment; promote a low-carbon economy and deliver the necessary infrastructure and services to support development.

Relevance to this Scheme	There is opportunity for the transport interventions in Whittlesey to meet several key goals of the Fenland Local Plan, including improvements to accessibility , greater investment in places , and the preservation of heritage assets and their settings.
---------------------------------	---

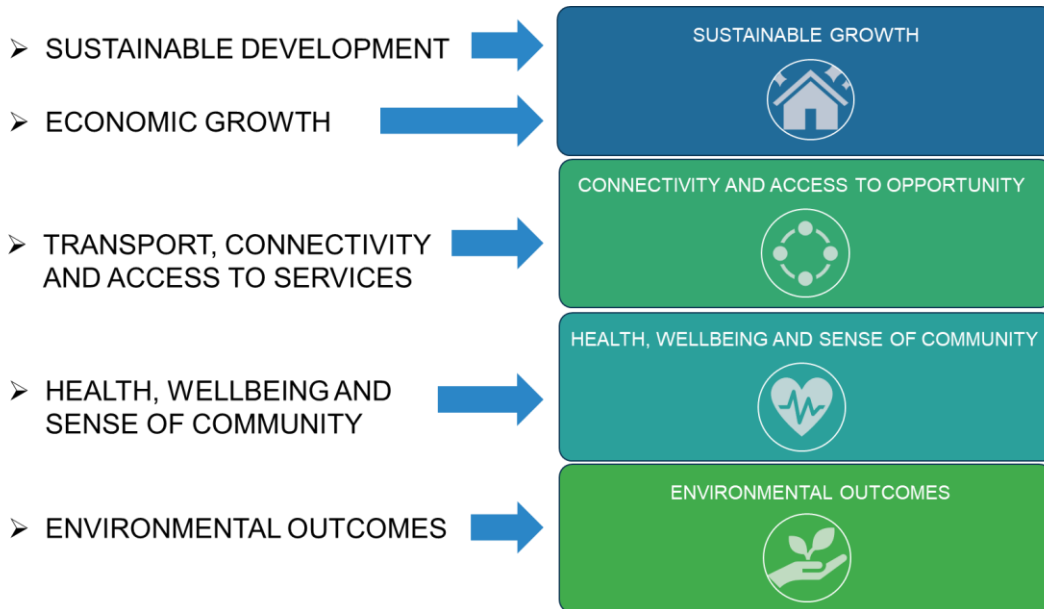
Fenland Transport Strategy (2023)	
Description	The purpose of the Fenland Transport Strategy is to address current and future transport issues in the district while being consistent with the vision and policies set out in the CPCA LTCP. The Strategy sets out four overarching objectives: <ul style="list-style-type: none"> ● Reduce the impact of rural isolation. ● Support the needs of the local economy by developing better connectivity. ● Enable residents to live fit and healthy lifestyles. ● Meet the challenge of climate change and enhance the natural environment.
Relevance to this Scheme	There is opportunity for the transport interventions to address all four objectives of the Transport Strategy, especially through developing better connectivity to education and employment opportunities as well as ensuring good access to key services.

Peterborough Local Plan (2019)	
Description	The Peterborough Local Plan outlines the vision and policies for the development of Peterborough and its surrounding villages until 2036. Key objectives include: <ul style="list-style-type: none"> ● Promote a prosperous and diverse economy. ● Enhance the vitality and attractiveness of the city centre and the rural villages. ● Improve the connectivity and accessibility of the city and the wider region. ● Protect and improve quality of life, health and wellbeing
Relevance to this Scheme	There is opportunity for the transport interventions to address transport connectivity and access to services, as well as the protection and enhancement of townscapes , which are key goals of the Peterborough Local Plan.

Whittlesey Neighbourhood Plan (2019)	
Description	This Plan sets out the vision and policies for the development and transport of Whittlesey Parish until 2040. The plan aims to: <ul style="list-style-type: none"> ● Protect and enhance the character and identity of Whittlesey and its villages. ● Support the local economy and services. ● Provide for the housing needs of the population. ● Improve the quality of life and well-being of residents and visitors; and ● Promote a low-carbon and resilient future.
Relevance to this Scheme	There is opportunity to help achieve a number of goals of the Neighbourhood Plan, including the regeneration of the town centre, dealing with issues around traffic, and ensuring Whittlesey maintains a vibrant community .

The examination of the individual objectives within the ten strategy and policy documents highlights that there are common recurring themes around sustainable development / growth, connectivity and accessibility, community wellbeing and the environment (highlighted in bold in the tables above under Section 2.1.2). These can be grouped into four key themes, outlined in Figure 2.3.

Figure 2.3: Key themes from policy and strategy documents



Source: Mott MacDonald

What does this mean for Whittlesey?

There is a lot of potential for the Scheme to aid national, regional and local bodies to reach the goals they have set out in their relative policies and strategies. The pursuit of enhancements to transport measures, such as those outlined in the Whittlesey Market Town Strategy (be that a relief road or other transport solutions) can help achieve a wide range of strategic priorities.

As an example, improving the transport provision in Whittlesey could facilitate planned development in the area allowing for economic growth. Improving connectivity around Whittlesey, and to surrounding areas, will also expand access to education, employment and health opportunities for residents.

A transport intervention also has the potential to improve air quality for residents and improve the sense of place within the market town.

2.2 Case for change

The case for change for the Whittlesey Relief Road Scheme builds upon the review of overarching strategic and policy context (as set out above) and draws together the known issues and opportunities within the area (summarised below). The purpose of this is to set out a clear rationale for investment, including the drivers that underpin the justification for investment.

This Case for Change leads into the establishment of a set of SMART (Specific, Measurable, Achievable, Realistic, Timebound) Scheme objectives against which any options being considered can be assessed. The detailed process for establishing the Case for Change is set out in Appendix A.

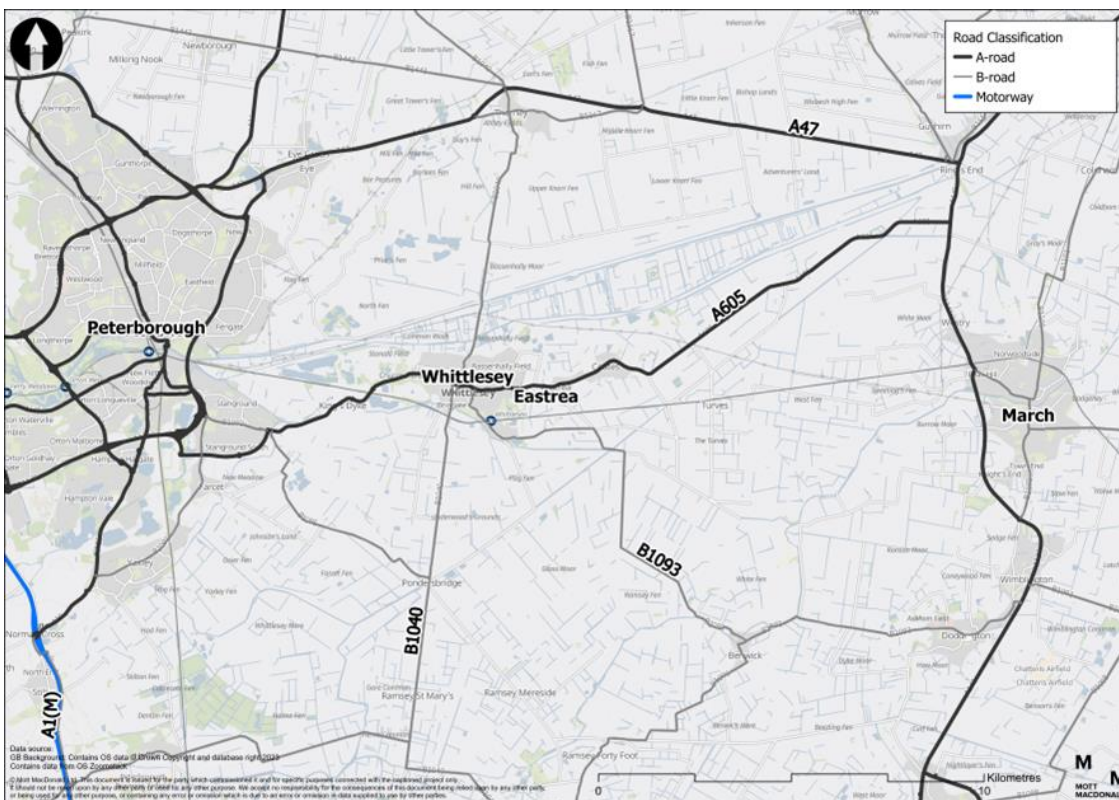
2.2.1 The current situation

To allow for a full understanding of the current issues and opportunities that underpin the need for the Scheme, an extensive review of evidence has been undertaken. This is presented in the Baseline Evidence Review (Appendix B). The key findings from this review are presented within the sections below.

2.2.1.1 Location on the network

The A605 is one of the key routes for all east-west traffic between Peterborough and the Fenland market towns and is the primary road running through Whittlesey. Other notable roads in the town include the B1040 running north-south, and the B1093 running to the southeast. These three primary roads are the only ways into, or out of, Whittlesey by road, and intersect at two roundabouts in the centre of the town. This results in a focus of traffic through the town centre, with the negative impacts of traffic levels felt by residents.

Figure 2.4: Whittlesey town location



Source: Mott MacDonald

The A47 provides a parallel east-west route to the A605 and represents an alternative route for traffic travelling between Peterborough, March and Wisbech that avoids the A605 through Whittlesey. There are, however, challenges with the A47 that impact upon the A605 through Whittlesey.

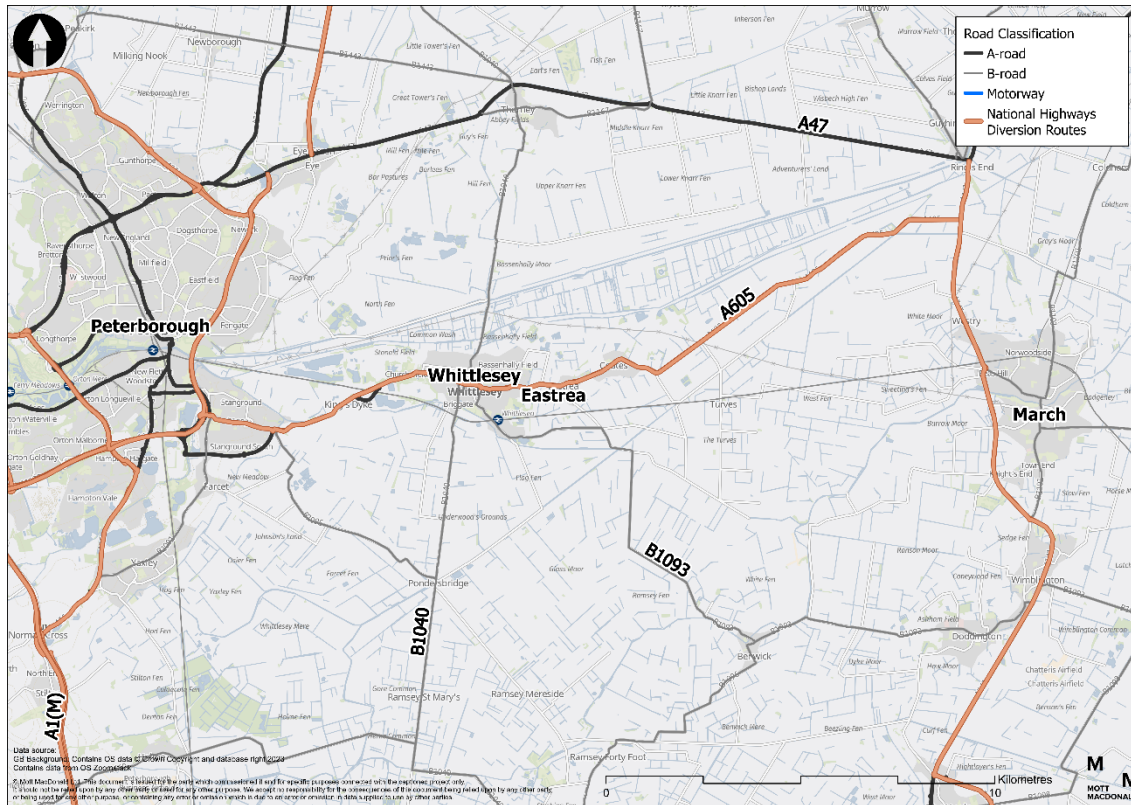
The section of the A47 to the north of Whittlesey has daily flows exceeding 25,000 vehicles⁷. Despite this, the A47 is largely only single carriageway for the 13 miles it runs between Peterborough and the A141, with only a 3-mile stretch of this dual carriageway to the north of Thorney. Whilst there are local wishes to see the A47 duelled in full, there currently no plans to

⁷ Road traffic statistics - Manual count point: 94204 (dft.gov.uk)

do so from National Highways. This makes it difficult to increase the resilience of the A47 in the Fenland area and reduce the burden of traffic that diverts onto the A605 through Whittlesey.

In addition, while the A47 is the main Strategic Road Network route across the region, the A605 forms part of National Highways' agreed diversionary routes (as shown in Figure 2.5). Therefore, when the A47 is highly congested, or is closed for maintenance / following road traffic collisions, there is the potential for a significant level of traffic to re-route through Whittlesey.

Figure 2.5: National Highways agreed diversionary routes



Source: National Highways

2.2.1.2 Traffic dominance

High car ownership and use

Whittlesey, and the surrounding area, is dominated by use of motor vehicles, with active modes only accounting for 2% of all traffic.⁸ The dominance of private vehicles is further illustrated by car ownership levels, with only 16% of households in Fenland having no access to a car or van, compared to the national average of 24%.⁹ The high levels of car ownership in and around Whittlesey contributes to the high number of car trips and high car mode share.

Reported through traffic

The issue of through traffic is something that is widely reported as an issue in Whittlesey. To understand this further, FDC commissioned Automatic Number Plate Recognition (ANPR) surveys to capture vehicles entering the town and determine if they travelled through the town

⁸ Cambridgeshire County Council's (CCC) Traffic Monitoring Report (2021)

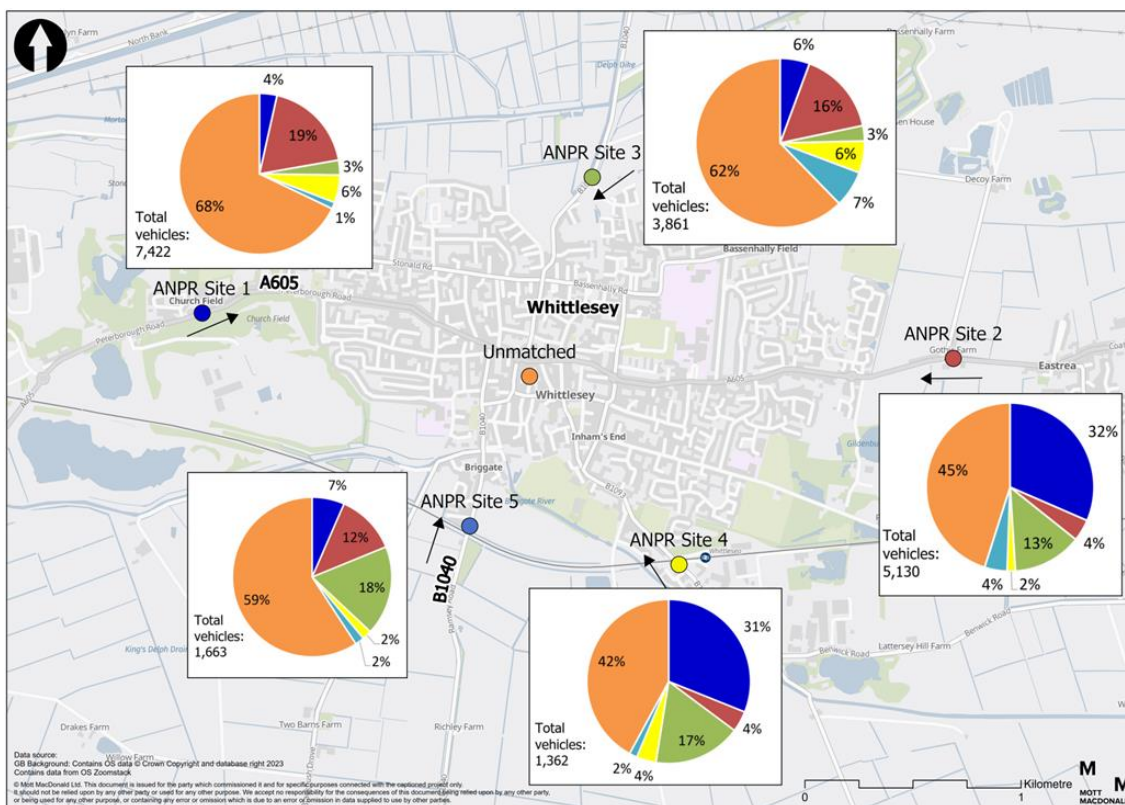
⁹ Census 2021 - Car ownership levels

or remained in the town centre.¹⁰ The findings of the surveys are presented in detail in the Baseline Evidence Review report (Appendix B), with an overview of the weekday data presented in Figure 2.6. In summary the surveys recorded:

- A total of **19,438** inbound trips during a standard weekday
- **56% (11,316 veh)** of these vehicles were recorded as not leaving Whittlesey therefore likely having a destination within the town i.e. not through traffic.
- Largest through movements are from east along the A605 (Site 2), **32% (1,616 veh)** travelling through to the west and **13% (682 veh)** travelling through to the north onto the B1040.
- Through movements from Station Road also show a high proportion of through traffic **31% (423 veh)** passing through to the west, and **17% (236 veh)** through to the north.

Whilst the majority of trips (**56%**) were not recorded leaving the town and, therefore, can be assumed to have a trip purpose within Whittlesey, this still leaves around **8,122 vehicle movements** per weekday that pass directly through Whittlesey without stopping. These trips could, theoretically, be redirected via an alternative route, or onto other modes of transport.

Figure 2.6: ANPR – Weekdays (all modes)



Source: Mott MacDonald

Issue of HGVs

There is also the reported issue of HGV traffic in the town. A total of **1,110 HGVs** were recorded by the ANPR cameras travelling into Whittlesey on a weekday. While these absolute numbers

¹⁰ The ANPR surveys were conducted on two weekdays and one day at the weekend in late November and early December 2023. The cameras were operational from 00:00-23:59 on Tuesday 28th and Wednesday 29th November and Saturday 2nd December at five sites on the outskirts of Whittlesey. The locations of the cameras provided a cordon around to capture of all movements in and out of the town.

are not large, Whittlesey is a historic market town with narrow streets and homes and business located close to the carriageways, as seen in Photo 2.2 and Photo 2.3. These streets are not built for this volume of large vehicles, harming the sense of place, impacting listed buildings through vibrations, and posing a serious safety issue for pedestrians and cyclists. Between 2019 and 2023, the highest proportion of fatal collisions involving cyclists or pedestrians were collisions with HGVs^{11,12}. This unsafe environment can act as a barrier for people from making journeys by foot or bicycle, contributing to the high traffic levels in Whittlesey.

Photo 2.2: Church Street



Source: Mott MacDonald – Site visit October 2023

Photo 2.3: Cemetery Road



Source: Mott MacDonald – Site visit October 2023

Through HGV traffic also adds to the issue of high overall traffic levels, with **68% (755 HGVs)** of the recorded HGVs on a weekday passing through Whittlesey, rather than having a destination in the town. This is despite a relatively large volume of movements to and from the trading estate off Station Road. These movements account for a further **24% (108 HGVs)** of HGV movements. In total there are around **863 HGV movements** a day that pass through the centre of Whittlesey that could, theoretically, take alternative routings, if available.

Congestion and key junctions reaching capacity

The A605 within Whittlesey experiences slower vehicle speeds during busier times of the week, with issues exacerbated at roundabouts and junctions, as seen in Figure 2.7.

Figure 2.7: A605 free flow average speeds (Eastbound)



Source: TomTom

¹¹ Reported road casualties in Great Britain: pedal cycle factsheet, 2023 - GOV.UK (www.gov.uk)

¹² Reported road casualties in Great Britain: pedestrian factsheet, 2023 - GOV.UK (www.gov.uk)

There are slow speeds recorded at peak times around the A605 / B1040 roundabout (Junction A) and the A605 / Dandelion Drive / Tayberry Way roundabout (Junction B), which are already operating close to, or over, capacity.

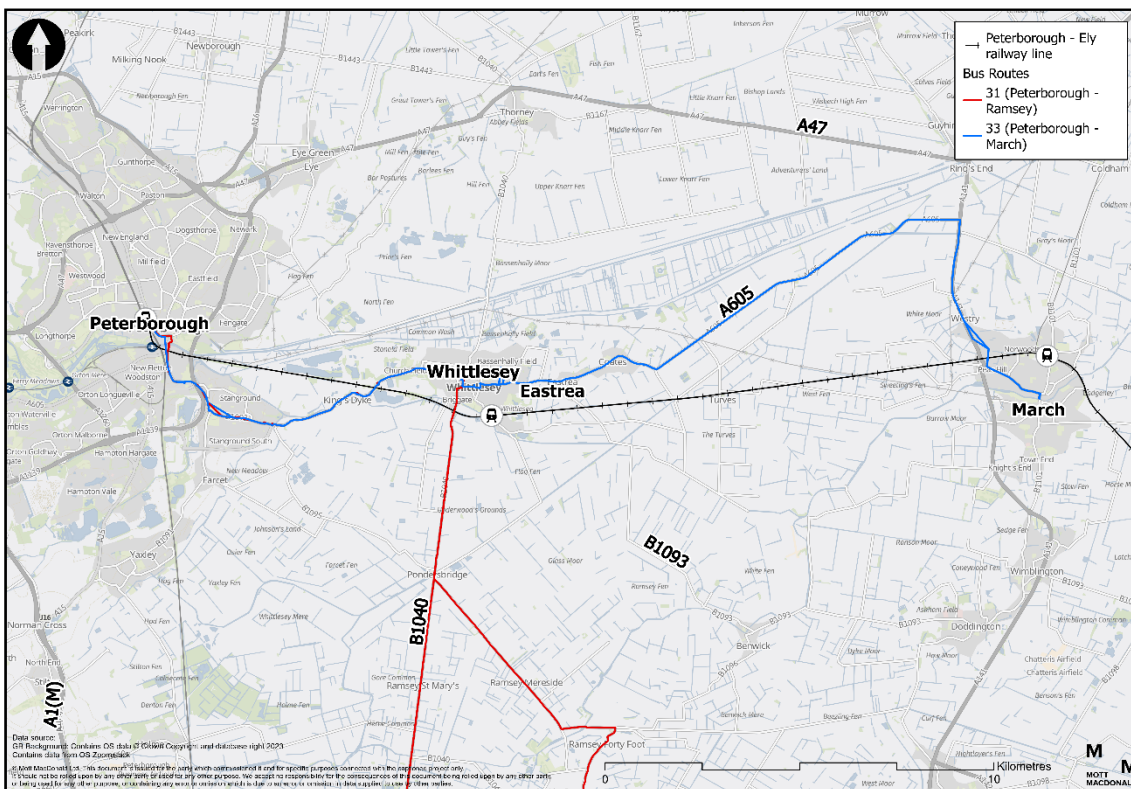
Further to this, a Transport Assessment written to accompany a commercial planning application in 2020 forecasted that the A605 / B1040 roundabout (Junction A) is already over capacity in the 2020 baseline model and would exceed capacity in the 2025 and 2030 future years¹³.

These capacity issues cause congestion, which leads to elongated travel times, producing more vehicle emissions and creating a bad environment for both road users and pedestrians. This, in turn, could act as a constraint for new developments in these areas, which has been exacerbated by the level of growth in the town, with Whittlesey exceeding the required supply of housing in the town in recent years.

2.2.1.3 Public transport provision

Public transport in the town also has its own issues. Bus service provision in Whittlesey is poor, with only two low frequency buses serving the town (see Figure 2.8). Although passengers are able to take connecting services from Peterborough, the lack of direct journeys can make bus journeys unattractive compared to private cars. This can cause issues for residents who don't/cannot drive for various reasons, causing a barrier for equal access to employment, education and healthcare, as well as exacerbating congestion issues.

Figure 2.8: Whittlesey public transport network



Source: Mott MacDonald

¹³ Fenland District Council Planning Reference F/YR20/0357/O Churchfields Farm Transport Assessment

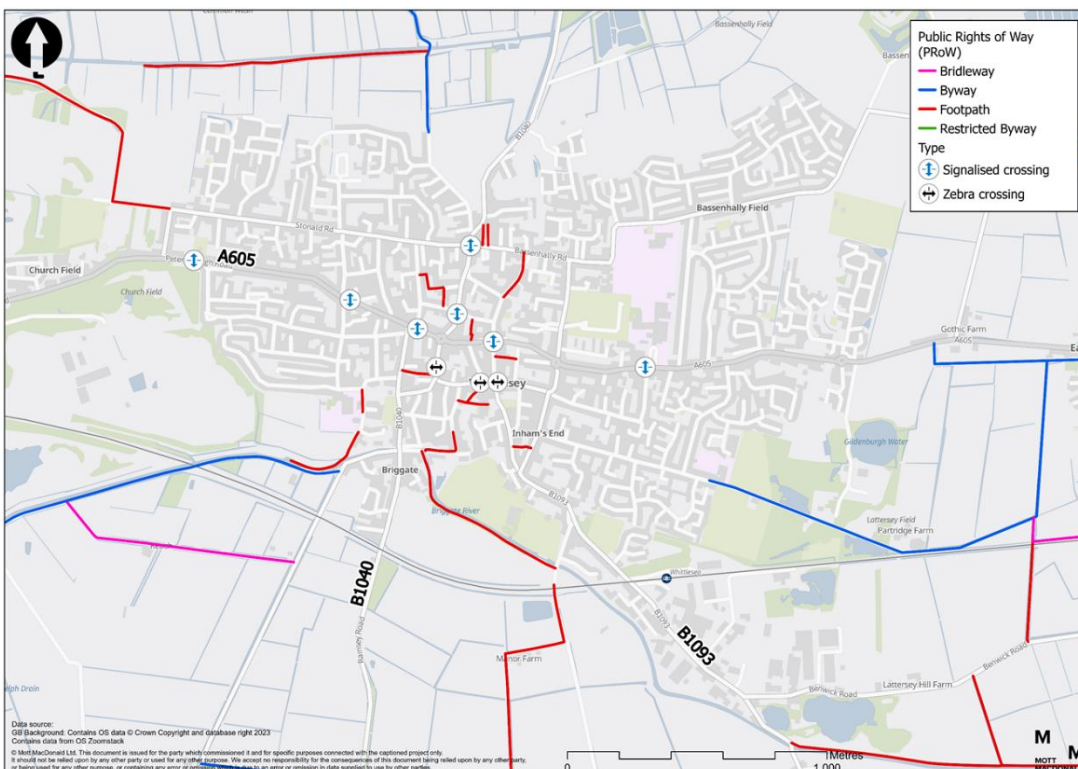
The rail services also face their own issues with poor frequency of trains, particularly for longer commuter journeys such as to Peterborough where there is a two-hourly service. This can result in people deciding to drive to Peterborough instead. Whittlesea station is also located one kilometre to the south-east of the centre of Whittlesey and whilst footways are provided along the route, there is no specific cycling infrastructure. The route between Whittlesey and the station is a vehicle-dominated environment with HGV movements and several wide junctions that may discourage people from walking or cycling to the station. There is also no direct bus link to the railway station, with the nearest bus stops to the station located in the centre of Whittlesey, meaning interchange between the two modes is not easy. In addition to this, whilst access to the station via car may be easier than other modes, the station is poorly located for vehicle access, with the B1093 providing the only access and most Whittlesey residents required to travel through the centre of Whittlesey to reach the station. These difficulties in accessing the Whittlesea station via walking, cycling, public transport and car present a barrier to usage.

Improving connectivity to the station from the town could encourage modal shift from private cars and on to rail, easing traffic flows in and out of Whittlesey. The Ely Area Capacity Enhancement programme provides the potential for more train services to stop at Whittlesea station, providing connections to both local and national destinations; however, this is unlikely to be completed in the near future.

2.2.1.4 Active travel provision

There are also many limitations to the active travel network, such as poor cycling provision and lack of signalised crossing points of the A605 (see Figure 2.9). This causes the A605 to act as a significant point of severance in the town, resulting in walking and cycling not being attractive modes of transport for many residents and employees within Whittlesey. This pushes people towards motorised transport, even for short journeys, unnecessarily contributing to traffic levels.

Figure 2.9: Active travel provision in Whittlesey



Source: Mott MacDonald

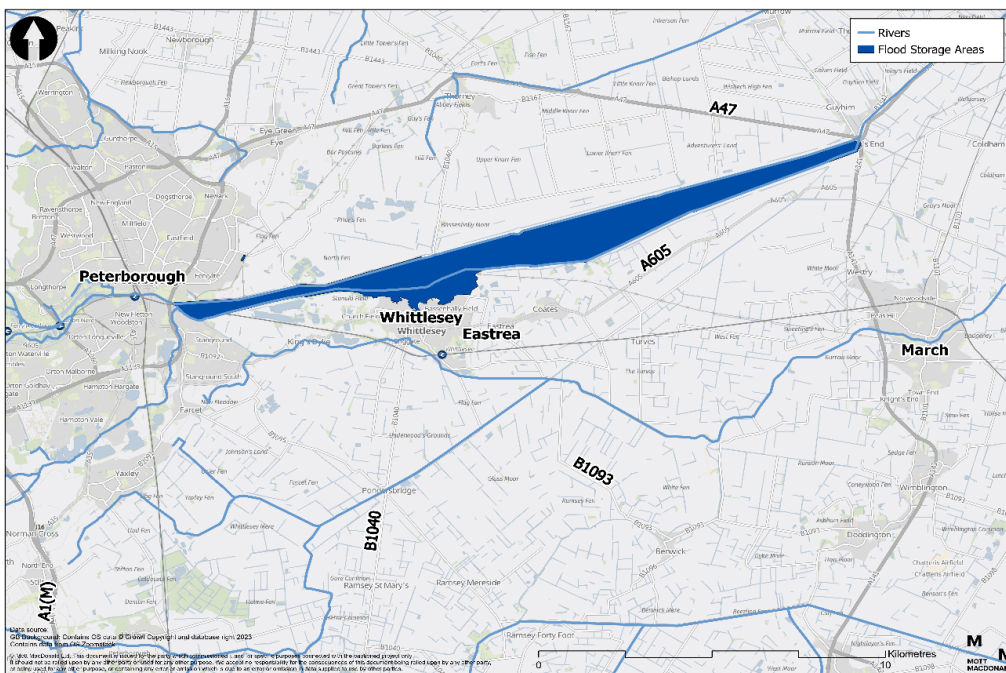
Given its relatively small size, Whittlesey has the potential to have many walkable neighbourhoods that give residents the possibility to access the local services without the need of a car. Improvements to local connectivity by active modes has the potential to boost local businesses, improve community relationships, and improve physical wellbeing. While active travel improvements on their own will not solve the traffic issues within Whittlesey, better provision and greater participation would contribute to reducing car dependency, therefore helping to reduce congestion levels and improving the health of its residents.

2.2.1.5 Environment issues

External factors, such as the impact of flooding, is also a significant issue for Whittlesey and its transport network, in particular the highway network. The area to the north of the town is a significant Flood Storage Area (see Figure 2.10). On average, there are 24-30 instances per year when flood water covers the North Bank Road / B1040, which leads to road closures¹⁴. In the event that North Bank Road / B1040 are closed, an alternative route between Whittlesey and Peterborough is used via the A605. Some additional 7,900 vehicles a day are displaced by this closure.

Due to the increase in vehicles using the A605 during flooding events and closures of the B1040, journey times within Whittlesey can increase greatly. Average journey times during the morning peak (8am-9am) for those travelling westbound through Whittlesey between the A605/Tayberry Way roundabout and Kings Dyke, can take in the region of 8 minutes on a normal day i.e. no road closures. However, this can double on a day when the B1040 is closed, with average journey times increasing to 16 minutes.¹⁵

Figure 2.10: Flood storage areas



Source: Mott MacDonald

There is an opportunity to increase the network resilience around Whittlesey by creating alternative diversion routes in the event of flooding to minimise the social and environmental impact of the additional traffic on the Whittlesey local community, as well as disruption to road users.

¹⁴ Environment Agency flood warning records 2019-2024.

¹⁵ TomTom data

Baseline air quality data gathered from air quality monitoring stations show that the levels of air pollution in Whittlesey do not currently exceed the objectives or limits set by the Department for Environment, Food & Rural Affairs. Nonetheless, opportunities to redirect HGVs away from the town centre, and relieve congestion, would encourage more sustainable modes of transport, such as walking and cycling, which would help to improve air quality.

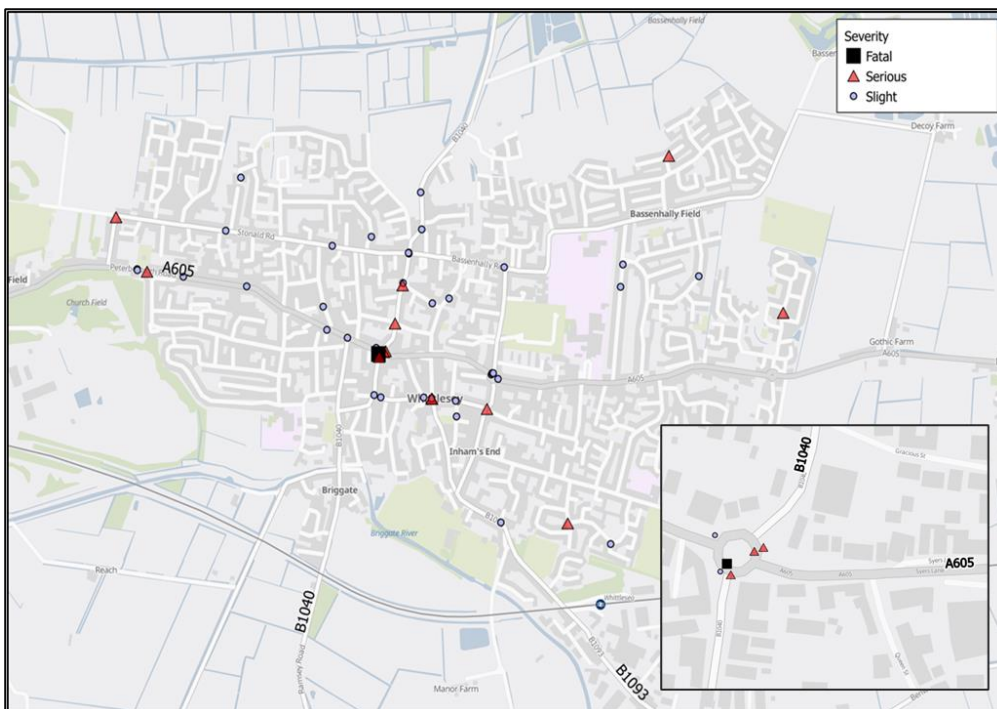
2.2.1.6 Social issues

Safety

The transport network in any town has the potential to either positively or negatively impact its residents, especially concerning safety. The A605 has experienced many slight and serious collisions, as well as one fatality, over a five-year period on the routes entering, exiting, and traveling through Whittlesey (see Figure 2.11).

The main accident cluster is located on the A605 / B1040 roundabout, which has experienced three serious and one fatal collision between January 2017 and August 2023, indicating that safety at the roundabout could be improved. Not only would improvements along the A605 in Whittlesey potentially save lives, it could also help avoid the impact of road closures and diversions on traffic flow.

Figure 2.11: Accident locations in Whittlesey

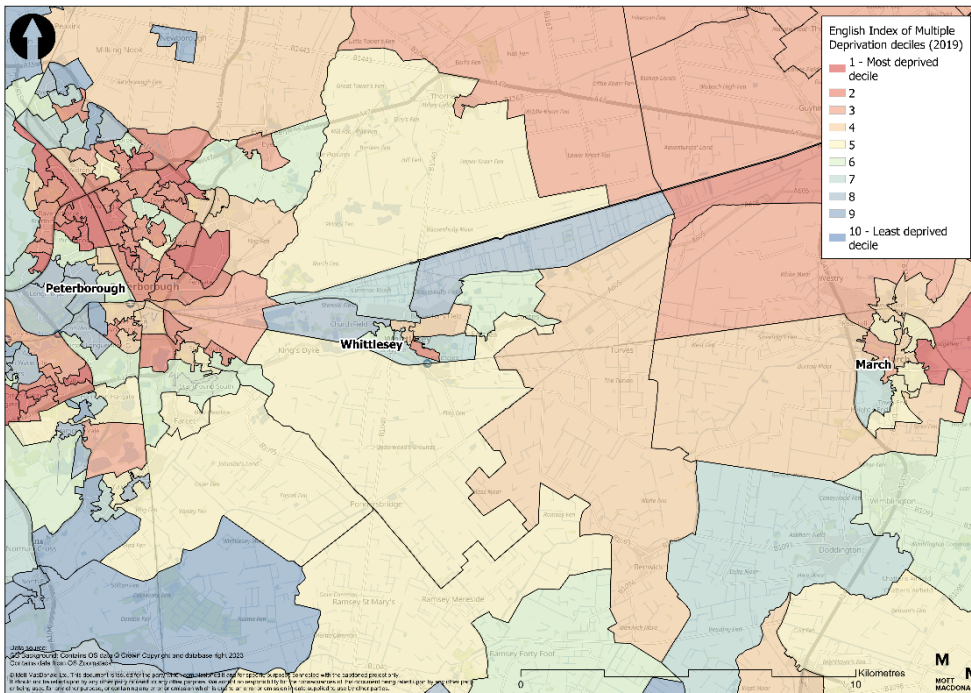


Source: Mott MacDonald

Deprivation

According to the English Index of Multiple Deprivation (IMD) 2019, some areas in Whittlesey, March and Peterborough are within the top 10-30% of most deprived Lower layer Super Output Areas (LSOAs) across England (Figure 2.12).

Figure 2.12: Index of Multiple Deprivation, 2019



Source: Ministry of Housing, Communities & Local Government, 2019

Levels of accessibility can contribute to deprivation levels, therefore improvements in transport provision can have a positive impact by improving access to services including jobs, healthcare and education.

Health

Although there are several small healthcare facilities, such as GP surgeries, located within Whittlesey, people with health issues have to travel outside the town to receive hospital treatment or access an Accident & Emergency department. The reported issues of traffic on the A605 may cause delay to those requiring treatment or getting to appointments on time, in particular if the B1040 is closed due to flooding. There is an opportunity to improve local access to doctors’ surgeries for short journeys by improving active travel and improve access to the hospitals through improved public transport.

Employment

Comparisons with regional and national employment levels show that Fenland has a lower proportion of people that are either in employment or unemployed but actively looking for work (economically active) compared to Peterborough and England (Table 2.1).

Table 2.1: Economic activity levels (proportion of residents 16+)

	Fenland	Peterborough	England
Economically active			
<i>In employment</i>	55%	59%	56%
<i>Unemployed</i>	2%	3%	3%
<i>Student</i>	1%	2%	2%
Total	58%	64%	61%
Economically inactive			
Total	42%	36%	39%

Source: Census 2021

Around 40% of Fenland's population occupy employment in managerial, professional or associate professional occupations, which is lower than the regional and national levels of 52%. Fenland's residents are more likely than those in the wider region to occupy administrative, trade, or service roles than those in the wider region and country¹⁶. The lower-than-average employment levels and lower proportion of employees in professional occupations mean Fenland and Whittlesey are not attaining the same levels of economic success as elsewhere in the region and country. There is a need to increase access to employment in the area through improving the connectivity between population centres, whilst also providing a better quality of life for the economically inactive who travel around Whittlesey for non-commuting purposes.

Education

Examining education levels in Fenland, the proportion of residents who have no qualifications (25.8%) is significantly higher than that seen in Peterborough (22.4%) and England (18.2%). This could be a result of residents of Fenland occupying job roles which do not require higher qualifications. By improving connectivity in the area, accessibility to education opportunities could be enhanced, thereby providing a route for more residents of Whittlesey to obtain qualifications and reducing the qualifications gap between the district and Peterborough.

Visitor economy

As previously mentioned in Section 2.2.1.2, Whittlesey's historic nature is also being negatively impacted by traffic. Minimising road traffic congestion and HGVs within the centre of Whittlesey would reduce associated noise, air pollution and vibration, and thereby reduce the risk of damage to buildings, helping to preserve the historic market town. The reduction in traffic has the potential to attract more visitors to the town.

2.2.1.7 Summary

The current issues, as outlined above, can be grouped into the themes identified as part of the strategy and policy review in Section 2.1.2. This grouping can be seen in Figure 2.13, with the issue of traffic dominance spanning across the core themes of health, wellbeing and sense of community, connectivity and access to opportunity, and environmental outcomes, with traffic dominance and the impact of this cutting across them.

¹⁶ [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/)

Figure 2.13: Summary of current issues by theme



What does this mean for Whittlesey?

There is an amalgamation of issues in Whittlesey and the surrounding area that have negative impacts on the transport network. By tackling one or more of these issues, there is potential to ease the traffic issues in Whittlesey.

Whittlesey’s location on the road network on the A605, B1040 and B1093 results in traffic being focused through the town centre, with the negative impacts of traffic levels felt by residents. This issue is exacerbated when the A47 is highly congested or closed, with a significant level of traffic re-routed through Whittlesey.

Whittlesey and the surrounding area are dominated by use of motor vehicles and high levels of car reliance. This contributes to the A605 / B1040 roundabout and the A605 / Dandelion Drive / Tayberry Way roundabout already operating close to, or over, capacity, which could act as a constraint for new developments in the area. However, if an alternative is provided, there is potential to remove 8,122 vehicle movements (including 863 HGV movements) that are currently passing through Whittlesey, easing issues on the local network.

Both public transport and active travel provision are poor in Whittlesey. As there are only two low frequency buses serving the town and there are difficulties accessing Whittlesea railway station, there are few alternatives to car use for journeys in and out of Whittlesey. Similarly, poor cycling provision and lack of signalised crossing points mean that active modes are not an attractive option for short journeys within the town. There is potential to improve both public transport and active travel to provide a viable alternative to car use for a range of journeys, easing the impact of traffic on the town.

Flooding is significant for the transport network in the area, with the closure of the B1040 adding to the A605 congestion issues. There is an opportunity to increase network resilience by creating alternative diversion routes in the event of flooding to minimise this impact.

There have been multiple collisions around Whittlesey, predominantly on the A605 / B1040 roundabout. Improving road safety offers the potential to save lives, as well as reduce the occurrence of road closures and diversions of traffic.

Through improving connections to healthcare, education and employment opportunities, both within Whittlesey and to other population centres, there is potential to reduce deprivation in the area and improve quality of life.

2.2.2 The future situation

As well as the current issues, it is also important to examine the future situation and determine how changes to the town of Whittlesey may impact transport requirements. The key points to highlight are set out within the sections below.

2.2.2.1 Land use changes

From the start of the Fenland Local Plan period (2011/12), 1,000 new homes were planned to be built in Whittlesey by 2031. New housing is required to facilitate the expected 16% growth in Fenlands population by 2040; however, as of 2024, 918 new homes have already been built, with permission for an additional 488 homes, and circa 400 homes as part of windfall sites, therefore significantly exceeding original commitments. This growth of housing in the town, above what was originally planned, brings with it the challenge of ensuring that the transport network is growing in unison so that it can accommodate the growth in demand for local trips.

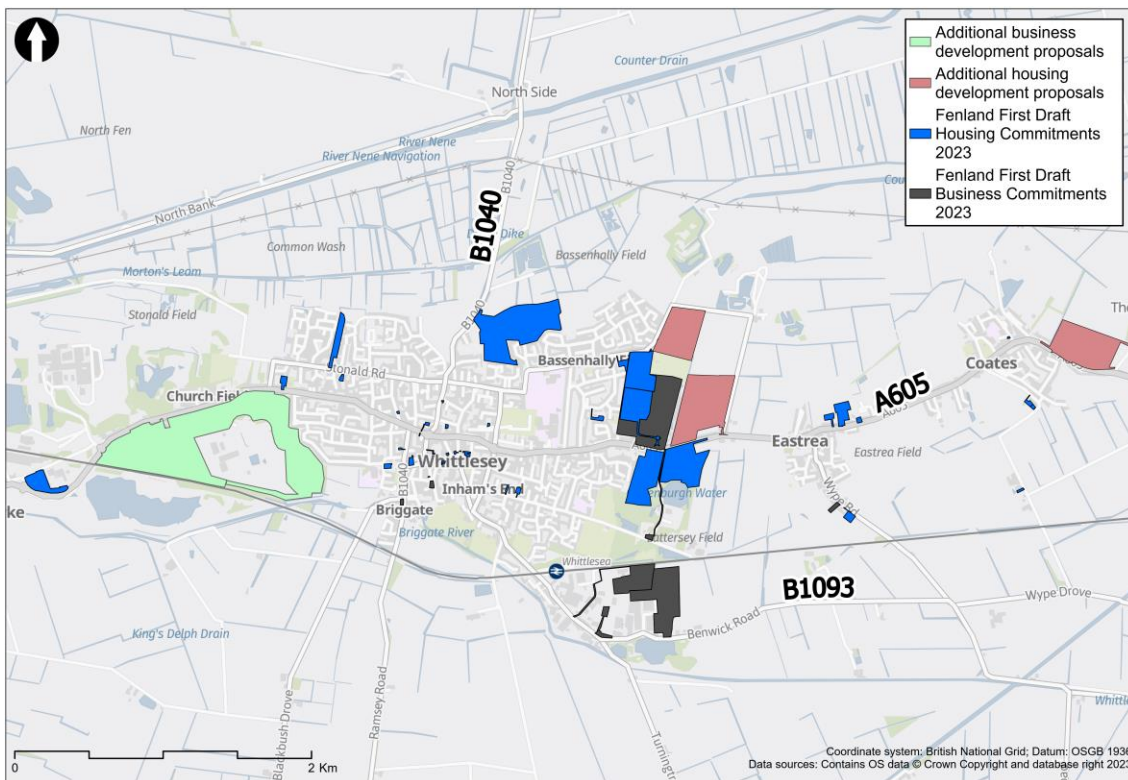
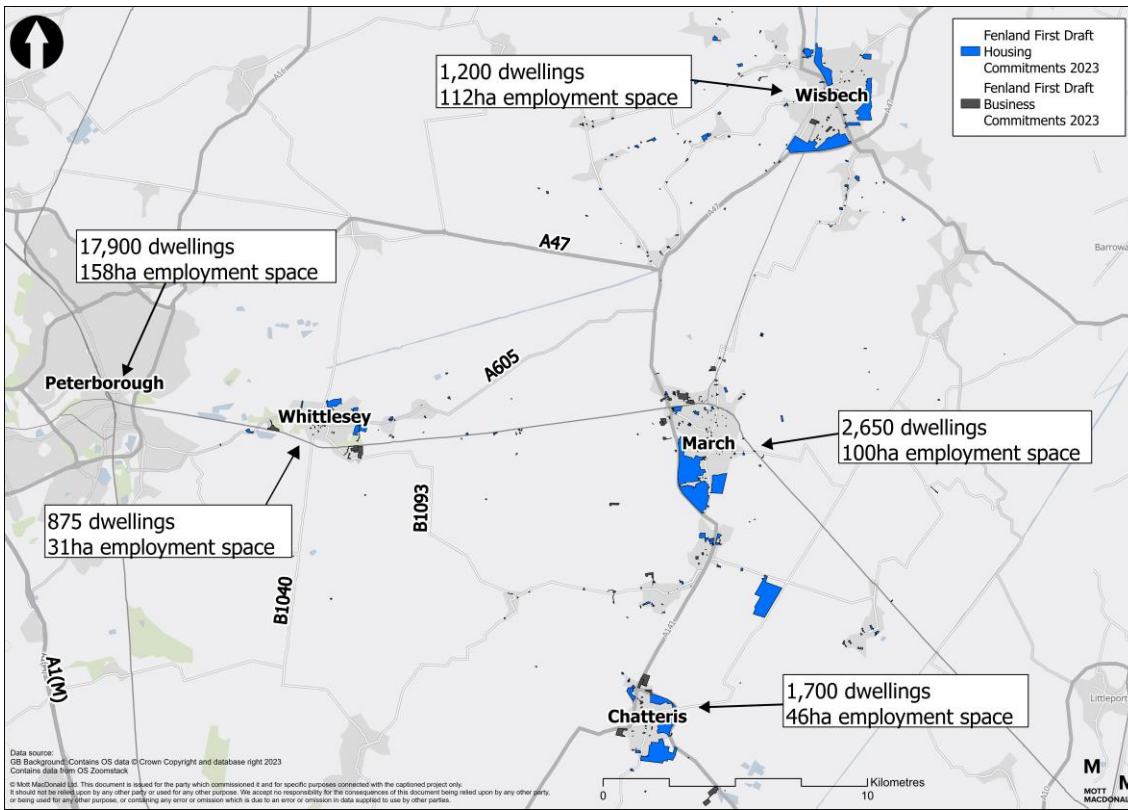
The new draft Local Plan (2022) for Fenland still includes Whittlesey as a key growth location and therefore there remains the potential for allocations to continue to increase, despite exceeding current local growth allocations. Within the draft Local Plan, the largest developments of committed large housing sites was expected to occur in 2022/23 and 2023/24. Across Fenland, the majority of these site allocations are expected to be developed between 2026/27 and 2029/30.

Whilst there is the desire and need to grow Whittlesey, the area is constrained by the local flood zones and a transport network which is not expanding with the developments. The majority of these new homes are planned to the east of Whittlesey, and with Peterborough likely to remain a large employment area, it is likely there will be an increase in traffic passing east to west through Whittlesey.

In addition, the Peterborough Local Plan (2019) and draft Fenland Local Plan (2022) outline significant housing and employment development in the broader region. For example, the planned development in the region includes 5,550 new houses and 212ha of new employment to the east of Whittlesey (see Figure 2.14). The Peterborough Local Plan outlines housing commitments to 2034/35 with the Local Plan having a target of 1,000 houses per year from 2021/22 onwards. Peterborough is currently on target to meet these targets and is expected to deliver its housing allocations by 2034/35.

Whilst the A605 is not the only east-west route in the area, the previously identified constraints on the A47 (see Section 2.2.1.1) mean it has limited capacity to deal with future growth in trips. Therefore, increasing regional housing and employment development, such as in March and Chatteris, could potentially result in even greater traffic levels on the A605, using it as an alternative route to the A47. If improvements are not made to the local transport network, it is unlikely that it will be able to accommodate this increase in demand.

Figure 2.14: Locations of development in Whittlesey and the surrounding area



Source: Mott MacDonald using information from Peterborough Local Plan (2019) and draft Fenland Local Plan (2022)

2.2.2.2 Environment

Environmental factors, such as flooding are likely to become more prevalent, especially in low lying areas such as the Fens, as the impacts of climate change are increasingly felt in the UK. The number of intense rainfall events is predicted to increase, with the East of England seeing a 5% increase in rainfall intensity for each °C of regional warming¹⁷. This could lead to more frequent and longer closures of roads, as occurred between 1st April 2012 and 1st April 2013 when North Bank was reportedly closed on 11 separate occasions for 55 days¹⁸.

2.2.2.3 Summary

The future issues and opportunities around land use and the need to improve the transport network to serve this growth can be grouped under the Sustainable Growth theme that was identified as part of the strategy and policy review in Section 2.1.2. This is shown in Figure 2.15.

Figure 2.15: Summary of future situation



What does this mean for Whittlesey?

There is a significant amount of development planned for Whittlesey and the surrounding area, bringing the potential for new homes, employment opportunities and economic growth for the residents. However, this will likely put more pressure on to the already congested transport network. There is need for transport interventions to be implemented if sustainable growth is to be realised.

2.2.3 Stakeholder views

To gauge the local perspective of the current situation in Whittlesey, the associated issues and opportunities, as well as what the potential solutions may be, a series of five stakeholder workshops have been conducted. An overview of the stakeholder engagement process and the

¹⁷ <https://www.metoffice.gov.uk/about-us/news-and-media/media-centre/weather-and-climate-news/2023/new-research-shows-increasing-frequency-of-extreme-rainfall-events>

¹⁸ Major Scheme Business Case Report | Version 1.0 | August 2015 (Skanska)

stakeholder workshops are provided in Section 6.7, and further detail is provided in the Stakeholder Engagement and Communications Plan (Appendix C), which includes the list of who the key stakeholders engaged with were.

Stakeholder Workshops 1 and 2 gathered information on the current issues and opportunities in Whittlesey, which were subsequently used to steer the case for change and the objective setting. The outcomes of these workshop are summarised below.

Workshop 1

The attendees for Workshop 1 were drawn from the CPCA, CCC, FDC and Peterborough City Council (PCC) to gain an understanding from these organisations of the underlying issues and aspirations before engaging with broader group of key stakeholders. Table 2.2 below groups together and summarises some of the responses from the exercise.

Table 2.2: Summary of responses from Workshop 1

Theme	Challenges	Drivers
HGVs	<ul style="list-style-type: none"> Some businesses in and around Whittlesey are reliant on HGVs. There is risk of harming the local economy if HGV access is restricted. 	<ul style="list-style-type: none"> There may be potential to support local business by improving HGV access.
Transport	<ul style="list-style-type: none"> Poor public transport, and a losing battle with bus services, have led to car dominance. Whittlesey is used as a commuter town for Peterborough. There are high traffic flows both in and around Whittlesey. 	<ul style="list-style-type: none"> Ely Capacity Enhancements will improve rail travel once completed. There is potential for active travel improvements.
Population	<ul style="list-style-type: none"> Ageing population. Pockets of deprivation. The location of Sir Harry Smith Community College and the impact the local transport network has on children. 	<ul style="list-style-type: none"> There is potential job growth from the Scheme through construction and improved connections. There is already potential support for a southern relief road.
Built environment	<ul style="list-style-type: none"> Housing growth in the past 10 years has increased car use. The A605 causes severance in Whittlesey. 	<ul style="list-style-type: none"> The preservation of Whittlesey as a market town.
Environment	<ul style="list-style-type: none"> Flooding and Flood Zone 3 areas. Poor air quality. Geological constraints around Fenland. 	<ul style="list-style-type: none"> Potential for biodiversity net gain.

Many of the challenges emphasised by the stakeholders in Table 2.2 support the findings highlighted in Sections 2.2.1 and 2.2.2, along with the Baseline Evidence Review (Appendix B),

in particular poor public transport provision, recent housing growth, the high levels of traffic flows in and around Whittlesey, and perceptions of poor air quality levels. Similarly, some of the drivers identified, including preserving Whittlesey as a market town, improving active travel and biodiversity net gain, can be geared towards removing traffic from Whittlesey Town Centre.

Workshop 2

Workshop 2 involved a broader set of attendees drawing on key stakeholder representatives from outside the CPCA, CCC and FDC. For example, attendees included Network Rail, Environment Agency, McCain Foods and Stagecoach (full list of attendees can be found in Appendix C). Attendees were asked what they believed to be the economic, social and environmental challenges and opportunities for Whittlesey as a town. Table 2.3 below groups together and summarises some of the responses from the session.

Table 2.3: Summary of responses from Workshop 2

Themes	Challenges	Opportunities
HGVs	<ul style="list-style-type: none"> • Some roads are unsuitable for HGVs. • There are currently high numbers of HGVs travelling through the town. 	<ul style="list-style-type: none"> • Potential to reduce the number of HGVs by accommodating for larger, but fewer, HGVs. • It would be more feasible to introduce HGV restrictions in Whittlesey if there were alternatives.
Transport	<ul style="list-style-type: none"> • Whittlesey has limited routes in and out of the town, and limited access to the strategic road network. • The level crossing on Station Road causes traffic. • There is poor active travel and public transport provision, with few alternatives to car use. • Road user charging would be difficult to implement in Whittlesey. • The A605 causes severance in Whittlesey. 	<ul style="list-style-type: none"> • Potential to explore the closure of level crossings in the area. • Parking charges could be introduced as an alternative to road user charging. • Reducing traffic levels would allow for more active travel, while improvements to active travel could reduce traffic levels. • Improvements to bus and rail services could also reduce traffic levels.
Environment	<ul style="list-style-type: none"> • Flooding is experienced on the B1040 and below the A605. • The flood storage area to the north of Whittlesey poses constraints on infrastructure that could be introduced. • The carbon impact that Schemes could have. • Poor air quality in the town. • Ground contamination and pollution of rivers and lakes. 	<ul style="list-style-type: none"> • Active travel can contribute to Net Zero goals. • Potential to reduce flooding in Whittlesey.

Many of the challenges and opportunities identified in Workshop 2 expand on similar issues that emerged from Workshop 1. In particular, the lack of public transport and active travel provision resulting in fewer alternatives to private car use, amplified by the limited routes in and out of Whittlesey.

In this workshop, emphasis was given to the nature of Whittlesey as a market town, and the unsuitability of HGVs navigating the small streets. Opportunities were identified from reducing both HGV and car use from the town, including making it easier to provide active travel infrastructure, public transport provision, and reach Net Zero targets.

Attendees were also asked what they believed the future could look like for Whittlesey, with the intention to help inspire what potential interventions could be implemented. These responses (shown in Figure 2.16) are similar to the opportunities identified in Table 2.3, including improvements for active travel, supporting local businesses, and changes to motor vehicles in the town.

What does this mean for Whittlesey?

Many of the challenges highlighted by the stakeholders support the conclusions from the evidence review, especially the current levels of traffic through the town and the social and environmental impacts it has. In particular the issue of HGVs through the town.

Stakeholder feedback would also suggest that just one single intervention could tackle these challenges and it is probable that a package of interventions would be needed that should be geared towards finding environmentally sustainable solutions. In particular any solution or solutions need to provide good social value, based around reducing vehicle use within Whittlesey Town Centre. Through providing alternatives to cars and HGVs, it will expand the possibilities of improving active travel and public transport, while preserving the nature of the historic market town.

Figure 2.16: What could Whittlesey look like in the future? Workshop 2 responses



Source: Mott MacDonald

2.2.4 Impact of doing nothing

Without implementing improvements to transport network and addressing the resilience of the road network within Whittlesey, the issues experienced on the A605 are likely to continue to worsen. These include the capacity issues at key junctions within Whittlesey and a high level of through traffic, two issues that are already exacerbated by the A605 being a National Highways diversion route and a key route for freight. The current levels of general traffic and HGVs is already causing wider issues in the town, including negative impacts on the historic nature of Whittlesey, worsening air quality, and acting as a barrier for walking and cycling. When the B1040 road is closed due to flooding, travel times along the A605 through Whittlesey can more than double from 8 to 16 minutes, with diverted vehicles further compounding existing issues associated with the volume of traffic on the A605.

If these transport issues continue to be unaddressed, it may cause a lasting impact on the town. It has the potential to restrict the planned and anticipated growth in Whittlesey and the surrounding area, resulting in not being able to accommodate the growing population in Fenland to its full capability. For example, the new draft Local Plan (2022) for Fenland still includes Whittlesey as a key growth location and therefore housing and employment allocations may continue to increase. The Local Plan, however, is unlikely to be able to deliver more growth without some form of transport intervention to support it.

This issue, along with Whittlesey becoming a less attractive place to live, work or do business may result in a decline or stagnation in local economic growth and an increase in negative social impacts such as worsening air quality, increase in noise pollution, and an increase in accidents.

If the level of HGV traffic remains unrestricted then there is the risk that the historic nature of Whittlesey would continue to be negatively impacted, both in terms of the amenity and the buildings themselves. In turn, this will hinder the progress of goals set out in the local, regional and national strategies (summarised within Section 2.1.2), including those set out in Growing Fenland: Whittlesey – A Market Town for the Future.

It is clear from this analysis that Whittlesey is in need of intervention to help the town and its surrounding area to grow and thrive, while protecting the qualities that make it a unique place to live and work.

2.3 Scheme objectives

The primary purpose of the Scheme objectives is to guide the assessment and selection of options, ensuring that the option shortlist is targeted towards meeting the needs of Whittlesey and the surrounding area.

The process for identifying the most suitable Scheme objectives is shown in Figure 2.17. This illustrates how elements of the Strategic Dimension such as the policy and strategy review; and the case for change have been mapped to themes, with these themes then used to create the overarching objectives of the Scheme.

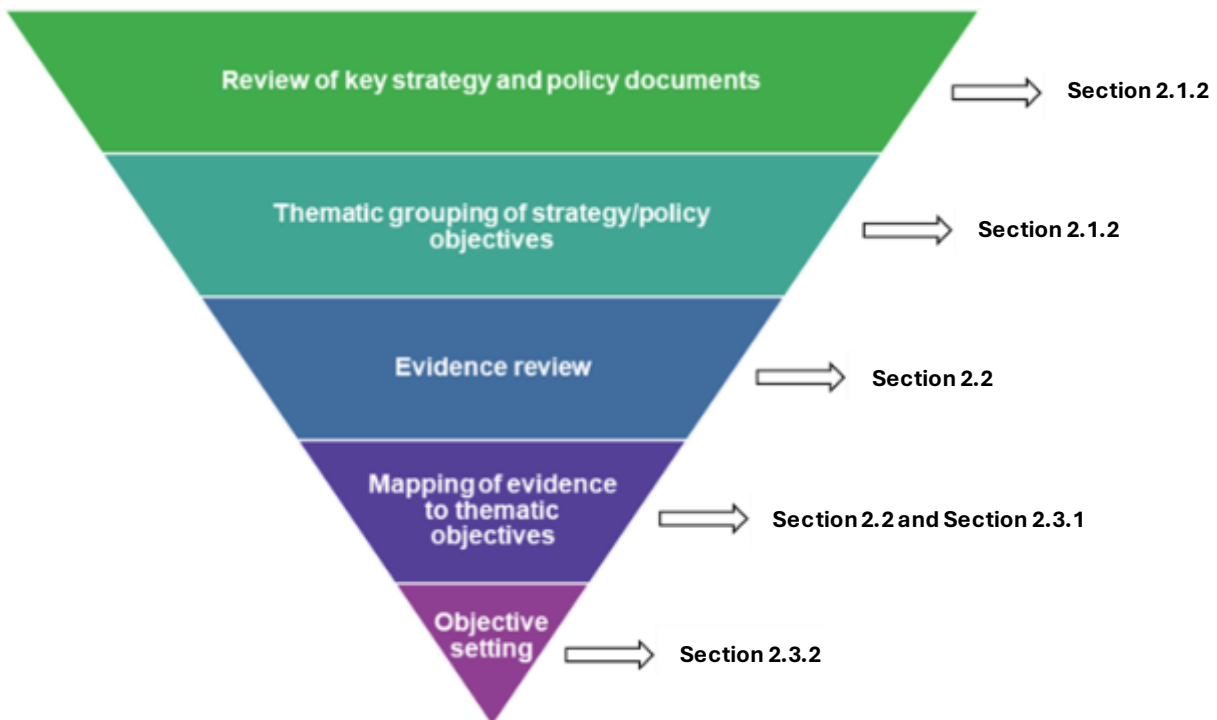
The **review of key strategic and policy documents** is set out previously in Section 2.1.2, with this highlighting the recurring ideas around sustainable development and growth; connectivity and accessibility; community wellbeing; and the environment. A **thematic grouping of the strategy and policy objectives** was then undertaken, with four overarching themes created:

- Sustainable growth.
- Health, wellbeing and sense of community.
- Connectivity and access to opportunity; and
- Environmental outcomes.

The **evidence review** is set out in Section 2.2, identifying current issues such as poor public transport and active travel provision; severance cause by the A605; and flooding, as well as future opportunities such as planned growth and development proposals. A **mapping of evidence to thematic objectives** exercise has been undertaken, as shown in Section 2.2 above and Section 2.3.1 below, bringing together the evidence review and previously identified themes, further supporting these themes as being key to meeting the needs of Whittlesey.

Finally, the **objective setting** is presented in Section 2.3.2, establishing four overarching objectives based on the previously identified themes, and several SMART sub-objectives that inform the assessment criteria used to test options.

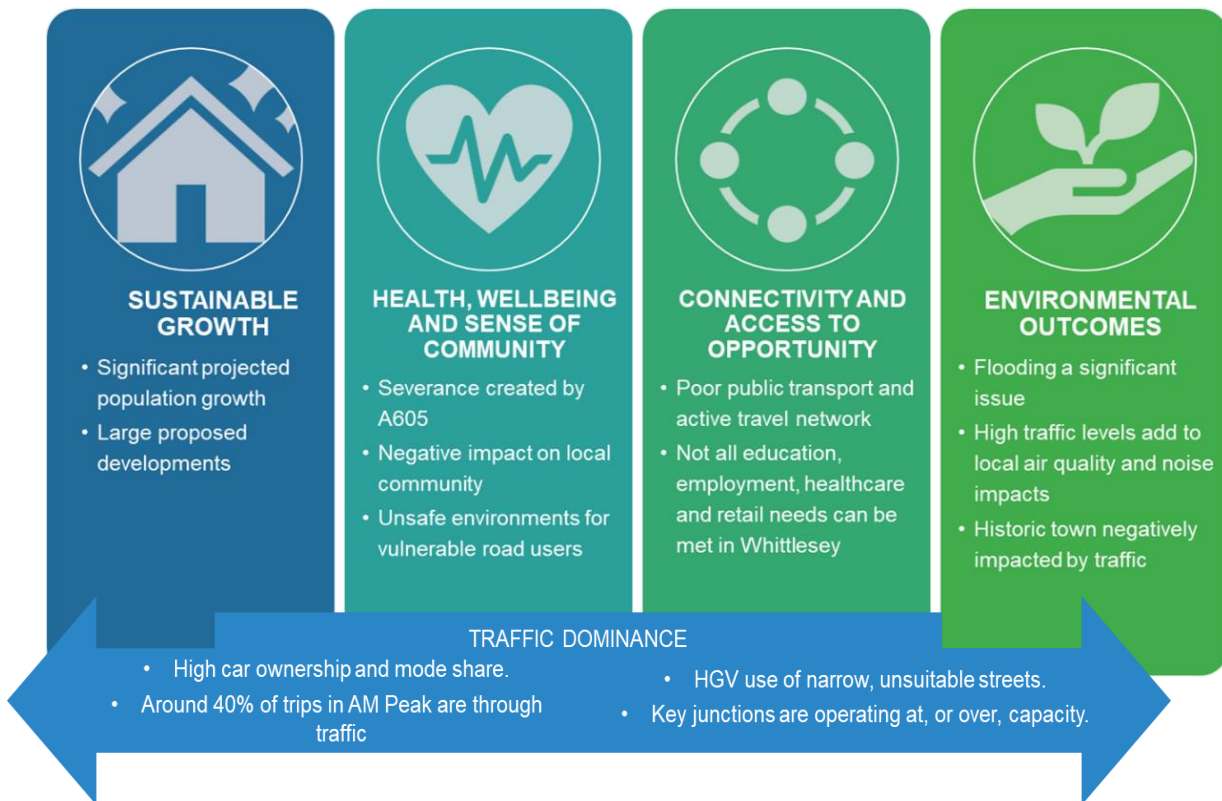
Figure 2.17: Objective setting process



2.3.1 Objective mapping

The issues and opportunities identified within Section 2.2 can be categorised under one of the four themes identified during the thematic grouping of strategy/policy objectives set out in Section 2.1.2. These are summarised in Figure 2.18 below.

Figure 2.18: Summary of issues and opportunities by theme



All four themes can be characterised by their relation to dominance of traffic in Whittlesey, either being caused by or worsening traffic related issues. Therefore, there is potential for all four themes to see improvement through transport intervention(s), meaning the objectives set for this Scheme should reflect these themes.

2.3.2 Objective setting

Following the identification of the themes set out above, four core Scheme objectives have been established that directly address the challenges within each theme. These are set out in Table 2.4 below.

Table 2.4: Scheme objectives

Objective Theme	Main Objective
Sustainable Growth:	Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.
Connectivity and access to opportunity:	Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.
Health, wellbeing and sense of community:	Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.
Environment:	Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.

For each Scheme objective a series of measurable sub-objectives have been identified that inform the assessment criteria used to test the options and identify the best performing solution. These are set out in Table 2.5.

Table 2.5: Scheme sub-objectives

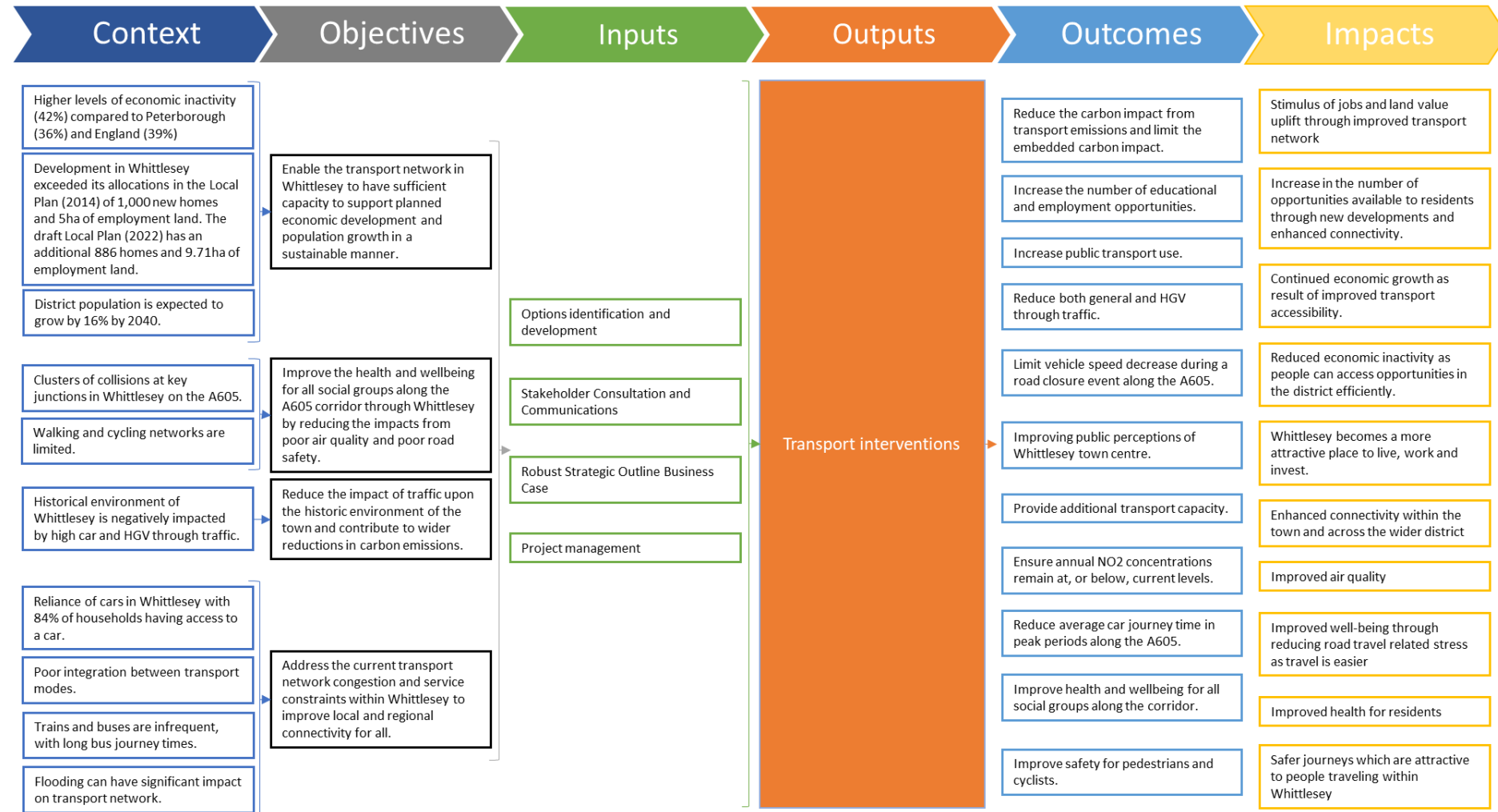
Main objective theme	Sub-objective
Sustainable Growth:	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey following the scheme being delivered.
	1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey within the first year of the scheme being delivered.
Connectivity and access to opportunity:	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey following the scheme being delivered.
	2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage within five years of the scheme being delivered.
	2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605 within the first year of the scheme being delivered.
Health, wellbeing and sense of community:	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips within five years of the scheme being delivered.
	3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey following the scheme being delivered. .
	3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10% within five years of the scheme being delivered.
Environment:	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced within the first year of the scheme being delivered.
	4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced within the first year of the scheme being delivered.
	4c. Reduce the carbon impact from transport emissions within five years of the scheme being delivered, and limit the embedded carbon impact from the delivery of any solution

2.3.3 Logic Map

To map out how the above objectives will, ultimately, link to the desired outcomes of the proposed Scheme, a Logic Map has been produced, presented below in Figure 2.19.

Further detail on how the performance of the Scheme is to be assessed will be provided in a Benefits Realisation Plan at the next business case stage (OBC), should the Scheme be taken further forward for further development.

Figure 2.19: Logic Map



Source: Mott MacDonald

2.4 Constraints

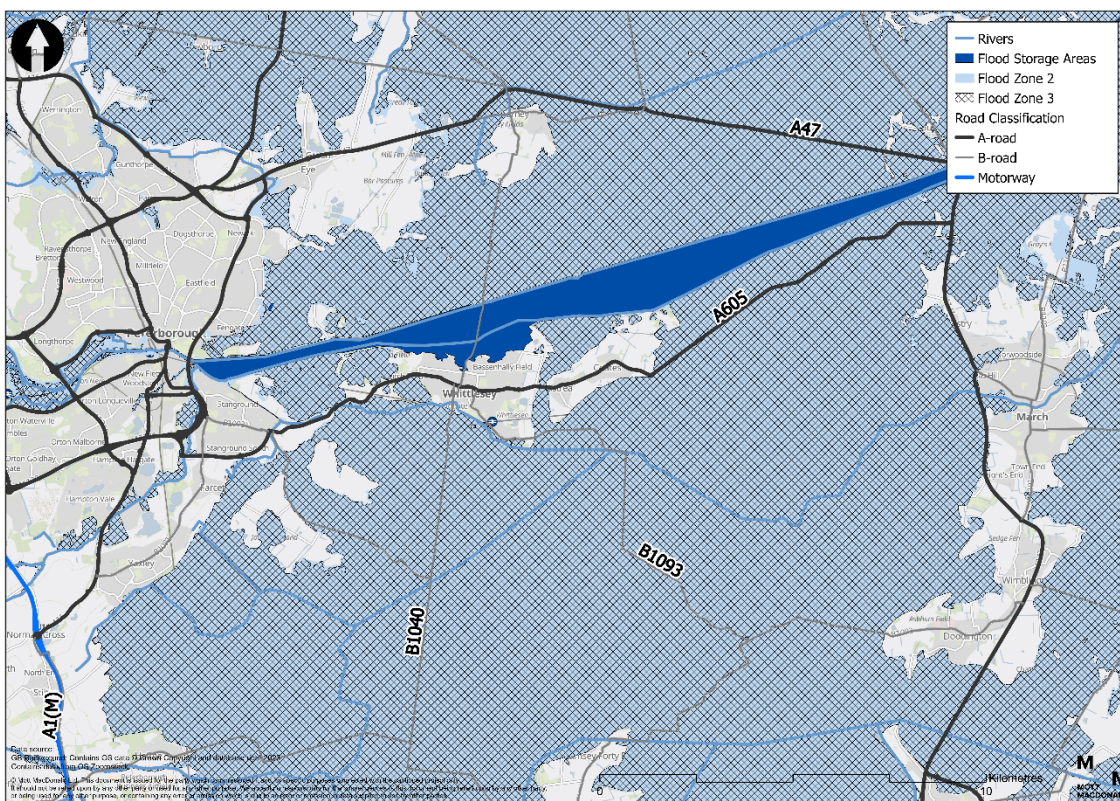
As part of the process to identify the transport interventions needed to meet the Scheme objectives, and for the Scheme to be a success, a high-level review of the possible environmental, historic, and planning constraints has been undertaken. These will influence the option development and refinement process going forward, both to minimise the impact of Scheme and to ensure it can be delivered successfully.

2.4.1 Environment

The Fenland area surrounding Whittlesey is primarily within flood zone 3, as defined by the Environment Agency (EA) to have a high probability of flooding, as shown in Figure 2.20. The Whittlesey (Nene) Washes Flood Storage Reservoir, to the north of Whittlesey is within flood zone 3b as it is classified as a functional floodplain where there is a significant risk of flooding, whereas the south is located predominately within flood zone 3a.

Not only would this area have to be protected to preserve the floodplain, but if any physical infrastructure were to be built in this area, it would have to be resistant to the impact of flooding. Therefore, this area would likely have to be avoided when producing possible transport interventions.

Figure 2.20: Flood storage areas, flood zones and rivers



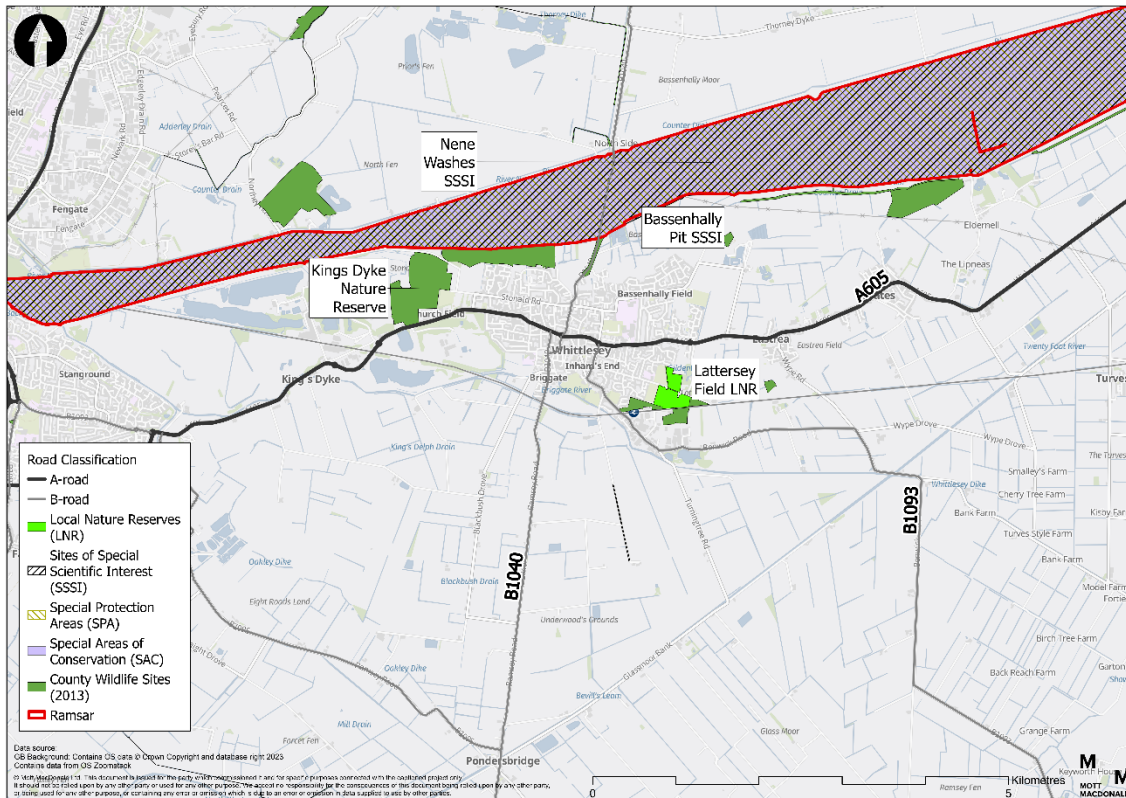
Source: Environment Agency

In addition to this, the Whittlesey (Nene) Washes situated to the north of Whittlesey is also designated as a Ramsar site, Special Area of Conservation (SAC), Special Protection Area (SPA) and as a Site of Special Scientific Interest (SSSI) (shown in Figure 2.21). The Kings Dyke Nature Reserve, a former brick pit located beside the A605 to the northeast of Whittlesey, also

has wildlife recorded including scarce breeding and wintering species and one of the largest populations of great crested newts in the UK.

Similar to the impact that the flood storage areas outlined above, these conservation sites and reserves will also pose a risk to any proposed transport interventions. The construction of physical infrastructure should be avoided in these areas to ensure their protection and prevent any opposition from their protectors.

Figure 2.21: Nature conservation designations



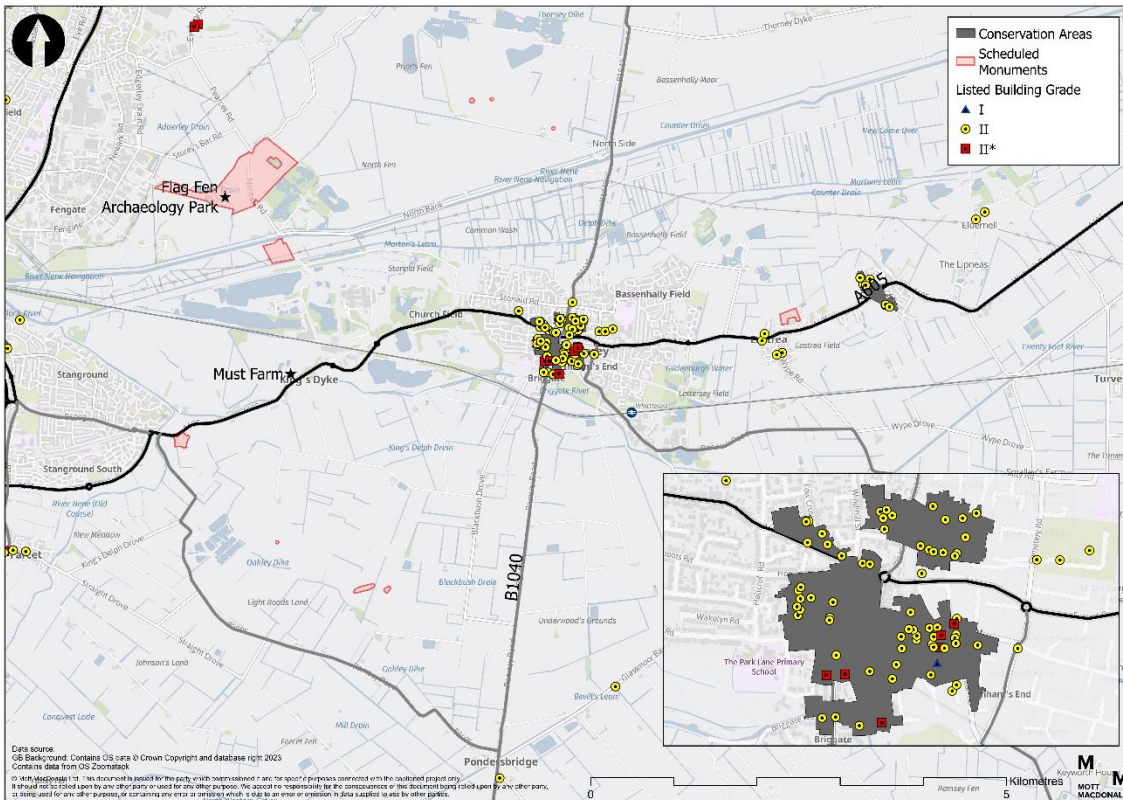
Source: FDC / Mott MacDonald

2.4.2 Historic environment

The Whittlesey area has a rich history with evidence of settlement and activity dating from the Neolithic, Bronze Age, Iron Age and Romano-British periods, while Whittlesey itself appears in Anglo Saxon texts and developed as a Market Town through the medieval period.

The historic centre of the town is designated as Whittlesey Conservation Area, outlined in Figure 2.22. This area includes 62 listed buildings including grade 1, grade 2* and grade 2, and many buildings of local importance. As can be seen below, many of these listed buildings are located near the A605, along with two Scheduled Monuments along the road.

Figure 2.22: Designated heritage assets



Source: Historic England

Due to the rich prehistoric and historic landscape of the Whittlesey area and the wider Fenland region, any proposed intervention on the outskirts of Whittlesey will have to consider the high likelihood of significant archaeological remains in particular, and the associated heritage impacts on the route taken. This has the potential to impact the progress and support of a relief road.

Within Whittlesey, the Conservation Areas and listed buildings may be presented as constraints, as any transport intervention would have to have minimal impact on these areas. However, minimising road traffic congestion and HGVs within the centre of Whittlesey would reduce associated noise, air pollution and vibration, and thereby reduce the risk of damage to buildings, helping to preserve the historic market town.

2.4.3 Planning

Along with environmental and historic constraints, the Fenland Local Plan and the Cambridgeshire and Peterborough Minerals and Waste Plan pose a selection of potential planning constraints for this Scheme. These are summarised below:

The adopted Fenland Local Plan contains:

- Specific sites allocated for development.
- Sensitive areas where the natural environment needs protection; and
- Sensitive areas where the built environment needs protection.

Similarly, the Cambridgeshire and Peterborough Minerals and Waste Plan contains:

- Existing sites for minerals extraction, waste management or transport.

- Minerals extraction and waste management and transport consultation and safeguarding areas.
- Areas of search for waste management; and
- Minerals safeguarding areas of different classes.

It shows extensive past and existing workings to the west of Whittlesey. In addition, there are areas allocated for future mineral extraction and safeguarded sand and gravel extraction to the north, south and east of the town.

2.5 Dependencies

There are currently no known direct inter-dependencies with other major infrastructure commitments within the local area or wider region that would prevent a transport Scheme in Whittlesey being delivered. However, there is a selection of potential dependencies that have been identified concerning the potential Schemes that could be introduced, outlined below.

2.5.1 Potential dependencies

If a new relief road were to be built, then it would have to coincide with the spatial allocations within the Fenland Local Plan to ensure the road would not impact the progression of other developments or the protection of resources. This also includes the flood zones outlined in the plan.

If the intervention chosen were to involve increases in bus frequencies or introducing new bus services, then it would be dependant finding suitable funding and a bus operator for these services to make it viable. In this instance, CPCA's Bus Service Improvement Plan (BSIP) would be a potential dependency.

If the intervention chosen were to include access improvements to Whittlesea railway station, or an increase of train services, then the Whittlesea Station Improvements scheme and Whittlesey Relief Road scheme will be dependent on each other to ensure residents can access the station and there are rail services to use.

2.5.2 Powers and consents

To deliver any solution for Whittlesey, planning powers and consents will likely be required. At this stage of scheme development, it is not possible to specify exactly what will be needed, but it may involve the use of

1. **Town and Country Planning Act 1990:** this act would govern the general planning permissions required for the development of any scheme, ensuring compliance with local and national planning regulations
2. **Permitted Development** - For any option, or elements of an option, that can be delivered within the highway boundary, this may constitute permitted development but could still require Traffic Regulation Orders (TRO).
3. **Highways Act 1980:** this act would provide the legal framework for any potential Compulsory Purchase Order (CPO) that may be required to enable the acquisition of land and the construction of a new road. Land may also be acquired for use in environmental mitigation such as providing new areas of land for biodiversity net gain (note – in the first instance the acquiring of any land would always be done through negotiation with land owners, with the use of CPOs a last resort).
4. **Development Consent Order (DCO):** a DCO is primarily intended for Nationally Significant Infrastructure Projects (NSIPs). However, under certain circumstances, a non-

NSIP project can also be treated as requiring development consent. This can happen if the Secretary of State issues a direction under Section 35 of the Planning Act 2008. This direction allows a project that does not meet the NSIP criteria to be processed through the DCO route, which may be an option for a relief road option, considering the complexities of delivering such a significant piece of new infrastructure.

2.6 Wider schemes being delivered in the area

2.6.1 A605 Cemetery Road Roundabout

An investigation has been undertaken in 2023 into potential active travel improvements on the A605 Cemetery Road Roundabout which has devised three potential options. These include minor island adjustments and dropped crossings, geometry and island widening improvements, and a fully compliant LTN 1/20 signal-controlled junction replacement. If realised, these improvements could aid in meeting the Whittlesey Relief Road Scheme objectives but are not dependant on it.

2.6.2 Whittlesea Station Improvements

Under the CPCA's Fenland Stations Regeneration Project, a high-level masterplan has been produced which set out a range of possible improvements for Whittlesea Station. The current options being considered include:

- Provision of new car parking spaces and improved access for cars.
- Improving access for buses including a bus turning circle.
- Extending platforms to accommodate longer trains in the future.
- Building a new pedestrian footbridge to reduce the need for people to use the level crossing; and
- Providing new station waiting shelters, ticket machine and lighting.

Smaller projects in the masterplan, such as improved platform lighting, new platform waiting shelters, and a second ticket machine have already been completed at Whittlesea station. However, technical challenges identified during feasibility studies meant that additional work is needed for the larger improvement schemes. A further £3 million of CPCA funding has been approved in May 2024 to progress these improvements.

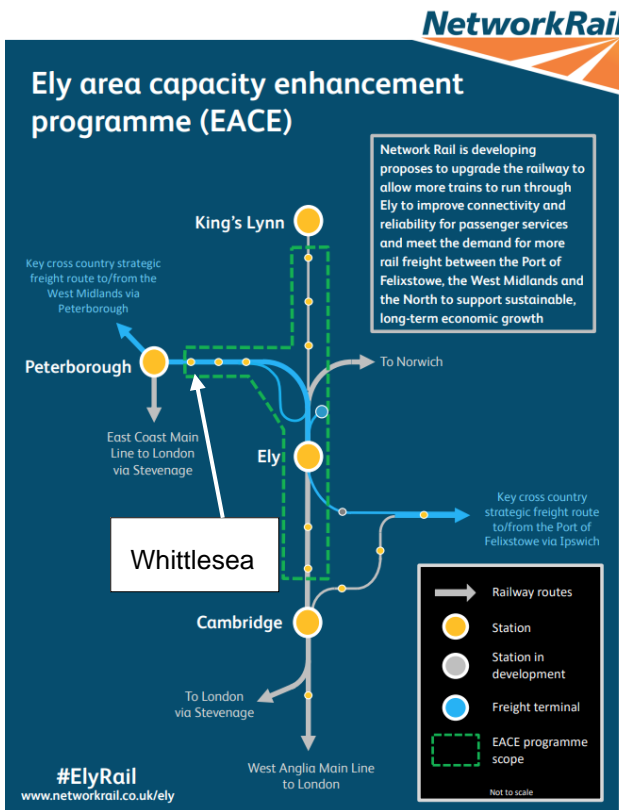
The delivery of these station improvements will result in rail travel to and from Whittlesea becoming an easier and more attractive option, potentially shifting some journeys away from private cars and on to rail. Due to these improvements already being proposed through the Fenland Stations Regeneration Project, station upgrades will not be included in the scope of this Scheme.

However, the current access to Whittlesea station from the town centre by both road and active modes is poor, meaning that if the full potential from these improvements is to be realised then access to the station also needs to be improved.

2.6.3 Ely Area Capacity Enhancements

The Ely Area Capacity Enhancement programme intends to upgrade the railway to allow more trains to run through Ely to improve connectivity and reliability for passenger services and meet the demand for more rail freight between the Port of Felixstowe, the West Midlands and the North. This will be achieved with level crossing upgrades, road reconfigurations, track remodelling and junction modifications.

Figure 2.23: EACE scope



The scope of the programme (Figure 2.23) includes the Ely – Peterborough line, on which Whittlesea station is located, with the level crossing on Ramsay Road (B1040) being assessed as part of the Scheme. The programme aims to double the number of passenger services on the Ipswich-Peterborough route, resulting in an increase of the number of trains that serve Whittlesea. This will, therefore, increase the mode options for those travelling between Whittlesey and Peterborough, March or Ely. This has the potential to then reduce the traffic coming in and out of Whittlesey, easing the traffic and junction issues in the town.

However, as the Scheme is not yet committed, it could be many years before any benefits are realised.

Source: Network Rail

2.6.4 Fenland Cycling, Walking and Mobility Aid Improvement Strategy

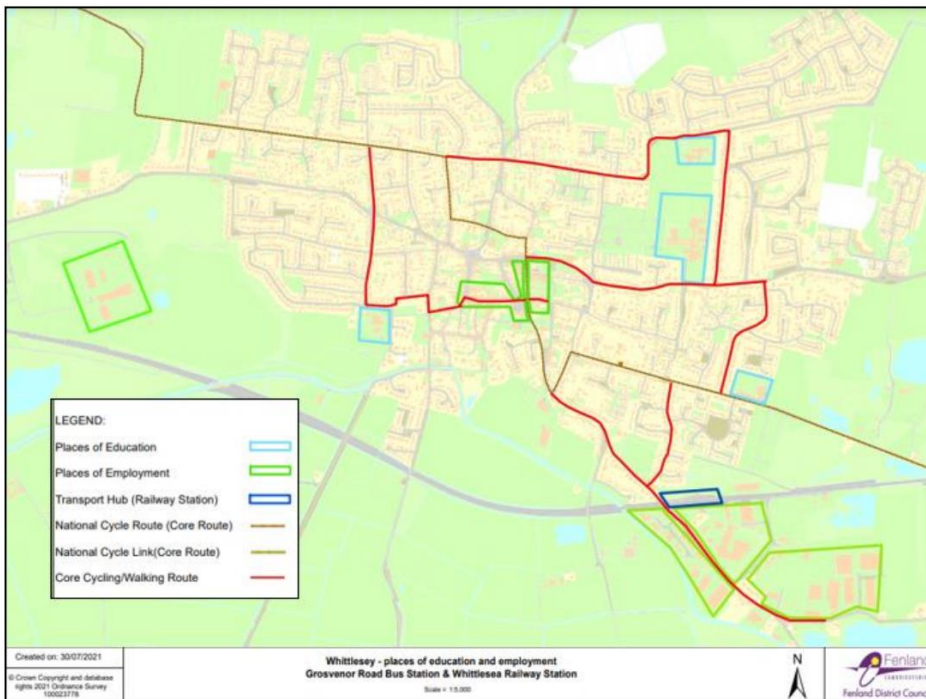
In 2022, Fenland District Council approved the Fenland Cycling, Walking and Mobility Aid Improvement Strategy, a medium to long-term plan to improve cycling, walking and mobility access across the district. The intended outcome of the strategy is to increase the level of walking cycling for people of all ages and abilities across the district, including Whittlesey.

The strategy lays out 50 active travel improvements for Whittlesey, these include but are not limited to:

- Installation of dropped kerbs.
- Introduction of advisory cycle lanes.
- Junction width reviews.
- New pedestrian crossings.
- Signage and wayfinding.

These interventions are located on the core walking and cycling routes identified by Fenland District Council, outlined in Figure 2.24.

Figure 2.24: Core walking and cycling routes in Whittlesey



Source: Fenland District Council

If delivered, these improvements have the potential to induce a modal shift away from cars and towards walking and cycling for short journeys around Whittlesey easing some of the traffic issues faced in the town. The improvements for Station Road include introducing dropped kerbs, junction width reviews and widening existing paths which would make Whittlesea station much more accessible by active modes from the town centre. If delivered along with the Whittlesea station improvements outlined above, it has the potential to encourage a modal shift away from private vehicles and to active travel for journeys to the station, and then on to rail for longer distance journeys.

Although this plan outlines a large number of improvements suggested for Whittlesey, there is no guarantee that funding will be secured to deliver these.

2.6.5 Fens Reservoir

The Fens Reservoir is a proposed reservoir located north of Chatteris, approximately 16km south-east of Whittlesey. The Anglian Water and Cambridge Water proposals have a total water surface area of 5km² and will hold up to 55 million cubic metres of water. In addition to this, the plans include landscaping to provide grasslands, woodlands and wetlands, as well as opportunities for recreation. The construction will require significant volumes of material to be delivered to the site and with much of this expected to come from the west, it may therefore have a significant impact on the A605 and A47. With the construction phase expected to last five years, increased traffic volumes may be maintained for some time. Once operational, the recreational aspects of the site are also expected to draw significant visitor traffic, thereby continuing to impact these routes.

2.7 Key project risks

The key potential risks to this project, along with the corresponding mitigation measures are outlined in Table 2.6 below.

Table 2.6: Potential risks and mitigation measures

Risk Description	Result	Total Risk	Risk Mitigation Measure	Total Risk (mitigated)
Affordability of the shortlisted solutions identified as part of the SOBC. Lack of appropriate funding stream for shortlisted options.	Viability of delivering a solution is affected and subsequent stages (OBC) not achievable	25	SOC to explore funding options. Project board meetings used to gain confidence from board about alternative solutions. Continual engagement with the CPCA to assess funding options. Identify options to potentially reduce delivery costs and opportunities to link this project with other schemes in the local area.	25
Shortlisted solutions may have an adverse impact on environmental matters i.e. floodplains, biodiversity, visual, noise etc.	Harder to mitigate the impact of the scheme and deliver a solution.	25	Early engagement with environmental specialists. Prior to further development of scheme, undertake engagement with potential effected landowners. Set out details of the proposed options sensitively in public consultation.	20
A strong economic case is not achievable for an intervention.	Scheme objectives can't be met, funding unable to be secured and Scheme can't be progressed.	25	Identify and highlight wider non-monetised benefits of the scheme to build the case, including environmental, health, placemaking and social benefits.	15
Solutions and proposals for addressing identified issues are not supported by stakeholders.	Solution is not progressed, or preferred option doesn't have public support.	20	Engage with stakeholders from early in the project to understand what they want from a Scheme. Engage throughout the project and on the development and assessment of options.	10
Lack of support from highways authority to deliver scheme beyond SOC.	Project can't be delivered.	20	Discussions with highways authority to be held to discuss and agree ownership of Scheme post SOC.	10

Scoring: Negligible (1-4); Tolerable (5-9); Significant (10-19); and Major (20-25).

2.8 Strategic Dimension summary

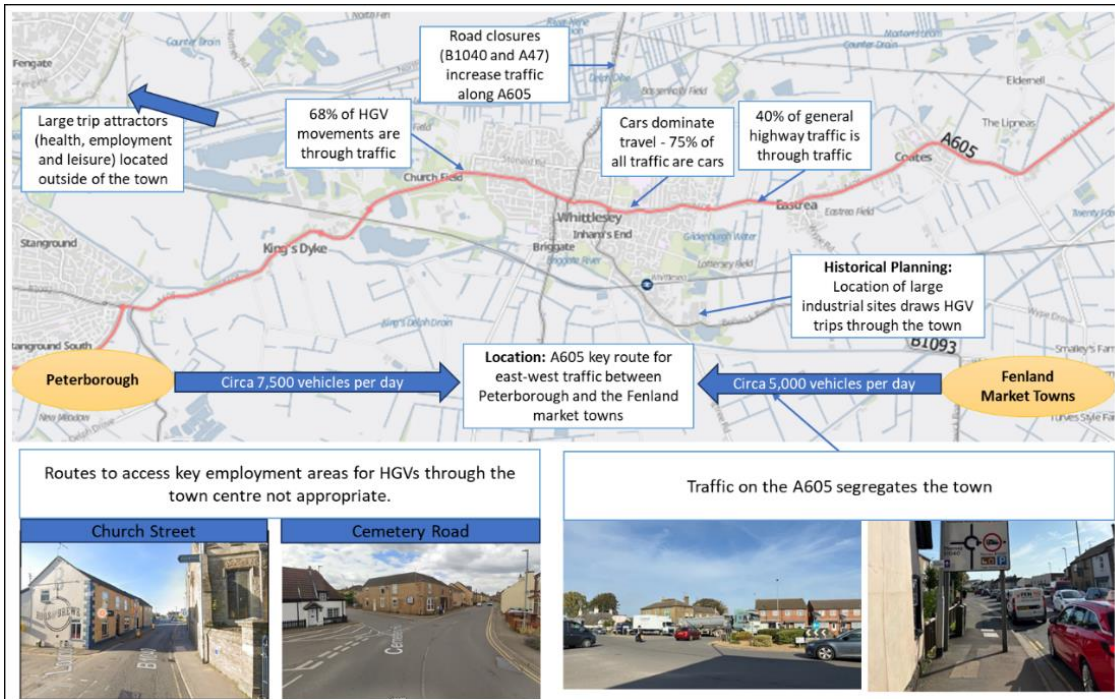
Whittlesey is a historic market town situated in Fenland to the east of Peterborough, with a rich heritage and culture, and a long-established history. Although the historic buildings and narrow streets provide an attractive offer for those who live in and visit the town, it also impacts on local access and transport.

To the east of the town are the market towns of March and Wisbech, the Fenland washes to the north and substantial industrial areas on the edges of the town. The A47 and A604 form the most significant links between Peterborough and the rest of Fenland, with the latter passing directly through Whittlesey.

The town benefits from its proximity to Peterborough, which can offer education, employment and healthcare opportunities. A key focus for the town is how it can further benefit from that connection, while still maintaining a proudly independent identity and distinct local culture

At present, Whittlesey experiences a multitude of transport related issues that is having an impact on the daily activities of the town and could potentially stunt local growth, which is likely to worsen if left unchecked. These issues are summarised in Figure 2.25 below.

Figure 2.25: Summary of key issues in Whittlesey



Source: Mott MacDonald

The transport network in Whittlesey and the surrounding area is dominated by the use of motor vehicles, with active modes only accounting for 2% of all traffic and only 16% of households in Fenland having access to no cars or vans. This likely makes car use the go to method of travel for residents and visitors. Despite this car dominance, there are a limited number of roads into or out of Whittlesey. If these are temporarily closed due to flooding or maintenance work, traffic within the town can be severely impacted.

Through traffic along the A605 through Whittlesey is seen as being an issue, with 36% of vehicles entering the town from the east continuing through to the west towards Peterborough. This issue is amplified for HGVs, with 68% of HGV movements being through traffic.

The location of Whittlesey and its amenities, including Peterborough to the west, Whittlesey Washes to the north, large industrial sites to the south and March to the east all pose their own issues to the transport system in the town. These will all have to be taken into consideration when developing potential options for consideration.

Overall, there is a clear need for intervention in Whittlesey to increase the resilience of the road network, improve sustainable access and reduce HGV and general traffic levels to improve journeys and protect the town's historic nature.

3 Economic Dimension

The purpose of the Economic Dimension is to set out the process for identifying and appraising options that meet the requirements of the Scheme and the Scheme objectives. The Economic Dimension presents the economic, social and environmental benefits and costs that inform the overall Value for Money assessment for each shortlisted Scheme options, which have come through an initial longlist options identification and assessment stage.

3.1 Overview

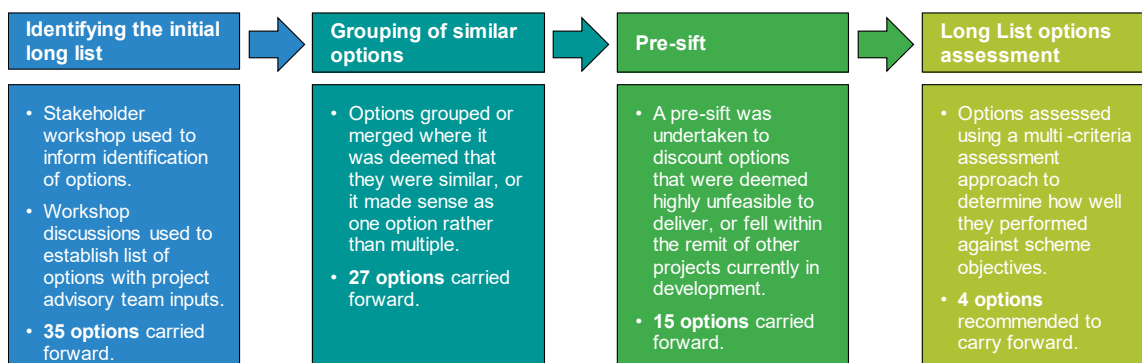
The Economic Dimension is set out in two stages, the first presents the longlisting stage where a wide range of possible options have been identified and appraised. The second stage presents the development of the initial shortlisted options which have then been appraised following Transport Appraisal Guidance (TAG) to present a Value for Money assessment of each option. This process enables a recommendation for a preferred way forward for the Scheme.

3.2 Longlist options assessment

The development of a longlist of options is a crucial step in Scheme development and the business case development process, ensuring that a wide range of options are considered and assessed. The longlist optioneering process thus demonstrates that a robust decision-making process has been carried out in arriving at a longlist of appropriate and suitable options.

The process for identifying and assessing the longlisted options is set out in the Longlist Options Assessment Report (Appendix D) and Options Appraisal Report (Appendix E). In summary this captures how the project identified a longlist of potential options through stakeholder engagement, and with advisory input. These options were sifted, before an assessment against the sub-objectives was carried out using a multi-criteria scoring approach.

Figure 3.1: Longlist options identification and assessment process



3.2.1 Identifying the initial longlist

Building off the Case for Change (presented in Section 2.2), a stakeholder workshop was held to discuss and identify all potential options for the Scheme that could meet the Whittlesey Relief Road Scheme objectives. Stakeholders included representatives from Fenland District Council (FDC), Cambridgeshire & Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC) and Peterborough City Council (PCC), Sustrans, Environment Agency, Stagecoach, Network Rail and Greater Anglia.

A total of 35 options were identified, covering a wide range of solutions including relief roads; public transport enhancements; active travel enhancements; parking management; HGV re-routing; and alterations to the A605.

3.2.2 Grouping of similar options

Due to the large number of options, and high similarity between options, a decision was made to consolidate some options in advance of any sifting or assessment. Options were grouped where it was deemed that the sifting process was unlikely to differentiate between options. This included:

- Options related to restricting car use e.g. clean air zone and congestion charging, grouped into Driving disincentives.
- Options related to car parking management e.g. introducing car park charging and reducing car parking spaces grouped into Park & Ride.
- Options related to HGVs e.g. HGV restrictions based on weight or time grouped into HGV re-routing.
- Options related to local bus offer e.g. Demand Responsive Travel and local circular bus service grouped into Localised Public Transport enhancements.
- Various options for active travel enhancements grouped into Active Travel infrastructure improvements.

This resulted in the initial longlist of options being reduced from 35 to 27 options. The full list of initial longlisted options is set out in Appendix D.

3.2.3 Pre-sift

A pre-sift was undertaken to discount options that were out of scope; against policy aspirations; do not sufficiently address Scheme objectives, are highly unfeasible; or fell within the remit of other projects and/or organisations.

Table 3.1: Discounted options

Option name	Rationale for discounting
Northern Relief Road	There are significant environmental constraints to the north of Whittlesey, such as the Whittlesey (Nene) Washes, that would likely result in significant challenges to delivery, including likely significant opposition from key stakeholders such as Environment Agency. The cost of implementing a northern relief road is likely to incur significant costs to mitigate negative environmental impacts. In addition, a northern relief road does not serve the industrial estates to the south of the town, so would fail to address a key issue which is HGV through traffic.
Clean Air Zone / Congestion Charging	These options were considered unlikely to be deliverable on a small scale. Examples of congestion charging in the UK are extremely limited, and no immediate example for a town. Similarly with Clean Air Zones, these are used for large cities where there are issues with air quality exceeding legal limits. In Whittlesey, air quality legal limits are not currently exceeded and, therefore, it is unlikely that a Clean Air Zone would be warranted.
Removing traffic generators	Removing traffic generators from Whittlesey, i.e. not building new housing or employment sites, and moving existing employment sites out of the town, would greatly impact upon the towns economy and housing needs and would be extremely unlikely to be deliverable. This approach is not within the existing Fenland Local Plan and would require significant changes to existing planning policy.
Improved signage	Improving signage to direct traffic away from the town, for example via the A47, is considered to have limited impact in achieving the objectives of the WRR Scheme on its own.
Improvements to the A47	Improvements to the A47 which is part of the Strategic Road Network is within National Highways scope, and outside of scope and influence of the WRR Scheme.

Option name	Rationale for discounting
Improved bus service frequency	Service frequency is largely within the control of bus operators who operate services on a commercial basis. For them to increase frequencies, certainty over increased patronage that would cover the costs of the additional services would be required. CPCA currently have intentions to improve services in Whittlesey through their current Bus Service Improvement Plan (BSIP).
Improved rail service frequency	The ability to influence and change the frequency of rail services at Whittlesea is deemed out of scope, as this would require wider changes to the rail network such as the Ely Capacity Enhancements. This is within the remit of Network Rail.
Promoting Whittlesea Railway Station as a parkway station	Works to improve the station and its car parking facilities are being progressed separately to the WRR Scheme. FDC have received funding from CPCA to deliver £3m of improvements as part of the Whittlesea Station Enhancement Programme. Building a large parkway station would likely require a link road to serve it. Otherwise, there is a risk that traffic would be drawn down Station Road, thereby not alleviating issues on the A605 from through traffic and potentially adding more traffic to an unsuitable road.
New river bridges	This option is likely to have limited impact in addressing the Scheme objectives due to the location of the river south of Whittlesey and the population it would serve.
Increase highway capacity by widening the A605 within Whittlesey	To deliver this would require significant intrusive construction, reducing kerb space, and the need to acquire land or property for demolition. This is considered significantly unfeasible and, while it would increase highway capacity on the A605, it would not address the issues of through traffic and associated impacts of traffic within the town.
Level crossing improvements	As the level crossing is within Network Rail ownership, any changes would be in their remit, therefore out of scope for the WRR Scheme. However, the level crossing is being considered as part of the Whittlesea Station Enhancement Programme.

3.2.4 Longlist options assessment

The outcome from the pre-sift resulted in 15 options being identified as the longlist. These were progressed to more detailed assessment.

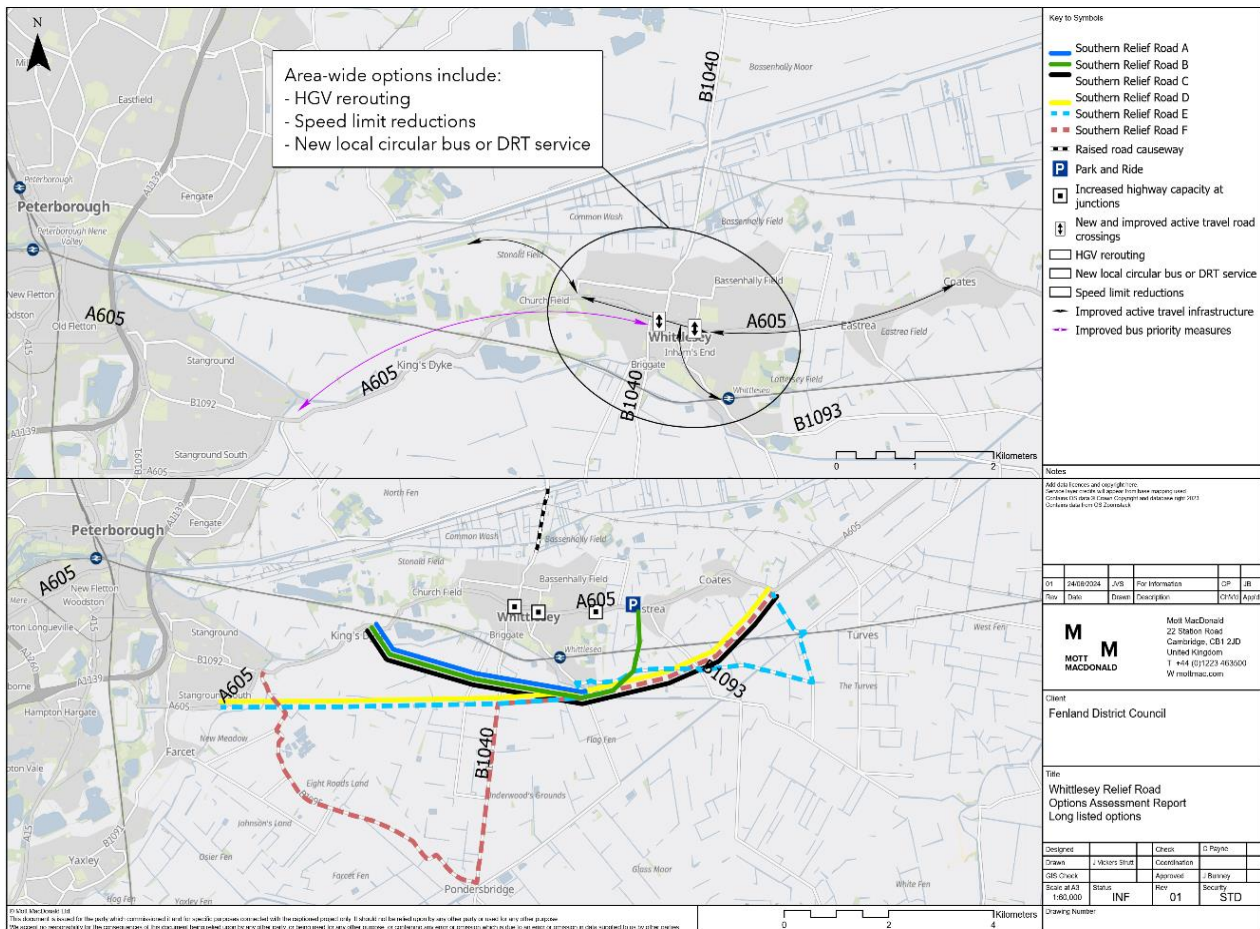
Table 3.2: Longlisted options

No.	Option name	Option description
2	Southern Relief Road A (Blue route alignment ¹⁹)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and B1093, near Whittlesea Station, linking to industrial areas.
3	Southern Relief Road B (Grey route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 Eastrea Road, west of Eastrea.
4	Southern Relief Road C (Black route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 March Road, east of Coates.
5	Southern Relief Road D (Yellow route alignment)	Relief road to the south of Whittlesey between A605 Whittlesey Road at Cardea Morrisons roundabout and A605 March Road, east of Coates.
6	Southern Relief Road E (involving upgrade of roads to southeast and new relief road to the west)	Upgrade of existing roads to the southeast (e.g. B1093) and construction of new relief road linking these to the A605 west of Whittlesey.
7	Southern Relief Road F (involving upgrade of roads to southwest and new relief road to the east)	Upgrade of existing roads to the southwest (e.g. Ramsey Road and B1040) and construction of new relief road linking these to the A605 east of Whittlesey.

¹⁹ The route colours for the relief road options stated in Table 3.2 correspond to the route alignments shown in Figure 3.2.

19	Improved bus priority measures	Improving the attractiveness of bus services within Whittlesey through the introduction of bus priority measures along the A605, helping to improve journey time reliability and speeds.
20	Bus based Park and Ride	Park and Ride site to the east of Whittlesey, providing parking provision for car journeys from the east. (Eastrea/Coates/March) with direct bus service into Whittlesey and Peterborough.
28	New and improved active travel road crossings of the A605	Additional signalised crossing points of the A605 to reduce severance for pedestrians and cyclists.
29	Speed limits	Reduce speed limits along the A605 to improve safety for road users.
31	Increase highway capacity at junctions	Increase capacity of the main junctions through Whittlesey on the A605 (e.g. through roundabout signalisation).
33	Raised road/causeway road to the north	Construction of a raised road/causeway along existing B1040 road to limit impact of flood events.
36	Active travel infrastructure improvements	Improvements to the active travel infrastructure within Whittlesey to improve connectivity (e.g. shared-use paths; footway improvements; cycleways).
37	HGV rerouting	Rerouting of HGV travel within Whittlesey to limit the impact on the network. (e.g. time/weight restrictions).
38	New local circular bus or DRT service within Whittlesey	Introduction of a local circular bus route within Whittlesey, providing connection between key locations. This includes the potential for the service to be demand-responsive.

Figure 3.2: Longlisted Options



Source: Mott MacDonald

The sifted longlisted options were assessed against a Multi-Criteria Assessment framework, built using Mott MacDonald’s in-house Investment Sifting and Evaluation Tool (INSET). INSET is a decision-making support process that helps manage information on investment options and to evaluate them. The tool uses a set of assessment themes that group together homogenous criteria to appraise each option.

The longlisted options were assessed using a five-point scale against the four main themes and SMART sub-objectives, as set out in Section 2.2. The full assessment criteria scoring can be found in Appendix D.

Note - all scoring for the criteria were weighted the same, generally applying a 5-point scale (the carbon assessment criteria was scored on 7-point scale to accommodate additional granularity between the options to be scored. The scores are based on qualitative assessments, against defined scoring scales (set out in Appendix D), with justification for each scoring captured within the INSET tool.

The options assessment outputs (Figure 3.3) suggest that no single option delivers strongly against all objectives. Instead, the best performing options each have different areas of strength against individual themed objectives.

Figure 3.3: Longlisted options assessment results

Rank	Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Total Score
1	Southern Relief Road B (Green route alignment)	1.00	0.33	0.67	0.33	0.58
1	Southern Relief Road C (Black route alignment)	1.00	0.33	0.67	0.33	0.58
1	Southern Relief Road D (Yellow route alignment)	1.00	0.33	0.67	0.33	0.58
4	Bus based Park and Ride	0.50	0.50	0.83	0.28	0.53
5	HGV rerouting	0.50	0.17	1.00	0.39	0.51
6	Improved bus priority measures	0.50	0.50	0.50	0.28	0.44
6	New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.44
8	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	0.38
8	Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.38
10	Southern Relief Road A (Blue route alignment)	0.50	0.00	0.50	0.28	0.32
11	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.50	0.00	0.33	0.28	0.28
11	New and improved active travel road crossings of the A605	0.00	0.17	0.83	0.11	0.28
13	Speed limit reductions	-0.50	-0.17	0.50	0.00	-0.04
14	Raised road/causeway road to the north	0.50	0.33	-0.50	-0.56	-0.06
15	Increase highway capacity at junctions	0.50	0.50	-1.00	-0.56	-0.14

Source: Mott MacDonald – Appendix D: Longlist Options Assessment Report

The best performing options for **sustainable growth** are the Southern Relief Road variants. These options score well as they could provide the significant additional capacity while also allowing for reduced journey times along the A605. Analysis of ANPR data suggested that 20% of all traffic and 45% of HGV traffic could potentially utilise a Southern Relief Road which exceeds the 16% growth in future trips. Options that do not perform as well for this objective tend to be those focused on improving other modes such as active travel infrastructure and bus-based options. These options do not offer the potential to accommodate the predicted growth in trips as a result of new developments. Speed limit reductions score poorly for this option as it may result in lower road capacity and throughput and could increase car journey times.

The best performing options for **connectivity and access to opportunity** are bus-based options as these provide benefits in accessing opportunities and are likely to result in increased public transport patronage. Increased highway capacity at junctions may also result in improved bus reliability as well as providing additional resilience and therefore also scores well. While the relief road options score well against improving access to opportunities and improving the resilience of the network, they do not score as well for supporting the integration of public

transport and supporting the use of sustainable modes, therefore the overall score against the main objective for connectivity is not as high.

For **improved health, wellbeing and sense of community**, HGV rerouting is the best performing option. HGVs are large, loud and polluting and therefore rerouting these away from the centre of Whittlesey could see great improvements to public health and perceptions within Whittlesey. Highway options such as the relief road could result in traffic being taken away from Whittlesey, resulting in benefits along the A605. In comparison the raised road/causeway and increased highway capacity at junctions score very poorly as they could increase traffic levels, therefore contributing to increases in NO₂ concentrations, reduced safety, and worse public perceptions of the town centre.

When assessed against **environmental** objectives, the rerouting of HGV traffic scores well as it is likely to reduce the level of such traffic through Whittlesey. It is noted that emissions may increase elsewhere as HGVs undertake alternative (and potentially longer) routes and therefore this option does not score as well against carbon impact. The three main relief road options also score well against the environment objective as these may contribute to the diversion of traffic away from the centre of Whittlesey. These options may have a high carbon impact however which reduces their overall performance against this objective. Options to provide increased highway capacity at junctions and a raised road score poorly as these could encourage additional tail-pipe emissions and may be carbon intensive to construct. Although active travel options may be thought to score well against an environmental objective, it is thought that these options may have no impact on general through traffic or HGV through traffic.

3.2.4.1 Sensitivity test

Deliverability was included as a sensitivity test to consider what impact issues such as cost, land take, planning requirements, and environmental constraints may have on the overall scoring of the options and their feasibility to deliver.

Figure 3.4: Multi-Criteria Assessment results - deliverability

Rank	Scheme	Deliverability
1	New local circular bus or DRT service within Whittlesey	0.67
2	Speed limit reductions	0.58
3	Active travel infrastructure improvements	0.56
4	HGV rerouting	0.50
5	New and improved active travel road crossings of the A605	0.42
6	Improved bus priority measures	-0.06
7	Increase highway capacity at junctions	-0.22
8	Bus based Park and Ride	-0.25
9	Southern Relief Road A (Blue route alignment)	-0.58
10	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	-0.61
11	Southern Relief Road C (Black route alignment)	-0.64
11	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	-0.64
13	Southern Relief Road D (Yellow route alignment)	-0.67
14	Southern Relief Road B (Green route alignment)	-0.72
15	Raised road/causeway road to the north	-0.78

Source: Mott MacDonald

The options considered to have the highest **deliverability** are Localised Public Transport, speed limit reductions, Active Travel Infrastructure and HGV rerouting, which all score well due to their potential for quicker implementation times, lower costs and limited land acquisition requirements. Although HGV rerouting scores relatively well, it would be difficult to deliver this option without significantly affecting businesses in Whittlesey as there are no real viable alternative routes currently serving the industrial estates to the west or south of the town. Larger scale interventions, such as a relief road and causeway, score poorly for deliverability due to high assumed costs, land requirements and complexity of their construction. Of the relief road options, the black route is deemed the most deliverable.

3.2.5 Arriving at the shortlist

A more detailed examination of how the options perform against each themed objective is presented in Appendix D. The conclusion of the options assessment is that no single option delivers strongly against all of the Scheme objectives, with each option having specific areas of strength and weakness. Therefore, the conclusion of the longlisting stage was that by packaging the better performing options together - where they complement each other across the themed objectives - the overall outcomes from investment could be improved. The final shortlisted options reflect this packaging approach.

Figure 3.5: Best performing longlisted options by theme

Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Total Score
Southern Relief Road	1.00	0.33	0.67	0.33	0.58
Bus based Park and Ride	0.50	0.50	0.83	0.28	0.53
HGV rerouting	0.50	0.17	1.00	0.39	0.51
Improved bus priority measures	0.50	0.50	0.50	0.28	0.44
New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.44
Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	0.38
Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.38

Source: Mott MacDonald – Appendix D: Longlist Options Assessment Report (note: for the purpose of this table, the relief road options have been grouped and presented as one)

The Southern Relief Road may achieve sustainable growth ambitions but performs poorly across the other themes. HGV rerouting scores higher against Health, Wellbeing and Sense of Community, as well as the Environmental themed objective, but there are challenges with the viability of the option without a clear alternative route for HGV traffic. Combining these options helps to strengthen overall outcomes.

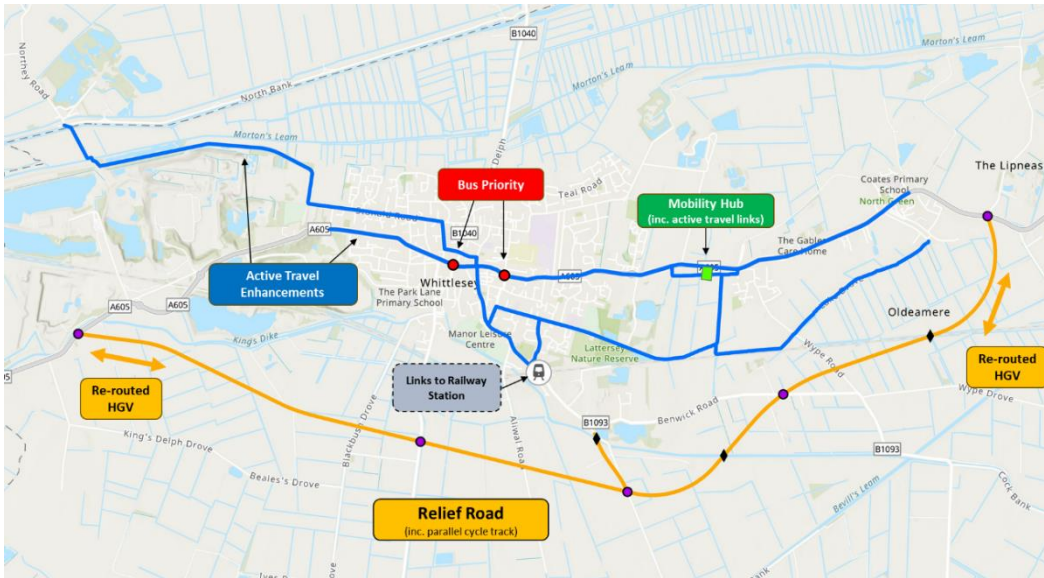
The delivery of a relief road would also release road capacity to enable complementary public transport improvements, such as improved bus priority, and/or active travel infrastructure enhancements. By packing these measures together, the overall Scheme outcomes would improve in relation to Connectivity and Access to Opportunity, as well as Enhanced Health, Wellbeing and a Sense of Community and improved Environmental conditions for the town.

For the purpose of packaging, the best performing relief road route alignment (Black route) is proposed to be taken forward. It is proposed that further investigation of exact routing options will take place at later stages of the Scheme development process.

The outcome of this packaging process resulted in 4 options to be progressed to concept design, more detailed appraisal and consultation:

- **Option 1** - Relief Road with HGV re-routing
- **Option 2** - Relief Road with HGV re-routing and bus priority improvements
- **Option 3** - Relief Road with HGV re-routing and active travel improvements
- **Option 4** - Mobility Hub with active travel improvements

Figure 3.6: Shortlisted options



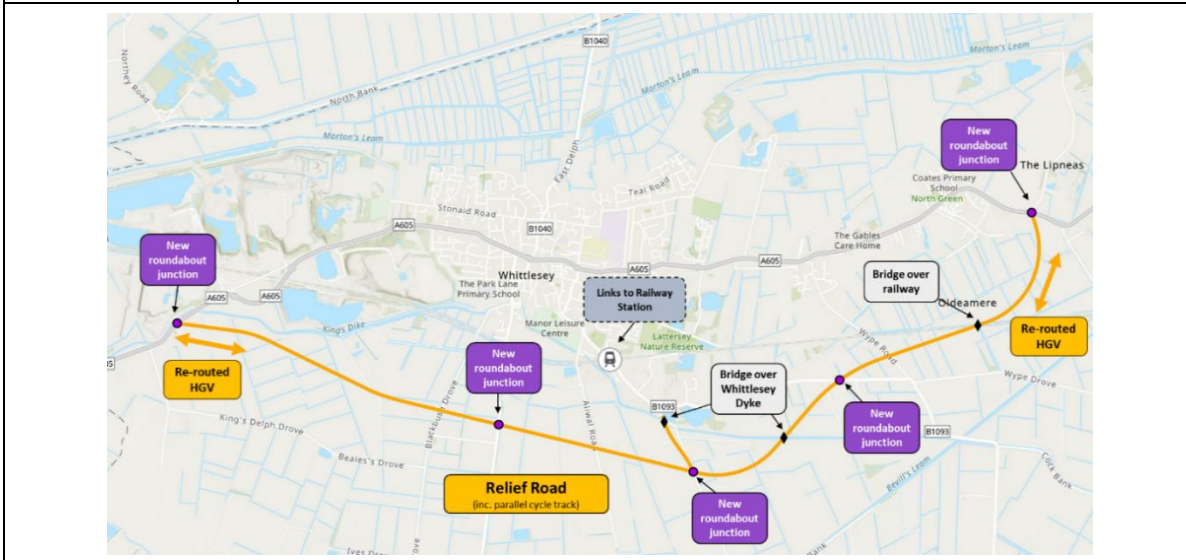
Source: Mott MacDonald

3.2.6 Shortlist option descriptions

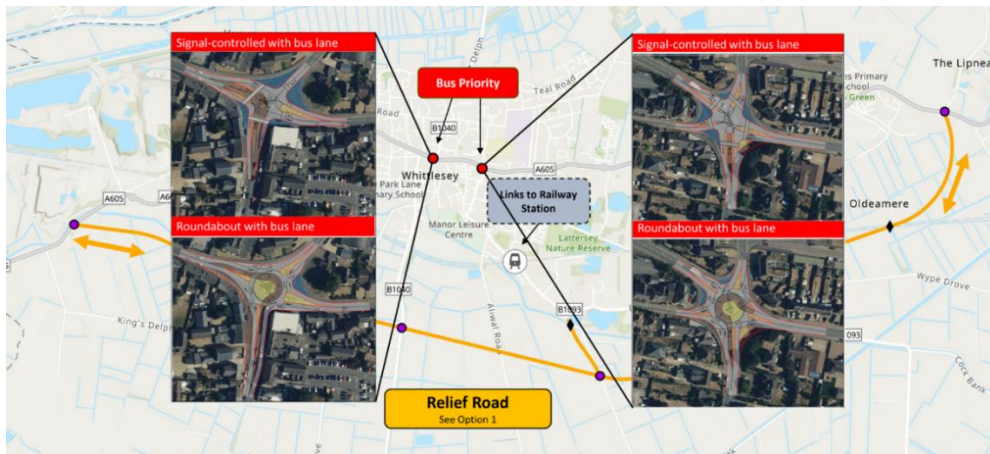
Each of the four options are described in more detail below in Table 3.3.

Table 3.3: Shortlist option descriptions

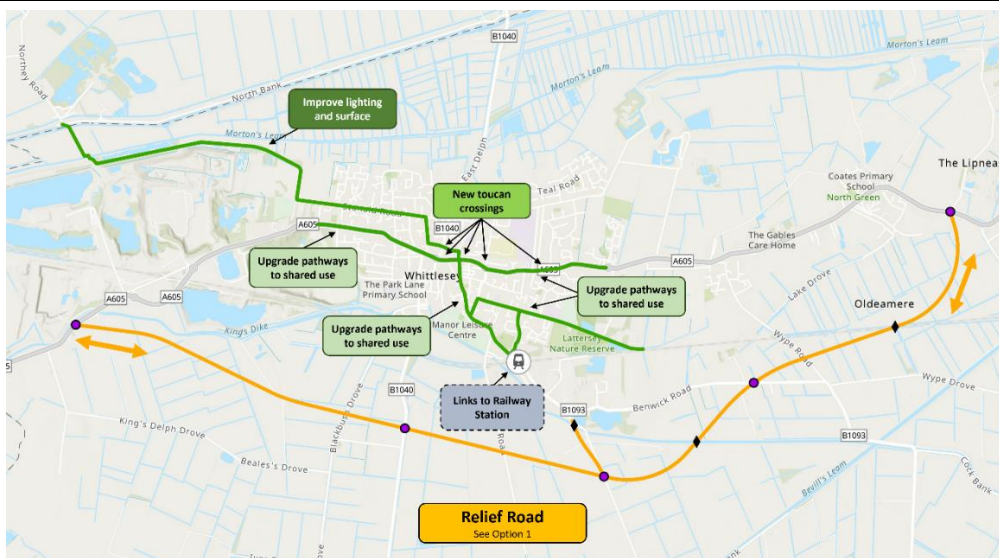
Option	Description
<p>Option 1 – Relief Road with HGV re-routing</p>	<p>A new single carriageway road running to the south of Whittlesey town centre, that includes a parallel cycle track. Coming from the west of the town, the new road would divert from the A605 to the south of King’s Dyke, running across fields to link into Turningtree Road, to the south of Station Road, enabling access to Whittlesea railway station. The road would then continue to the east, crossing over Whittlesey Dyke and the railway line, before connecting back into the A605 at Wisbech Road. The road would include junctions at key intersects with roads connecting into Whittlesey, including the B1093 Turningtree Road to allow access to the railway station and industrial sites to the south of the town, and Wype Road to allow access to Eastrea.</p>



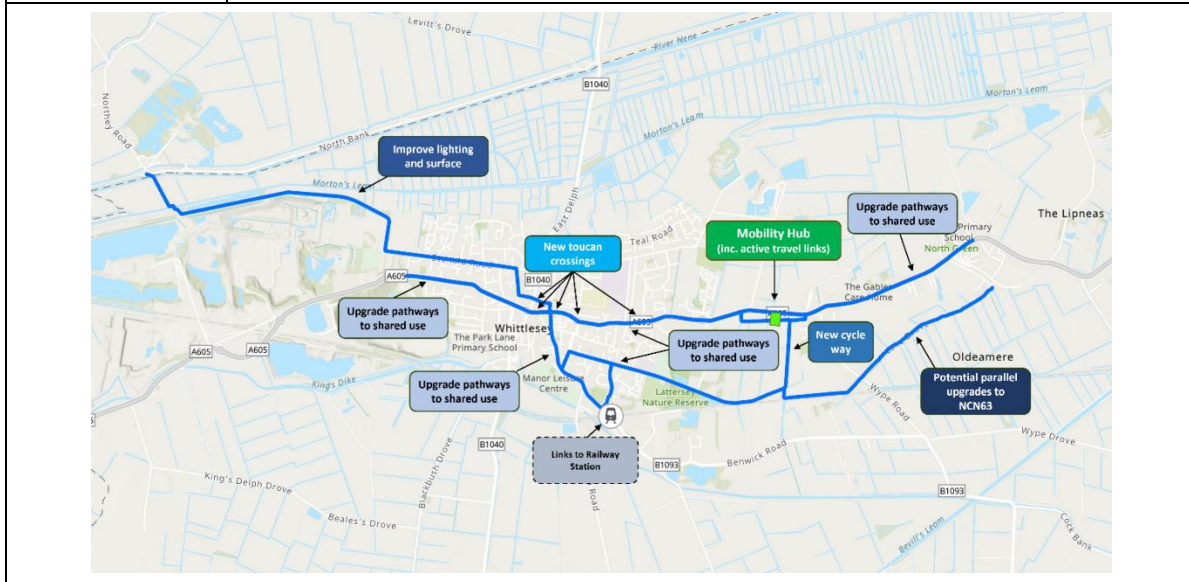
<p>Option 2 – Relief Road with HGV re- routing and bus priority improvements</p>	<p>As with Option 1, but to also include the introduction of new bus priority measures through the town and along the A605 to Peterborough. Measures will be introduced at the junctions between A605 and B1040, and the A605 and B1093, that will provide priority for buses accessing these roundabouts. This could be in the form of either enhancing the current roundabouts to provide a bus lane through them, or through the introduction of signal-controlled junctions that would allow for buses to be given priority. Enhanced pedestrian crossing facilities are also introduced in the form of either islands or traffic lights. This option could see a downgrade in road space for cars at these junctions to provide bus priority.</p>
---	--



<p>Option 3 – Relief Road with HGV re- routing and active travel improvements</p>	<p>As with Option 1, but to also include the introduction of new active travel improvements through the town and along the A605. This will include segregated active travel provision where possible along the A605 through the town, including enhanced junctions with greater priority for active travel to allow for safe and seamless connections across the town, and the A605. Improvements will be made to National Cycle Network route 63 through the town, from the northwest outskirts of the town to Lattersey Nature Reserve. This will also include an improved cycle link to the station along Station Road from the A605, New Road, and Hawthorne Drive.</p>
--	---



<p>Option 4 – Mobility Hub with active travel improvements</p>	<p>A new Mobility Hub located to the east of the town which can improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough.</p> <p>To include improved active travel provision from across the town to both the Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car.</p> <p>Mobility Hub Assumptions:</p> <ul style="list-style-type: none"> ● Provision for circa 200 spaces, including for blue badge holders, and cycle storage facilities. ● Provision of seating and waiting facilities, with the potential also for bike pumps, toilets and showering facilities. ● Assumed that in order to attract users the site, it would be served by either dedicated services, or by existing services with higher frequency (circa 2 buses per hour), offering an express-type service to Peterborough with limited stops i.e. Whittlesey town centre and Peterborough city centre.
---	--



3.3 Shortlist option appraisal

Each of these four shortlisted Options have undergone appraisal to assess each of the economic, environmental, social and wider economic impacts. Full details of this appraisal can be found in the Options Assessment Report (Appendix E).

3.3.1 Appraisal approach

The appraisal of the Scheme focuses on illustrating how the scheme benefits meet the individual Scheme objectives. As the Scheme options include highway, bus and active travel elements, the direct impacts upon travel by each mode have been separately appraised, with the outcomes then used to help build the economic, environmental and social appraisals of each of the four Options.

A summary of the approach to appraisal is outlined in Table 3.4, while a detailed description of the approach is available in the Appraisal Specification Report (Appendix F). In line with TAG – The Transport Appraisal Process (May 2018), under Section 3.1 on scope for proportionality, where impacts are unlikely to have influence on the Scheme’s overall value for money, no further assessment has occurred. The TAG databook (May 2024) has been used throughout this appraisal process.

Table 3.4: Summary of appraisal approach

Impact	Appraisal approach
Highway traffic user impacts	Quantitative / Monetised
Bus user impacts	Quantitative / Monetised
Active travel impacts	Quantitative / Monetised
Accident impacts	Quantitative / Monetised
Environmental impacts	Qualitative
Social impacts	Qualitative
Wider economic impacts	Qualitative
Carbon impacts	Quantitative

3.3.2 Monetary impacts

3.3.2.1 Economic monetary impacts

Each of the four shortlisted scheme options will impact upon overall network journey times and distance travelled for business, commuter, and other trip purposes. This will generate economic efficiency benefits for these travellers.

Table 3.5 provides a summary of the direct economic benefits to consumer users, business users and providers as a result of the changes in flows and journey times for each option. These values have been discounted to 2010 and converted to market prices using an adjustment factor of 1.19.

Table 3.5: Economic efficiency user benefits (£,000, 2010 prices discounted to 2010, over a 60-year appraisal period)

Option	Option 1	Option 2	Option 3	Option 4
Consumer users (commuting)	£2,983	£3,004	£3,123	£4,378
Consumer users (other)	£5,867	£5,880	£5,867	£1,320
Business users and providers	£9,596	£9,597	£9,596	£159
Economic efficiency total	£18,417	£18,481	£18,586	£5,857

Source: Mott MacDonald

These results show that Options 1, 2 and 3 bring about very similar levels of user benefits for all user classes, with a difference range of only £169,000 over the 60-year appraisal period between them, with Option 3 coming out on top with over £18.5 million. This is due to the impact of the relief road providing journey time savings for consumer and business users who are able to bypass the traffic on the A605 within Whittlesey town centre when travelling between Peterborough and Fenland.

These options specifically provide journey time and vehicle operating savings for business users. By diverting HGVs away from the narrow streets in Whittlesey, and from the centres of Eastrea and Coates, onto the relief road, this provides a more appropriate route for HGVs to access the industrial area to the south of Whittlesey. Option 2 sees a small increase in benefits from the bus priority measures and Option 3 slightly higher again from active travel improvements. However, these measures account for a small level of the overall benefit values for these options.

Option 4 provides much lower overall economic efficiency benefits of £5.9 million. While the commuting benefits are higher than the other three options because of the impact it could have on public transport the lack of relief road or alternative routes for general traffic or HGVs, means there is much less benefit for other user groups, especially with business users.

3.3.2.2 Network resilience monetary impacts

Alongside the journey time benefits forecast to be delivered by the Scheme under normal day-to-day transport network operations (as set out in Table 3.5), another important benefit of the Scheme options is the potential to support network resilience.

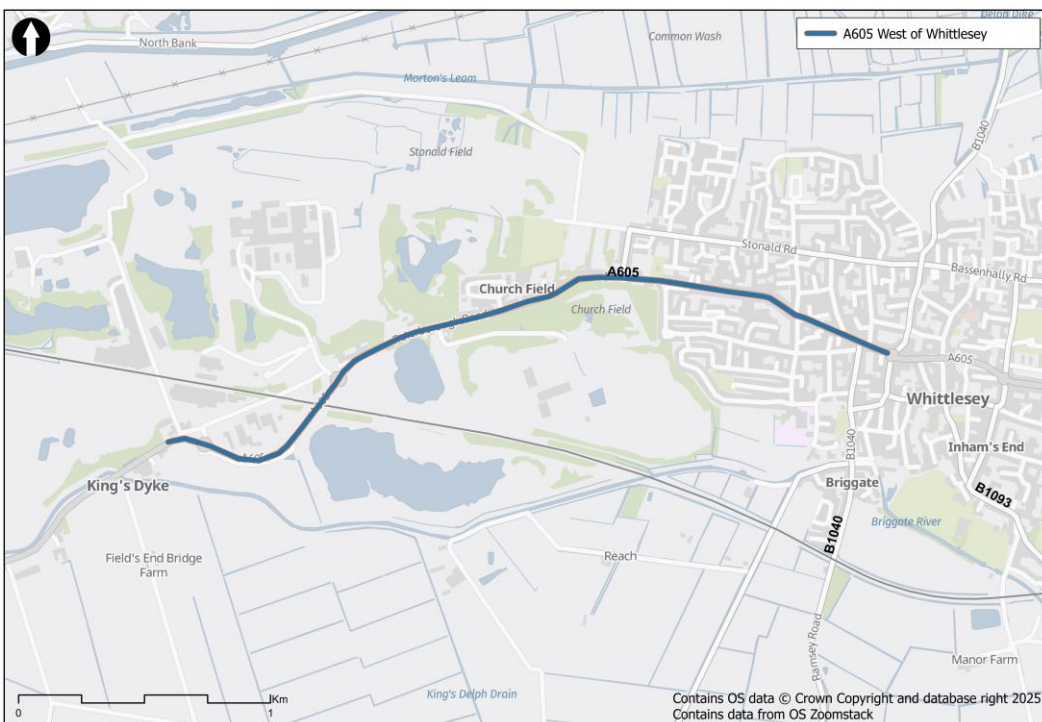
As outlined within the Strategic Dimension, Whittlesey town centre regularly suffers as the result of frequent disruptions to the operation of the local road network. This includes closures of the B1040 and North Bank to the north of the town, that can be in the region of 24 and 30 days per year due to flooding events.²⁰ More recently, the partial closure of the Ralph Butcher Causeway (RBC) due to concerns over its structural stability, with one-way working implemented for traffic, has further compounded this issue, highlighting the lack of resilience in the road network.

In order to examine how the Scheme options would support the resilience of the transport network, a sensitivity test has been carried out that estimates the potential additional benefits from average journey times savings resulting from the introduction of a relief road (Options 1, 2 and 3) for those impacted by road closures and diversions. This sensitivity test is set out in detail in Appendix O.

Analysis focused on the key section of the A605 between RBC and the A605/B1040 Roundabout shown in Figure 3.7, where delays have previously been identified. The test used journey time data for the following time periods²¹:

- **2nd Oct – 20th Oct 2023** – Normal operation (B1040 and RBC open)
- **11th Dec – 15th Dec 2023** – B1040 was closed due to flooding
- **12th Feb – 16th Feb 2024** – B1040 was closed due to flooding
- **7th Oct – 11th Oct 2024** – B1040 was closed due to flooding and RBC traffic restrictions in place

Figure 3.7: A605 impacted by road closures



Source: Mott MacDonald

²⁰ Environment Agency flood warning records 2019-2024.

²¹ TomTom data

The analysis focused on average travel times along this section during the AM (08:00-09:00) and PM (17:00-18:00) peak periods in both the eastbound and westbound directions. The results are shown in Table 3.6.

Table 3.6: Average travel time (minutes) along the A605 west of Whittlesey

Direction	Time Period	October 2023 (Normal conditions)	December 2023 (B1040 closed)	February 2024 (B1040 closed)	October 2024 (B1040 closed & restrictions on RBC)
Westbound	AM	4m 48s	10m 15s	10m 19s	12m 15s
	PM	4m 34s	4m 49s	5m 09s	11m 16s
Eastbound	AM	4m 51s	5m 15s	5m 14s	6m 49s
	PM	4m 54s	9m 05s	8m 48s	9m 12s

Source: TomTom data

The results clearly demonstrate that the closure of the B1040 has a significant impact upon average journey times. This is particularly the case in a westbound direction in the AM peak, and the eastbound direction in the PM peak where journey times roughly double.

Using the outputs from the analysis of the TomTom data, along with the agreed frequency of the occurrences of closures (27 days on average per year), an estimate of the potential additional journey time savings that could result on days when the B1040 is closed through the delivery of an option including a relief road, has been produced. The theory being that any option that helps some drivers avoid Whittlesey town centre, such as a relief road, can help improve the capacity of the A605 to better handle diverted traffic.

The full estimates of average travel time savings for individual movements across Whittlesey as a result of introducing a relief road are reported in Appendix O. The largest estimated average journey time saving are for those trips, in the AM peak, originating to the east of Whittlesey and travelling through to the west. These were recorded as having an average saving of **7 minutes 44 seconds**.

The estimated average journey times savings for all movements have been monetised and projected across the 60-year appraisal period and discounted to produce an **estimate of additional PVB of £4.1m, based on 27 days of closure pa**. If a higher number of closure days of 55 is applied²² the estimated PVB increases to £8.3m.

The results illustrate that there are clearly additional benefits to be realised through the introduction of a relief road option that would address the needs of Whittlesey and improve the resilience of the highway network through the town.

Further appraisal of the scheme's impact on network resilience is recommended. Specifically, using the Cambridge and Peterborough Sub-regional Model, which is currently being developed, to capture a broader network-wide assessment of the scheme's benefits, including traffic re-routing. This would help illustrate how the scheme supports network resilience.

3.3.2.3 Environmental and social monetary impacts

In addition to the economic efficiency user benefits, there are also potential environmental and social monetary benefits that may result from the Scheme options. In terms of the monetary benefits for each of these Options, these only relate to the active travel aspects of each Option and does not take into account for the impact of the relief road or changes to road user

²² 2012/13 data recorded 55 days of closure of North Bank – Value sourced from the Major Scheme Business Case Report | Version 3.0 | September 2018 (Skanska)

behaviour. Accidents, however, also include the monetary benefits from the COBALT analysis of the highway improvements in Options 1,2 and 3. These benefits are outlined in Table 3.7.

Table 3.7: Environmental and social economic benefits (£,000, 2010 prices discounted to 2010, over a 60-year appraisal period)

Option	Option 1	Option 2	Option 3	Option 4
Environmental benefits				
Noise	£1.5	£1.5	£3.1	£2.7
Local air quality	£0.6	£0.6	£1.3	£1.2
Greenhouse gases	£8.3	£8.3	£17.0	£15.0
Total	£10.4	£10.4	£21.4	£18.9
Social benefits				
Journey quality	£785	£785	£1,178	£1,136
Physical activity	£1,428	£1,428	£2,991	£2,905
Accidents	£3,273	£3,273	£3,297	£123
Total	£5,486	£5,486	£7,466	£4,164

Source: Mott MacDonald - Monetary values relate to the active travel aspects of each option. Accidents also includes benefits from COBALT.

These results show that Option 3 provides the greatest level of both environmental and social benefits with £21,360 and £7.5 million respectively. The majority of the environmental benefits are derived from a reduction in greenhouse gases as a result of alleviating congestion, improving traffic flow and reducing emissions associated with stop-start driving engines, and encouraging active travel. However, as the calculations only account for the active travel interventions, these reductions in emissions may be partially offset by the increase in journey lengths for those using the relief road.

While Options 3 and 4 have very similar active travel provision in Whittlesey, Option 3 includes the cycle track that runs parallel with the relief road, whilst Option 4 includes additional provision along the A605 to the east of Whittlesey, linking to the Mobility Hub as well as Eastrea and Coates. Overall, both of these routes provide large benefits to physical activity and journey quality, with Option 3 providing slightly more benefit overall than Option 4.

However, as the majority of the accident benefit is calculated by COBALT for the relief road and the potential of moving cars and HGVs away from Whittlesey town centre, reducing the likelihood of collisions, Option 4 sees very little monetary benefit from reducing accidents.

Options 1 and 2 provide near identical levels of environmental and social benefits due to the two schemes being very similar with the measures they are providing. Option 4 performs better than Options 1 and 2 in most areas given the greater focus on sustainable transport, however, due to the lack of an alternative route providing limited accident benefit, Option 4 provides the lowest monetised social benefits. By combining the physical activity and environmental benefits of active travel with the accident reduction benefits of a relief road, Option 3 is the best performing in terms of both environmental and social benefits.

In addition to direct monetary benefits, the Scheme has the potential to raise wider public finances through indirect tax such as fuel costs or public transport operating costs. This does not directly affect the transport budget as the funds are accrued directly to the Treasury. These funds are shown in Table 3.8.

Table 3.8: Wider public finances (£,000, 2010 prices discounted to 2010, over a 60-year appraisal period)

Option	Option 1	Option 2	Option 3	Option 4
Wider public finances	£480	£480	£478	£93

Source: Mott MacDonald

Options 1, 2 and 3 have very similar impacts on wider public finances as they are very similar options, whilst Option 4 provides significantly less benefit due to the increase in operating costs associated with the mobility hub.

3.3.2.4 Summary of monetary impacts

Taking into account economic efficiency user benefits outlined in Table 3.5, the economic benefits outlined in Table 3.7 and the wider public finances outlined in Table 3.8, an overall Present Value of Benefits (PVB) for each Option has been calculated, shown in Table 3.9. A more detailed summary of these monetised benefits for each option is presented in the Analysis of Monetised Costs and Benefits tables in Appendix L.

Table 3.9: Present Value of Benefits (£,000, 2010 prices discounted to 2010, over a 60-year appraisal period)

Option	Option 1	Option 2	Option 3	Option 4
Present Value of Benefits (PVB)	£23,462	£23,498	£25,596	£10,051

Source: Mott MacDonald

This shows that out of the four Options, Option 3 will provide the highest level of monetary benefits with approximately £25.6 million over the 60-year appraisal period. The majority of this benefit is derived from the economic efficiency user benefits driven by the business user benefits as a result of the relief road. This is then supported by the active travel benefits, which gives Option 3 a higher overall value than Options 1 and 2, which follow closely behind.

Option 4 provides much less benefit compared with the other options, with £10 million over the appraisal period. This is due to not having the user benefit or reduction in accidents that are related to the relief road.

In addition, when considering the sensitivity test around network resilience, the options that include a relief road, have the potential to increase monetised benefits between 16% and 35%. The overall impact of including the potential benefits associated with the relief road during closure of the B1040 on the PVBs for Options 1, 2 and 3 are presented in Table 3.10 below.

Table 3.10: Network resilience impact on scheme PVB

	PVB (£,000)	% increase
PVB Range (Options 1,2,3)	£23.5m - £25.6m	
Additional PVB – 27 days of road closures	£4.1m	
Additional PVB – 55 days of road closures	£8.3m	
Overall PVB inc. 27 days of road closures	£27.6m - £29.7m	+16/17%
Overall PVB inc. 55 days of road closures	£31.8m - £33.9m	+32/35%

3.3.3 Non-monetary environmental impacts

An Environmental Impact Appraisal has been conducted to assess the environmental impacts of the shortlisted options. This has been undertaken in accordance with TAG Unit A3 following a qualitative approach, with the level of impact for each topic is summarised using the standard TAG seven-point scale of beneficial, neutral or adverse impacts. A more detailed analysis of the appraisal is available in the OAR (Appendix E).

The environmental topics covered include:

- Noise
- Air Quality
- Greenhouse gases
- Landscape
- Townscape
- Historic Environment
- Biodiversity
- Water

3.3.3.1 Option 1 – Relief Road with HGV re-routing

Through the introduction of the relief road there is the opportunity to reduce traffic flows along the A605 and B1040, and to re-route HGVs away from the centre of Whittlesey. In turn, this could significantly reduce traffic congestion and therefore reducing emissions associated with stop-start driving engines, improving noise levels, air quality and reducing greenhouse gas emissions. By diverting traffic from the town centre, it is also likely to make the area more pedestrian-friendly, leading to an overall improvement in townscape character.

While the reduced congestion and emissions may benefit the historic environment in the market town, the new route may impact known archaeological sites and measures would be required to avoid physical damage to these regionally or nationally important sites.

The proposed relief road would be in flood zone 3a and, therefore, the new road infrastructure will require design and construction of appropriate flood management features to ensure it can withstand flooding events and to avoid damage and ensure the continuity of the transport network.

However, a new road will alter the visual character of the landscape to the south of Whittlesey centre as it will replace existing fields with paved surfaces and infrastructure, which may also have an impact on local biodiversity. The impact on biodiversity will need to be carefully considered and potentially offset in future stages of scheme development.

3.3.3.2 Option 2 – Relief road with HGV re-routing and bus priority improvements

The environmental impact of the relief road in Option 2 is the same as with Option 1. However, by introducing signal-controlled junctions, bus priority lanes, and enhanced pedestrian crossings the townscape and functionality of the town centre may be improved by making it more accessible and pedestrian-friendly. This could enhance the overall townscape environment.

By improving bus services and reducing traffic congestion, Whittlesey could also become more accessible to visitors and could promote heritage tourism, increasing awareness and appreciation of Whittlesey’s historic and archaeological significance.

3.3.3.3 Option 3 – Relief road with HGV re-routing and active travel improvements

The environmental impact of the relief road in Option 3 is the same as with Option 1. However, the enhanced active travel infrastructure within Whittlesey, can significantly improve the townscape by making the town more pedestrian and cyclist friendly.

Option 3 could also see more benefits to the townscape than Option 4 due to lower vehicle flows and potentially more space for active travel improvements if traffic reroutes to the relief road.

The historic environment may benefit from active travel improvements and reducing traffic congestion. Whittlesey could become more accessible to visitors and could promote heritage tourism, increasing awareness and appreciation of Whittlesey’s historic and archaeological significance.

3.3.3.4 Option 4 – Mobility Hub with active travel improvements

The Mobility Hub and active travel improvements could encourage local journeys to be made by walking or cycling, and improve access to the existing public transport, likely leading to reduced car use and traffic levels in Whittlesey. This can lead to improved noise levels, air quality and reduced greenhouse gas emissions; however, this is not anticipated to be as significant as for the relief road options, particularly as it does not address the challenges with HGV traffic in Whittlesey.

While this reduction of traffic in Whittlesey may contribute to a more pleasant and less cluttered landscape, the presence of the Mobility Hub itself, including parking facilities and bus infrastructure, may alter the character of the surrounding area. This is something that would need to be carefully considered at the design stage to mitigate any impacts.

The enhanced active travel infrastructure and the reduction in traffic is likely to improve the townscape by making Whittlesey more pedestrian and cyclist friendly and by reducing the visual and physical clutter associated with high traffic volumes. By improving pedestrian and cycling routes, the historic environment could also become more accessible and attractive to visitors.

By encouraging mode shift, active travel infrastructure improvements may reduce the pressure on existing natural habitats and biodiversity in and around Whittlesey, thereby helping to protect habitats from being degraded by vehicle emissions and polluted road runoff.

The area around Whittlesey is primarily within flood zone 3, and has a high probability of flooding, and so appropriate management and mitigation would need to be implemented to minimise potential adverse effects on the local water environment.

3.3.3.5 Summary

A summary of the non-monetary environmental analysis of each shortlisted option is outlined in Table 3.11 with the level of impact for each topic summarised using the standard TAG seven-point scale of beneficial, neutral or adverse impacts, in accordance with TAG Unit A3. Note that definitions for the scoring scale vary for each appraisal type, will full definitions available in TAG.

Table 3.11: Environmental appraisal summary

	Option 1	Option 2	Option 3	Option 4
Noise	Slight beneficial	Slight beneficial	Slight beneficial	Neutral
Air Quality	Moderate beneficial	Moderate beneficial	Moderate beneficial	Neutral
Greenhouse gases	Slight beneficial	Slight beneficial	Slight beneficial	Neutral
Landscape	Moderate adverse	Moderate adverse	Moderate adverse	Neutral
Townscape	Slight beneficial	Moderate beneficial	Moderate beneficial	Slight beneficial
Historic Environment	Neutral	Neutral	Neutral	Slight beneficial
Biodiversity	Moderate adverse	Moderate adverse	Moderate adverse	Slight beneficial
Water Environment	Neutral	Neutral	Neutral	Neutral

Source: Mott MacDonald

Options 2 and 3 perform well overall, with the potential to reduce through trips in Whittlesey resulting in moderate benefits to townscape and air quality, as well as smaller benefits to noise and greenhouse gases. However, the construction of the relief road does result in adverse impacts on landscape and biodiversity for options 1, 2 and 3. Whilst Option 4 doesn't have any negative impacts, neither does it offer any real benefits.

3.3.4 Non-monetary social impacts

A Social Impact Appraisal has been conducted to assess the social impacts of the shortlisted options, covering the human experience of the transport project and its impact on social factors. This has been undertaken in accordance with TAG Unit A4.1 following a qualitative approach and is informed by the result of the environmental appraisal and transport model outputs when appropriate. The appraisal will produce summary assessment scores for each social impact on a seven-point scale of beneficial, neutral or adverse impacts. A more detailed analysis of the appraisal is available in the Social Impact Appraisal report (Appendix G). The impacts considered as part of the social appraisal include:

- Physical activity
- Accidents
- Security
- Severance
- Journey quality
- Option and non-use values
- Accessibility
- Personal affordability

3.3.4.1 Option 1 – Relief Road with HGV re-routing

By transferring through traffic and HGV movements from Whittlesey town centre and onto the relief road, it can bring many social benefits. This will reduce casualties by rerouting traffic away from residential areas, lower accident severity and lower the accident rate, benefiting both motorised and non-motorised users. This will also have a positive impact on severance and journey quality by lowering traffic volumes and making the A605 easier to cross, thereby making active travel journeys in Whittlesey more appealing. Option 1 will also help with reducing traveller frustration and stress for road users through reduced congestion and providing more predictable and reliable journey times.

This option has a slight benefit for physical activity as it is likely to reduce the number of vehicles travelling through Whittlesey town centre, improving safety and making local trips more appealing for pedestrians and cyclists in Whittlesey. The cycle track will also provide a new connection for longer journeys, allowing opportunities for longer distance commutes to be undertaken safely by bike. The relief road and cycle track will increase accessibility to local roads and the railway station, increasing interconnectivity and accessibility within and around Whittlesey.

This option will not have any impact on personal safety or security, the availability of other modes of transport, or the personal affordability of transport.

3.3.4.2 Option 2 – Relief road with HGV re-routing and bus priority improvements

The social impact of the relief road in Option 2 is the same as with Option 1. However, there will be further changes to physical activity through the improvements to pedestrian crossing infrastructure at key junctions in Whittlesey town centre.

The bus priority enhancements will also bring improvements to journey quality and accessibility by reducing bus journey times and improving reliability, thus enhancing the bus offer for those travelling between Whittlesey, March and Peterborough. However, this is reliant on bus operators capitalising on these new improvements by running services.

3.3.4.3 Option 3 – Relief road with HGV re-routing and active travel improvements

The social impact of the relief road in Option 3 is the same as with Option 1. However, the active travel infrastructure improvements will bring large benefits to physical activity, severance, and accessibility. This option will enable a greater level of local journeys around Whittlesey to be undertaken by walking or cycling whilst reducing car use for shorter journeys. Improvements

to National Cycle Network route 63 will improve the quality of longer distance journeys and improvements to active travel access to Whittlesea station, allowing for easier access to onwards journeys by rail.

Improved active travel infrastructure, including segregation, improved lighting and improved surfaces may also increase feelings of security amongst vulnerable road users (VRUs) such as the elderly.

3.3.4.4 Option 4 – Mobility Hub with active travel improvements

The Mobility Hub and active travel improvements will predominantly bring improvements to physical activity and accessibility through the improved active travel provision across the town and to a new Mobility Hub. This benefit will also apply for access to Whittlesea station and will encourage local trips by walking and cycling to access bus and rail services. The option will also help reduce severance, by lowering traffic volumes (via mode shift to public transport and active travel) and help improve pedestrian safety and reduce accidents.

The Mobility Hub will also bring some small benefits to journey quality as through reduced car usage, improved public transport and improvements to active travel infrastructure, it is anticipated to improve the journey reliability and reduce stress of users travelling through and accessing Whittlesey. However, the extent of this benefit is not as great as with the other three options. The Mobility Hub will improve the transport options available as it provides the opportunity to encourage more bus services to serve Whittlesey, improve access to existing bus services, and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea railway station, and Peterborough.

Similar to Option 3, the improved active travel infrastructure, including segregation, improved lighting and improved surfaces may also increase feelings of security amongst VRUs.

There are no significant impacts relating to personal affordability of transport. The proposed scheme does not include measures that will change the affordability of public transport options for those living in the study area.

3.3.4.5 Summary

A summary of the non-monetary social analysis of each shortlisted option is outlined in Table 3.12 with the level of impact for each topic summarised using the standard TAG seven-point scale of beneficial, neutral or adverse impacts, in accordance with TAG Unit A4.1. Note that definitions for the scoring scale vary for each appraisal type, will full definitions available in TAG.

Table 3.12: Social appraisal summary

	Option 1	Option 2	Option 3	Option 4
Accidents	Moderate beneficial	Moderate beneficial	Moderate beneficial	Slight beneficial
Physical Activity	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial
Security	Neutral	Neutral	Slight beneficial	Slight beneficial
Severance	Moderate beneficial	Moderate beneficial	Large beneficial	Slight beneficial
Journey Quality	Moderate beneficial	Large beneficial	Large beneficial	Slight beneficial
Option & non-use values	Neutral	Neutral	Neutral	Slight beneficial
Accessibility	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial
Personal affordability	Neutral	Neutral	Neutral	Neutral

Source: Mott MacDonald

Whilst all four options are beneficial to improving the human experience within Whittlesey, Option 3 performs best overall. Option 3 offers the potential to reduce through trips in Whittlesey, whilst at the same time the active travel improvements will help deliver large benefits by encouraging physical activity, reducing severance, improving journey quality, and increasing accessibility, as well as moderately reducing accidents and slightly improving personal security. Options 2 and 4 also perform well when compared to the existing situation, however, Option 1 performs worst as this option primarily benefits drivers and does not change the existing infrastructure along the A605 through the town centre, therefore only slightly improving journeys for pedestrians and cyclists through the reduction in traffic. This highlights the need to maximise the opportunities to utilise the released road capacity along the A605 for all users, in order to fully realise the benefits of rerouting traffic away from the A605 and onto a relief road.

3.3.5 Wider economic impacts

The wider economic impacts for the Scheme are those that are considered additional to the transport user benefits. This includes benefits such as supporting future expansion; improving productivity; and creating healthier streets, as well as disbenefits such as induced demand. As the level of benefits coming from wider economic impacts, including both from changes in land use and fixed land use are predicted to be small in relation to the overall Scheme benefits, a qualitative approach has been taken. The full appraisal of Wider Economic Benefits can be found in the OAR (Appendix E).

3.3.5.1 Option 1 – Relief Road with HGV re-routing

The relief road with HGV re-routing could increase carrying capacity for future development, improve living standards, the quality of Whittlesey's public realm, and support local trade within the town. Enhanced infrastructure such as new roads can lead to positive effects in several economic indicators, including user benefits and improvements in productivity which can encourage investment and employment opportunities. The relief road may support local industry and business to the South and West of the town by improving connections to employment.

However, there is a potential the induced demand could negate traffic reduction objectives. Any increased capacity introduced by the relief road may attract additional trips by car, resulting in no overall capacity benefit in comparison to the current situation.

3.3.5.2 Option 2 – Relief road with HGV re-routing and bus priority improvements

In addition to the benefits and disbenefits outlined in Option 1, this option may benefit from a higher quality urban realm through the provision of pedestrian crossings as part of the bus priority improvements. Additionally, the public transport enhancements could be a benefit for future development enabling future residents to be less car reliant from the outset.

However, Option 2 is reliant on provision of bus services to maximise this benefit, which could pose a challenge given constrained budgets for public transport and a steady decline in rural bus services over many years.

3.3.5.3 Option 3 – Relief road with HGV re-routing and active travel improvements

Active travel improvements in Whittlesey can enhance the benefits of the relief road outlined in Option 1 by improving access for local journeys, improving the quality of the public realm, and encouraging modal shift to improve health and potential growth. However, improvements remain constrained due to limited space along parts of the A605 and the surrounding road network. Whilst improved active travel links may promote walking and cycling over private vehicles, the relief road could still draw people away from active travel for longer journeys.

3.3.5.4 Option 4 – Mobility Hub with active travel improvements

This option includes all the benefits already stated for active travel improvements in Option 3, but not the relief road. The Mobility Hub and further active travel infrastructure may enhance benefits such as better health and wellbeing outcomes, and improved quality of the public realm.

The lack of a relief road means it is likely that HGVs and through vehicle traffic will continue to travel through the town of Whittlesey. This will limit the previously mentioned benefits of the scheme such as a reduction in air and noise pollution, increase in local transport capacity to support development, and enhancement of public realm through reduced traffic volumes. However, the lack of a relief road may also encourage modal shift and public transport by making driving a less attractive option for many.

3.3.5.5 Summary

Overall, Options 1, 2 and 3 could see benefits as a result of the relief road with HGV re-routing. This could increase carrying capacity for future development, improve living standards, the quality of Whittlesey’s public realm, and support local trade within the town. Options 2 and 3 could see further benefits to the public realm through the provision of bus priority and active travel measures respectively.

Despite this, some benefits may be lessened by the effects of induced demand, with a growth in traffic on the A605 that would not have occurred without the improvement of the network capacity.

The Mobility Hub and active travel improvements in Option 4 could enhance benefits such as better health and wellbeing outcomes, and improved quality of the public realm. However, without a relief road, HGVs and through vehicle traffic levels within the town would not reduce and therefore, benefits such as reduced noise and air pollution, improved public realm and reduced traffic volumes may not be realised.

3.3.6 Present Value Costs

Option base line costs have been produced to include direct construction works, indirect construction works and design, project management and other project costs. These are presented in Table 3.13 below.

Table 3.13: Base Costs Used in PVC (£,000, 2024 prices)

Option	Option 1	Option 2	Option 3	Option 4
Direct Construction Works Costs	£90,654	£91,268	£92,323	£4,359
Indirect Construction Works Costs	£46,415	£46,729	£47,269	£2,265
TOTAL CONSTRUCTION COSTS	£137,069	£137,997	£139,592	£6,623
Design, Project Management & Other Project Costs	£37,593	£37,825	£38,224	£1,798
BASE COSTs	£174,662	£175,823	£177,816	£8,422

Source: Mott MacDonald

These costs have been calculated in 2024 prices and converted into 2010 prices, with optimism bias applied at 46% and construction inflation above GDP deflator added at 2.1%. These have also been profiled to provide the Present Value of Costs (PVC), as shown in Table 3.14.

In addition to the upfront infrastructure costs, the PVC for Option 4 also includes an estimate for the operation and maintenance of the Mobility Hub site, and the operation of additional bus routes serving the site over a 60-year period. It also takes into account revenue raised from ticket sales. Therefore, the PVC for Option 4 is made up of £6.85m relating to the investment costs and £17.14m for operation and maintenance, totalling £23.99m. Taking into account revenue, estimated at circa £500k, the total PVC is brought down to £23.49m (this is set out in Appendix N Public Accounts Tables).

The construction of the relief road represents the single largest element of potential scheme costs, with the differential between Option 1 (relief road only) and Options 2 (with bus priority) / Option 3 (with active travel provision within Whittlesey) being relatively small. The absence of the relief road from Option 4 results in this having a substantially lower PVC.

The Public Accounts tables for each option is included in Appendix N.

Table 3.14: Present Value of Costs (£,000, discounted to 2010 prices)

Option	2025	2026	2027	2028	2029	2030	2030+*	TOTAL
Option 1	£6,471	£6,376	£12,564	£30,947	£36,589	£30,041	n/a	£122,988
Option 2	£6,514	£6,418	£12,647	£31,152	£36,832	£30,241	n/a	£123,806
Option 3	£6,687	£6,588	£12,982	£31,977	£37,807	£31,041	n/a	£127,082
Option 4	£343	£343	£685	£1,713	£2,056	£1,713	£16,638	£23,492

Source: Mott MacDonald *The costs for 2030+ are only included for Option 4 as they relate to the ongoing operation and maintenance costs associated with the Mobility Hub and revenue from bus tickets.

3.3.7 Value for Money assessment

From the analysis of the monetary PVB and PVC of each of the four Options (shown in Table 3.9 and Table 3.14 respectively), a Net Present Value (NPV) and Benefit to Cost Ratio (BCR) have been calculated to inform the Value for Money (VfM) of the scheme options. These are outlined in Table 3.15.

Table 3.15: Value for Money

Option	Option 1	Option 2	Option 3	Option 4
Present Value of Benefits (PVB)	£23,462	£23,498	£25,596	£10,051
Present Value of Costs (PVC)	£122,988	£123,806	£127,082	£23,492
Net Present Value (NVP)	£-99,526	£-100,308	£-101,486	£-13,441
Benefit to Cost Ratio (BCR)	0.19	0.19	0.20	0.43

Source: Mott MacDonald

The assessment of monetary impacts indicates the Scheme could offer significant potential benefits, in the region of £10m to £26m. However, recognising the large costs of implementing the Scheme Options - particularly the relief road within Options 1, 2, and 3, this does have a large impact on the overall VfM assessment.

The monetised appraisal of benefits, however, does not capture the full VfM position, with a range of potential wider impacts identified that are not directly captured in monetary terms. Furthermore, it is often these wider non-monetised benefits that more closely align with agreed objectives for the Scheme, particularly in terms of social, environmental, and wider economic impacts. Good examples of this are enhanced network resilience, the reduction of noise and emissions, as well as improvement to the townscape within Whittlesey town centre, that will be delivered under Options 1, 2 and 3. These three Options will also reduce the number of HGVs travelling through Whittlesey, helping to alleviate issues of safety, noise, congestion, and a poor

urban environment. All four Options are also expected to provide improvements to physical activity and a reduction in accidents, in line with the Scheme objectives. None of these aspects are captured within the monetary assessment but reflect significant benefits from investment within the Scheme.

Overall, the Scheme Options, and in particular Option 3, meet the Scheme objectives, offering both monetary benefits and other non-monetised benefits. This is an important consideration within the overall assessment of Value for Money. It should be recognised that the overarching purpose of the scheme is not about journey time improvements, but on improving the conditions within the town. Option 4 does not address the objective of reducing HGV traffic and therefore the extent of improved conditions within Whittlesey may be more limited than the other three options. In comparison, Options 1, 2 and 3 are all forecast to deliver against this requirement, with Option 3 considered to perform best overall.

3.3.8 Sensitivity tests

To understand the extent to which the performance of the options would vary under different scenarios, three sensitivity tests have been undertaken. The three tests are:

- **High growth** – assuming a 9.5% growth in traffic based on NTEM growth factors for the East region and Cambridgeshire by 2045.
- **Lower cost** – assuming a 30% reduction in cost to reflect the low cost estimate range.
- A **combination** of higher growth and lower cost.

Given the value for money position of the core scenario, neither a low growth nor high cost sensitivity test has been presented, but both result in BCR values below the core.

Table 3.16: Sensitivity tests for Option 1 (£,000s)

	Core	High Growth	Lower Cost	Combined
PVC	£122,988	£122,988	£86,092	£86,092
PVB	£23,462	£25,214	£23,462	£25,214
BCR	0.19	0.21	0.27	0.29

Table 3.17: Sensitivity tests for Option 2 (£,000s)

	Core	High Growth	Lower Cost	Combined
PVC	£123,806	£123,806	£86,664	£86,664
PVB	£23,498	£25,254	£23,498	£25,254
BCR	0.19	0.20	0.27	0.29

Table 3.18: Sensitivity tests for Option 3 (£,000s)

	Core	High Growth	Lower Cost	Combined
PVC	£127,082	£127,082	£88,957	£88,957
PVB	£25,596	£27,362	£25,596	£27,362
BCR	0.20	0.22	0.29	0.31

Table 3.19: Sensitivity tests for Option 4 (£,000s)

	Core	High Growth	Lower Cost	Combined
PVC	£23,492	£23,492	£16,444	£16,444
PVB	£10,051	£10,607	£10,051	£10,607
BCR	0.43	0.45	0.61	0.65

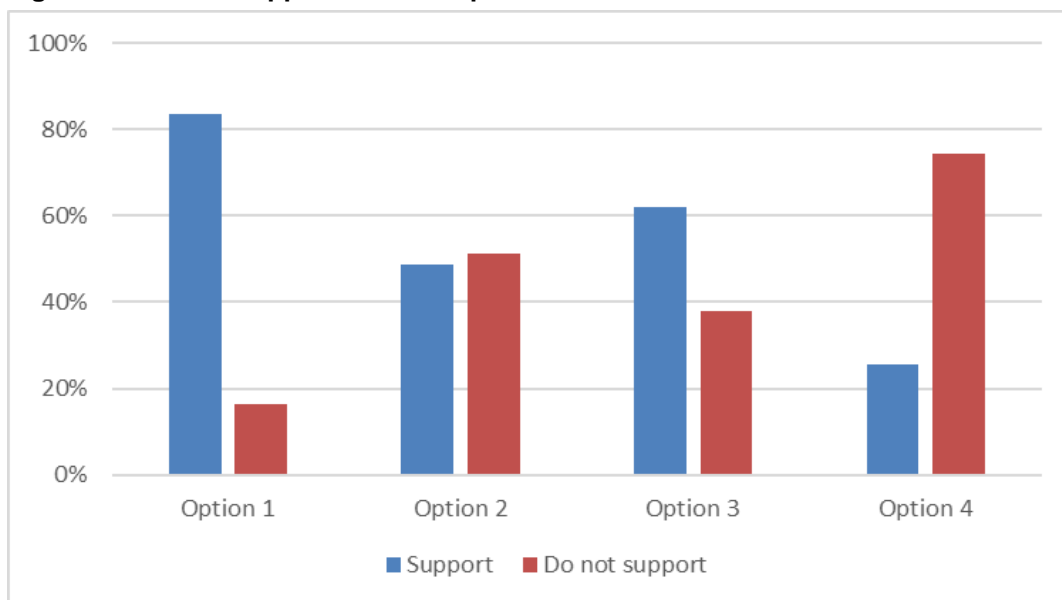
3.3.9 Feedback on options from consultation

A public consultation on the four Shortlisted Options was held between 23rd October and 24th November 2024 to gain feedback from stakeholders, residents, and members of the public on their general view of the Scheme and the proposed short-listed options.

This consultation included two in-person events, one virtual event held via Microsoft Teams, and an online consultation via SurveyMonkey. These events were well attended with approximately 150 attendees at the first event, 300 at the second event, and nine at the online event. In addition to this, the consultation materials were available in Whittlesey Town Hall to be viewed by the public, with approximately 400 people having access to these over the consultation period. There was a total of 310 respondents to the online consultation, where they were asked their opinions on the current issues in Whittlesey and the four Shortlisted Options. A full summary of the consultation material and responses can be found in Appendix H.

The support for each option is shown in Figure 3.8. Overall, Option 1 had the most support with 84% (218 people) of respondents in favour of this Option, followed by Option 3 with 62% support (162 people). Options 2 and Option 4 both received less than 50% support, having 49% (127 people) and 24% (67 people) support respectively.

Figure 3.8: Public support for each option



Source: Mott MacDonald

The main reasons given for supporting Option 1 was the potential for a relief road to reduce traffic through Whittlesey and to re-route HGVs away from the town centre. This could make the roads safer for pedestrians and school children, improve air quality, reduce noise pollution, prevent worsening road conditions, and protect buildings in the town. Some respondents raised concerns regarding the disruption the relief road may have on local properties and natural habitats.

While Option 2 provides the same interventions as Option 1 as well as additional bus priority measures, this was not as well supported due to the perceived lack of effectiveness of the bus priority measures. This was due to the current infrequent of bus services, and doubts that the measures would be needed if a relief road was to be implemented.

Option 3 gained more support than Option 2 due to the active travel proposals being seen to improve safety for pedestrians and cyclists, something that was highlighted as an issue. This option received some opposition, primarily due to the potential cost of the improvements as well as the thought that funding priority should be given to constructing the relief road first.

Option 4 received the least amount of support, predominantly as this was not seen to address the main issues of congestion and HGVs within Whittlesey when compared to the other Option. In addition to this, there was some scepticism about if the Mobility Hub would be widely used however, there was also some acknowledgment that it could be the most cost-effective option and would help those who do not drive.

3.3.10 Performance against Regional Priorities

In order to demonstrate that the Scheme would deliver against the regional priorities of the CPCA, the results of the options appraisal has been used to consider how well each option is meeting the Local Transport and Connectivity Plan priorities. This assessment illustrates that Option 3 is likely to deliver the maximum benefits against these regional priorities, although further development of this option would be required in order to improve the carbon impacts it would have.

Table 3.20: CPCA Local Transport and Connectivity Plan Priorities

Regional Priority	Option 1 - Relief road with HGV re-routing	Option 2 - Relief road with HGV re-routing and bus priority improvements	Option 3 - Relief road with HGV re-routing and active travel improvements	Option 4 – Mobility Hub with active travel improvements
<p>Climate – Successfully and fairly reducing emissions to net zero by 2050.</p>	<p>Has the potential to reduce greenhouse gas emissions by alleviating congestion, and improving traffic flows. However, the construction of a relief road would result in significant capital carbon emissions.</p>	<p>Has the potential to reduce greenhouse gas emissions by alleviating congestion, and improving traffic flows. However, the construction of a relief road would result in significant capital carbon emissions.</p>	<p>Has the potential to reduce greenhouse gas emissions by alleviating congestion, and improving traffic flows. Has the added benefit of supporting active travel, further contributing to a reduction in vehicle emissions. The construction of a relief road and active travel measures would result in significant capital carbon emissions.</p>	<p>Has the potential to reduce greenhouse gas emissions by encouraging more sustainable trips through public transport and active travel. This option requires the construction of a mobility hub however this is not as carbon intensive as the construction of a new relief road.</p>
<p>Productivity - Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity.</p>	<p>Journey times between Ralph Butcher Causeway and Coates may be around 27% quicker for vehicles travelling along the relief road compared to current journey times along the A605. For vehicles remaining on the A605, there could be a moderate reduction in journey times as 30% of trips along the A605 divert to the relief road, although induced demand may limit this. Economic efficiency of Option 1 is £18.4m.</p>	<p>Same as Option 1, but with the added benefits from the bus priority measures that may result in some journey time increases for private vehicles through the centre of Whittlesey. Economic efficiency of Option 1 is £18.5m.</p>	<p>Same as Option 1, but with the added benefits from the active travel measures. Economic efficiency of Option 1 is £18.6m.</p>	<p>Option 4 could encourage modal shift away from private vehicles, reducing congestion within the peak periods and decreasing journey times. Whilst journey times across Whittlesey may be reduced, the extent of this is unlikely to be the same as options with a relief road. Economic efficiency of Option 1 is £5.9m.</p>
<p>Connectivity – People and communities are brought closer together, giving more opportunity for work, education, leisure and pleasure.</p>	<p>Journey times for vehicles using the relief road could be 27-73% faster than existing journeys. Journey times along the A605 may also decrease as a result of the relief road and therefore the number of education and employment opportunities that are accessible could increase.</p>	<p>Same as Option 1, but with the bus priority measures improving bus travel within Whittlesey and allowing residents without a car to access more opportunities.</p>	<p>Same as Option 1, but with the added benefits from the active travel measures. Active travel improvements may allow more people to safely undertake walking and cycling journeys to access opportunities.</p>	<p>Active travel improvements and improved public transport options may allow more people to safely undertake journeys by walking, cycling and public transport to access opportunities. By encouraging shorter journeys to be undertaken by active modes, congestion may reduce, thereby also improving the access to opportunities for those driving.</p>

Regional Priority	Option 1 - Relief road with HGV re-routing	Option 2 - Relief road with HGV re-routing and bus priority improvements	Option 3 - Relief road with HGV re-routing and active travel improvements	Option 4 – Mobility Hub with active travel improvements
<p>Safety – To prevent all harm by reducing risk and enabling people to use the transport system with confidence.</p>	<p>Could reduce the number of vehicles travelling through Whittlesey town centre, reducing the likelihood of collisions which will potentially improve safety.</p> <p>Appraisal of accidents suggests a 10% reduction in all accidents along the A605 as a result of a relief road.</p>	<p>Same as Option 1, however enhanced crossing facilities proposed as part of bus priority measures would offer even further safety benefits.</p>	<p>Same as Option 1, however enhanced crossing facilities proposed as part of active travel measures would offer even further safety benefits.</p>	<p>Same as Option 1, however enhanced crossing facilities proposed as part of active travel measures would offer even further safety benefits.</p> <p>However, this option will not reduce the level of HGV movements in Whittlesey which may still pose a risk to pedestrians in the town.</p>
<p>Health – Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.</p>	<p>Could significantly reduce traffic congestion, leading to lower vehicle idling and smoother traffic flows, which would improve air quality.</p> <p>The rerouting of HGVs away from the town centre may decrease emissions of nitrogen oxides and particulate matter (PM10 and PM2.5) in the area.</p> <p>New cycle lane may improve active travel, therefore leading to decreased emissions and better air quality.</p>	<p>Same as Option 1, but in addition to this, bus priority and the parallel cycle lane to the relief road may change travel patterns, promoting mode shift away from private car and therefore leading to decreased emissions and better air quality.</p>	<p>Same as Option 1, but in addition to this, the new active travel infrastructure may change travel patterns by encouraging a greater uptake in walking and cycling, therefore leading to decreased emissions and better air quality.</p>	<p>Same as Option 1, but in addition to this, the new active travel infrastructure may change travel patterns by encouraging a greater uptake in walking and cycling, therefore leading to decreased emissions and better air quality.</p> <p>However, the Mobility Hub does not address HGV traffic, which is considered to be a significant contributor to emissions in Whittlesey.</p>
<p>Environment – Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.</p>	<p>The new road will alter the visual character of the landscape to the south of Whittlesey centre as it will replace existing fields with paved surfaces and infrastructure, significantly changing the natural landscape. Construction may impact local hydrology and impact wetland habitats.</p> <p>However, by providing the new route to the south of the town, there is potential to reduce the existing impacts from the highway network on ecological receptors close to the A605 or centre of Whittlesey.</p>	<p>Same as Option 1.</p>	<p>Same as Option 1.</p>	<p>The improvements in active travel infrastructure associated with Option 4 may slightly reduce the visual impact of vehicular traffic and road infrastructure, contributing to a more pleasant and less cluttered landscape.</p> <p>Option 4 may also positively impact biodiversity by reducing traffic through ecologically sensitive areas.</p> <p>However, the presence of the Mobility Hub itself, alter the character of the surrounding landscape and may temporarily disturb local habitats.</p>

3.4 Economic Dimension summary

All four shortlisted Options for this Scheme have the potential to deliver benefits and address the transport issues facing Whittlesey.

Option 3 is forecast to provide the highest level of monetary benefit, with a PVB of £25.6 million, predominantly derived from the economic efficiency user benefits driven by the business user benefits as a result of the relief road. It is also supported by active travel benefits, such that it generates higher benefits than Options 1 and 2. Option 4, without the relief road, is forecast to generate much lower benefits, with a PVB of £10 million.

In regard to environmental impacts, Options 2 and 3 perform well overall, with moderate benefits to townscape and air quality, as well as smaller benefits to noise and greenhouse gases. However, the construction of the relief road does result in adverse impacts on landscape and biodiversity. Option 4 is anticipated to perform the best environmentally, with a neutral impact on most environmental aspects and small benefits for townscape, historic environment, and biodiversity. Option 1 is forecast to deliver the least amount of environmental benefit across the four options as the new road will alter the visual character of the landscape and may have an impact on local biodiversity, without providing the same level of benefits to the townscape that could be seen for Options 2 and 3. Impacts on environmental aspects such as biodiversity will need to be carefully considered and potentially offset in future stages of scheme development.

Option 3 has the best overall social impact, with large benefits to physical activity, reducing severance, improving journey quality, and increasing accessibility, as well as moderate benefits in reducing accidents and slightly improving personal security. Options 2 and 4 also perform well compared to the existing situation. Option 1 is anticipated to deliver the least social benefits as this will not have any impact on personal safety or security, the availability of other modes of transport, or the personal affordability of transport, while the benefits for physical activity, accessibility and journey quality are not as great as seen for Options 2 and 3.

Options 1, 2 and 3 are anticipated to provide some wider economic benefits, with increased transport capacity and improved public realm able to support local trade within the town. Options 2 and 3 could see further benefits to the public realm through the provision of bus priority or active travel measures, respectively. Option 4 is anticipated to have the lowest impact upon wider economic activity, with much lower additional transport capacity provided as it is reliant on the existing highway network.

Whilst none of the Options deliver strong monetary BCR values, it should be recognised that the overarching purpose of the scheme is not about standard monetised transport benefits, such as journey time improvements, but on improving the conditions within the town centre. Options 1, 2 and 3 are all forecast to deliver against this requirement, with Option 3 considered to perform best overall. In addition, for the three relief road options, the Scheme will also provide benefits in relation to network resilience by providing an alternative route when roads, such as the B1040 are closed. These options could see between £4.1m to £8.3m in additional benefits (16-35% increase in benefits) associated with improved network resilience.

When the four Options were put to the public, there was strong support for the construction of a relief road due to the potential to reduce traffic and HGV movement in Whittlesey, therefore improving safety, reducing air and noise pollution, and protecting buildings and infrastructure. Whilst Option 1 gained the most support from the public, there was also 62% of respondents who supported Option 3 and the active travel improvements with most of the opposition towards potential cost. However, the cost difference between Options 1 and 3 are relatively small.

Individual summaries of the appraisal of each option against all considered impacts are presented in the Appraisal Summary Tables in Appendix M.

4 Financial Dimension

The Financial Dimension outlines the affordability of the Whittlesey Relief Road scheme shortlisted options and the potential funding arrangements. The dimension presents the financial profile of each of the shortlisted Scheme options and an overview of the potential mechanisms for funding the delivery of the Scheme.

4.1 Overview

Scheme costs for the shortlisted options have been developed based upon 2D concept drawings. These costs have been developed by Mott MacDonald cost estimators and include a breakdown of direct and indirect construction costs. In addition, there are allowance for inflation, risk, land purchasing and environmental mitigation measures.

An 'anticipated final cost' is presented as part of a high and low cost range. The level of detail in the Scheme costings is considered proportionate to the current stage of Scheme development at SOC stage.

4.2 Scheme cost estimates

A high-level cost estimate has been prepared for each of the Whittlesey Relief Road Scheme shortlisted options. The base cost estimates include the following:

- **Direct construction costs:** This includes general works, site clearance and earthworks. For the options with the relief road, this includes the cost of structures, for which there are two bridges over Whittlesey Dike and one bridge over the railway line.
- **Indirect construction costs:** These include contractors preliminaries, and contractors' overheads and profit margin.
- **Design and project management costs:** This accounts for design fees, on-site supervision and testing of Scheme elements prior to Scheme opening, project management, public consultation, public inquiry, and the costs of obtaining statutory orders.
- **Risk and contingency allowance:** 40% has been applied based on historical projects of a similar nature and has been benchmarked against industry guidance.
- **Inflation costs:** This accounts for inflation above the base cost estimates, in accordance with RPI.
- **Land allowance:** This is based on review of freehold titles that intersect the limits of the relief road, and estimated value of the land according to its use.

The key assumptions made with regards to producing the cost estimates included:

- The project began in 2023 (in terms of Scheme development work) and is expected to be completed by 2031.
- The Scheme would have an opening year of 2031.
- Unit prices are based on Q3 2024 prices.
- Inflation added from base date of Q3 2024 to mid-point of construction Q3 2028 at 12.3% using RPI indices.
- Prelims estimates at 35% of construction costs, including traffic management.
- Overheads estimates at 12% of construction costs.
- Design cost estimates at 12% of construction costs.
- Project management cost estimates at 10% of construction costs; and
- Environmental mitigation measures at 2.5% of construction costs.

Table 4.1 shows the breakdown of the costs for the shortlisted options.

Table 4.1: Scheme cost estimates (£,000)

Description	Option 1	Option 2*	Option 3	Option 4
Direct Construction Works	£90,654	£91,268	£92,323	£4,359
Indirect Construction Works	£46,415	£46,729	£47,269	£2,265
Design, Project Management and Other Project Costs	£37,593	£37,825	£38,224	£1,798
Base Cost Plan	£174,662	£175,823	£177,816	£8,422
Risk (40%)	£69,865	£70,329	£71,126	£3,394
Inflation	£30,077	£30,277	£30,620	£1,461
Anticipated Final Cost	£274,604	£276,428	£279,563	£13,277
<i>Higher cost range (+50%)**</i>	<i>£411,905</i>	<i>£414,643</i>	<i>£419,344</i>	<i>£19,916</i>
<i>Lower cost range (-30%)**</i>	<i>£192,222</i>	<i>£193,500</i>	<i>£195,694</i>	<i>£9,294</i>

Source: Mott MacDonald

* The bus priority element of the cost estimate is based on a signal-controlled junction solution

**Estimates are at Association for the Advancement of Cost Engineering (AACE) Class 4, within an assessed accuracy range of +50% / -30%.

When benchmarking the cost assessment for the relief road against other similar schemes, the relief road elements of the Scheme options are in the region of £450/m² for the direct construction costs. Compared to similar relief road schemes, such as the Balsall Common bypass where costs were estimated to be around £300/m². If the relief road were to be closer to this price per m² then it may bring the cost estimate closer to the lower cost estimate range. However, this comparator scheme did not have any bridge structures, which account for about £115/m² of the total £450/m² for the Whittlesey relief road options. Other considerations driving the costs include the extra earthworks required due to the location and constructing within flood zone areas.

4.3 Spend profile

Table 4.2 shows the projected annual spend profile for the shortlisted options. The spend profile is based on the Scheme cost estimates, with costed items being proportionally split out by each phase of Scheme development depending on when it is anticipated to be spent. For example, all project construction costs are applied to the final phase of Scheme delivery in line with the programme.

Table 4.2: Annual spend profile (£,000)

Year	Development Period	Construction Period			Total
	2023-28	2029	2030	2031	
Option 1	£32,327	£84,797	£84,797	£72,683	£274,604
Option 2	£32,544	£85,360	£85,360	£73,165	£276,428
Option 3	£32,916	£86,326	£86,326	£73,994	£279,563
Option 4	£1,574	£4,096	£4,096	£3,511	£13,277

Source: Mott MacDonald

4.4 Maintenance and operating costs

At this stage of Scheme development, maintenance and operating costs relating to highway interventions (new relief road, active travel measures and bus priority measures in Options 1, 2 and 3) have not been estimated. This is because they are anticipated to reflect a minor element of overall scheme costs. It is expected that a new road scheme will have very low maintenance costs, especially in the years immediately following construction.

For Option 4, the Mobility Hub, the operating costs have been considered though, as they reflect a significant aspect of the delivery of that option (over 70% of total costs over a 60 year period). Along with the costs of operating the Mobility Hub site, there are likely to be costs associated with the operation of bus services serving the site (this is regardless of whether these costs are covered by bus operators through the adaptation of an existing service to serve the site or funded as a subsidised service for an entirely new service). As such there is a greater need to understand and reflect these likely costs at this stage.

An initial high-level estimate of operating and maintenance costs for the Mobility Hub, suggests that there could be an annual cost of approximately £1.5m per year (2024 prices) to operate the site and any associated bus service. These costs cover site maintenance, and labour for bus drivers, and bus running costs.

4.5 Budgets and funding sources

The required funding for the Scheme is still unknown and may depend on which of the shortlisted options is selected as the preferred option to be developed. Whether the various elements of each option are delivered in a phased approach could also impact upon funding requirement, e.g., if a relief road is funded and delivered separately to the active travel measures in Option 3.

Current development funding for the Scheme, and this SOC, has come from the CPCA. In order to progress the Scheme further (i.e. OBC stage), additional development funding would be required. At the point of developing the SOC any additional funding from CPCA for developing the Scheme to OBC has not been agreed.

The funding source, or sources, for developing the Scheme, and then delivery, are currently unknown. Considerations for funding are set out below.

4.5.1 Funding context

To successfully deliver the interventions proposed by the Scheme, access to adequate funding will be required. Without sufficient funding, the full aspirations of the Scheme will be restricted, which will, in turn, constrain the delivery of the Scheme objectives.

This section provides an overview of the types of funding sources and financing facilities that are currently available to FDC as the current Scheme promoters.

It should be noted that this SOC is being produced in a climate of a new UK government as a result of the July 2024 General Election. As a result of the 2024 Autumn Statement there was little information provided about the funding allocations for major schemes of this nature, however, there were commitments to addressing local connectivity and supporting local bus and active travel improvements. There will potentially be further announcements that will impact the funding of transport schemes in the 2025 Spring Budget.

Given this current funding context, it is challenging to identify the full range of potential funding sources that may become available for the delivery of the Scheme. Rather than seeking to identify specific funding sources at this stage, this Financial Dimension reviews the different

types of potential funding that are typically available. This provides a basis upon which to understand future funding options that may come forward in the short term and during any further development of the Scheme beyond this SOC.

4.5.2 Funding options

There are a wide range of potential sources of funding available to help achieve the interventions proposed by the Scheme. In broad terms these can be considered within five overarching categories:

- Government grants
- Private sector contributions
- Public sector finance
- Private finance
- Revenue streams

Examples of current funding sources in each of these categories are set out within the section below.

4.5.2.1 Government grants

Government grants are funds awarded directly, or indirectly, by Government through successful applications or by demonstrating adherence to agreed criteria. In general, these are capital focussed, relating to specific infrastructure projects or defined programmes, but can, in some instances, support on-going revenue activities.

As grants they are not subject to repayment and so do not constitute debt on a local authority's balance sheet. Often, they will include specific funding criteria and timeframes and require monitoring and evaluation of outcomes.

It is not unusual for Government grants to require some form of match-funding, often from the private sector, or to at least demonstrate the investment will open up future opportunities for private sector investment. FDC recognises some of the challenges in securing government grants as they frequently now form part of a competitive bidding processes. This requires FDC to commit significant time and resource to demonstrate the merit of their applications and creates both uncertainty and irregularity in funding opportunities.

Government grants can be provided by many central government departments, including the DfT. The DfT has historically provided a wide variety of funding pots for transport schemes and initiatives. This includes funding for bus, active travel and freight. Some of these are provided as block grants, others are subject to bidding criteria. For the latter, where criteria align with proposals of the Scheme, FDC can consider submitting bids, albeit this often requires internal council resource to prepare supporting material.

Active Travel England (ATE) offer grants for schemes focused on improving walking, cycling and wheeling across England. This includes the Active Travel Fund 4 which has now been allocated; however, ATE offer an annual Capability Fund for active travel schemes. CPCA have been allocated funds from both of these streams and, if already assigned to other projects, there may be potential for the CPCA to apply for further funding in future opportunities.

The DfT have previously offered funding for Mobility Hubs through grants such as the Future Transport Zones programme, and National Highways have offered funding for road schemes through the Road Investment Strategy. Although the allocations for funding have been assigned, there may be potential to seek funding through these streams in the future.

The DfT also offer funding dedicated to improving bus services through the Bus Service Improvement Plan+, which local authorities can apply for to introduce new bus services or routes, extend timetables, or lower ticket fares.

The DfT previously announced Network North, which commits £36 billion to improve transport across England. However, since its announcement there has been little update on the funding allocations of this, and the future of the plan is uncertain after the July 2024 General Election.

4.5.2.2 Regional funding

Some regional funding agencies have, historically, provided funding for transport-related projects, including CPCA and England's Economic Heartland. As part of the Cambridgeshire and Peterborough devolution deal, CPCA are the Local Transport Authority of the area and are able to allocate funding for transport schemes. The remit of sub-regional bodies remains uncertain at this moment in time, with central government taking a more active role in the direct allocation of funding to local authorities.

Although CPCA prioritise the development of public transport and active travel, they also 'recognise that the private car remains a key mode for many residents' and therefore 'support targeted highway infrastructure and enhancement schemes.'²³ As the current funder for the Scheme development, there is potential to receive funding for further stages of the Scheme from the CPCA.

CPCA are also currently in the process of producing a Mobility Hub Strategy. Through this there may be potential for funding from the CPCA for development, delivery or operation of a Mobility Hub if this option were to be progressed.

4.5.2.3 Private sector contributions

A long-standing mechanism for raising funding for infrastructure projects is to secure development contributions from private sector organisations as part of wider investment projects. Through the planning process for large-scale housing and commercial developments, contributions can be sought to support a range of community infrastructure enhancements, including transport provision.

As with government grants, these contributions have the advantage of having no net-impact upon a local authority's balance sheet; however, planning legislation can place certain restrictions upon the areas in which funding can be deployed.

There are long-standing mechanisms for securing private sector contributions to deliver enhancements in transport provision. This applies the principle that businesses benefit financially from enhanced accessibility and that efficiency is provided through improved transport and so can contribute a proportion of the benefit they gain. Private sector development can also directly generate additional transport trips and so require transport mitigation.

Developer-based contributions, such as S106 contributions can be utilised to support the delivery of transport enhancements. In the financial year 2022/23 there were two development sites in the east of Whittlesey that had S106 agreements in place; however, there are currently no developments that have a requirement to contribute to this Scheme. Given the scale of potential development in and around Whittlesey that is outlined within the Emerging Local Plan, there is potential for conditions to be set on future sites that come forward for planning approval.

²³ <https://cambridgeshirepeterborough-ca.gov.uk/what-we-deliver/transport/roads/>

There are a variety of other mechanisms that may be considered to capture business contributions to transport investments. These include forms such as the Workplace Parking Levy, Land Value Capture, and Business Rates.

Business contributions have become an increasingly important element of transport funding, particularly for major schemes that deliver major positive benefits to local land and property owners. With potential constraints on overall levels of future public sector funding, securing part-funding through new business funding mechanisms may become increasingly important deliver some of aspects of the Scheme.

4.5.2.4 Public sector finance

Government has, historically, provided local authorities with opportunities for low interest loans. Capital infrastructure loans are now being offered via the National Infrastructure Bank, although the long-standing Public Works Loans Board remains.

As a loan, this type of finance will register on a local authority's balance sheet and requires the principal and interest to be repaid over an agreed period of time, albeit the source of repayment does not need to be specifically tied to the investment itself. This makes these funding options significantly less advantageous compared to direct grants and private sector contributions. In circumstances where there may be a funding shortfall, this type of finance may be an option but with due consideration for on-going repayment requirements. Where an investment will generate a future revenue stream, then this source of funding becomes more financially viable.

4.5.2.5 Private finance

Private sector finance or investment can be available, as debt or equity, as an alternative to public sector finance. Whilst traditionally offering less competitive rates, the recent private debt market has offered a viable alternative for some types of capital infrastructure investment. Unlike public finance, investments tend to require directly generated financial return that can be linked to repayment – limiting the applicability within a transport market context.

As with public sector finance, this type of finance will register on a local authority's balance sheet and requires the principal and interest to be repaid over agreed period of time.

A range of private financing initiatives may be considered by local authorities for larger-scale investment requirements, including the UK Municipal Bond Agency, Open Market Municipal Bond Issues, and Private Equity Investment.

4.5.2.6 Revenue streams

Whilst not a direct source of funding for immediate capital spend, the generation of future revenue streams can be utilised to off-set current, and future, expenditure. These might take the form of direct user charges relating to transport provision, or more generic tax revenues, which could include transport user charges / tolls or fares, as well as Council tax. Since these do not provide an upfront source of funding, they are most likely to be utilised in conjecture with other financing options and represent a mechanism for repayment over time. However, due to current constraints on local authority budgets, any potential revenue streams through FDC will be limited.

4.5.2.7 Other funding

Other local sources of funding, in the form of inter-departmental grants or the utilisation of FDC or CPCA wider asset base, could be used to support transport investment.

These funding sources do not increase the overall net finances available to the FDC but may provide a mechanism in specific circumstances to support the delivery of some transport measures.

4.6 Financial Dimension summary

Scheme costs for the options that include the relief road, could range between £192m and £419m, with an anticipated cost in the region of £270m+. Although Option 4 has a much lower anticipated cost (between £9m and £20m), it is estimated that the Mobility Hub would require approximately £1,500,000 in maintenance and operation per year, increasing the overall total cost over time.

At this stage, the required funding for the Scheme is unknown and will depend on which of the shortlisted options will be selected as the preferred option to be developed. The Whittlesey Relief Road is an ambitious Scheme that will require a significant capital funding to deliver, as well as an increase in local revenue funding to maintain once delivered. Whilst there are various types of funding the Scheme can explore, it is likely that it will require a collaborative approach between FDC, as the current Scheme promoter, and the CPCA to find a suitable funding source, or sources, to deliver the Scheme.

Given the nature of the Scheme, it is likely that the majority of funding opportunities will be sought by way of Government grants and through devolved funding through CPCA. In addition, opportunities to leverage private sector contributions would need to also be explored.

5 Commercial Dimension

The purpose of the Commercial Dimension is to demonstrate that there are viable routes for the procurement of the solution for the Scheme; however, at the SOC stage, the Commercial Dimension simply presents a light touch overview around appropriate ways in which the potential options being presented for the Scheme could be procured. A more in-depth assessment would be conducted at OBC stage once a preferred scheme option has been identified.

5.1 Overview

The Commercial Dimension sets out potential considerations for procuring the solution, both with regards to development and delivery. The final preferred procurement route for the Scheme will require a full procurement strategy to be produced at the next stage of Scheme development. Early-stage commercial considerations include:

- What Scheme elements may need to be procured, including supporting works to develop the Schemes?
- What potential procurement routes exist that could be used to develop and then deliver each Scheme element?

At this stage of Scheme development for the Whittlesey Relief Road it is not possible or appropriate to consider key contractual arrangements, or other such commercial matters, such as risk allocation with a contractor.

At present it is assumed that FDC, as the current promoter of the Scheme, will be responsible for progressing the Scheme through its development stages. However, the Commercial Dimension would require a full review if an alternative lead promoter were to take the Scheme forward, both through its development, and/or its delivery phases.

5.2 Required scheme outputs

While it is not possible to fully define the required outputs for the Scheme at this stage, as these will depend on the preferred option that is taken forward at later stages of the business case development process, it is still likely that following works will need to be procured:

- Scheme design and associated preparatory works, including advisory support.
- Physical works to implement a solution, these works may vary by option.

A separate procurement exercise might also be required for operation and maintenance activities depending on the solution that is taken forward. This is particularly the case for Option 4, Travel Hub, which could require the procurement of additional bus service provision. This does not form part of the current Commercial Dimensions considerations.

A more detailed output-based specification for the Scheme to inform the procurement of the solution will be developed at the OBC stage.

5.3 Procurement strategy

The Procurement Strategy will be developed in full at the OBC stage. Below sets out a high-level overview of procurement approaches that could be adopted for the development of the Scheme and its delivery.

5.3.1 Procurement options – Scheme development

As the current promoter for the Scheme, FDC are responsible for the procurement of advisory services to develop the Scheme.

The commission for the development of this SOC was advertised through an open tender on the Crown Commercial Service Contracts Finder website. A total of 12 tenders were received and subsequently reviewed through the following process:

- Appointment of an assessment team consisting of officers from FDC, CPCA and CPCA.
- Independent review and assessment of each tender using an agreed criteria and scoring template.
- Team review of independent tender scores resulting in full agreement of successful candidate for the commission.

An independent assessment of this process was completed by FDC Procurement Manager prior to the release of the notifications.

As a result of this process, Mott MacDonald were awarded the commission to deliver this SOC.

As with similar projects at this stage of development, FDC is expected to continue to act as lead partner and deliver the OBC stage of the project. All the arrangements for governance, procurement and delivery are expected to be the same, or similar, to this SOC stage.

Whilst no decisions have yet been made on the detailed design, Full Business Case (FBC) and build stage of the project, a range of options are available. FDC Transport Team may deliver these elements in-house, with support from the Engineering Team, or may seek assistance from another organisation. This may be CCC, as the Highway Authority, or a third-party contractor, mostly like through a framework.

There are a number of routes to procurement available to the Scheme promoter. These may depend on who takes future stages (i.e., OBC, FBC & Construction) forward:

- Fenland District Council – It is expected that FDC will take responsibility for the development and delivery of the project, with input from key stakeholders. As the Lead Organisation for the project, FDC has access to the following routes of procurement:
 - Open Tender advertised through Crown Commercial Service Contracts Finder
 - A Professional Services Framework
- Cambridgeshire County Council Highways – As the Local Highway Authority, it may be decided at later stages that CCC should take over as Lead Organisation for the project. Should this take place, CCC has access to the following routes of procurement:
 - Eastern Highways Alliance Framework
 - Open Tender advertised through Crown Commercial Service Contracts Finder
 - Cambridgeshire Highway Services Contract
 - Other Joint Professional Framework

5.3.2 Procurement options – Scheme delivery

At this early (conceptual) stage, procuring the design and construction of the works will largely depend upon the type, complexity and estimated cost of the options under consideration.

For simple construction works, that take place within the existing highway boundaries, including junction improvements, active travel enhancements, and additional bus priority measures, traditional procurement methods can be adopted where the Scheme can be designed and constructed under separate contracts.

In considering a high-level procurement strategy for concepts that require a greater level of buildability consideration, Early Contractor Involvement (ECI) arrangement could be considered to 'de-risk' the project and provide a more cost-effective solution.

For options that do not require specialist construction considerations, for example those that include standard modifications to the road and junctions, these could be procured locally through the established routes.

For those options that include more complex elements, and are of a larger scale, including any relief road solution, this may attract a more traditional form of procurement, and could be let under separate design and construction contracts, or alternatively, a design and build procurement route could be taken.

5.4 Commercial Dimension summary

A more detailed consideration of procurement issues will be provided as part of any future OBC. In the OBC, the type of work associated with shortlisted options will be detailed, with the alternative procurement routes set out with the pros and cons for each. In turn this will lead to the production of a detailed Procurement Strategy that will set out the preferred procurement route for the preferred option.

6 Management Dimension

The Management Dimension assesses whether a proposal is deliverable. It looks at the project planning, governance structure, risk management, communications, and stakeholder management to establish if adequate resources are in place to ensure delivery on time, on budget and in accordance with specifications.

At SOC stage, the Management Dimension includes an indicative programme and commentary on governance, quality assurance, communications, and risk management.

6.1 Overview

For the purposes of the SOC, the Management Dimension has been developed to cover current arrangements for the management of the Scheme under the ownership of FDC. At subsequent stages of the Scheme's development, this would require a full review and update, depending on who takes the Scheme forward. For example, the OBC may be progressed by FDC under the same governance arrangements set out below, or it may be taken forward by the Highway Authority i.e. CCC.

6.2 Evidence of similar projects

The successful delivery of these previous schemes provides confidence that FDC and its strategic partners have a significant level of experience in the planning and delivery of transport (and non-transport) improvements. A selection of these is presented below.

If the development of the Scheme beyond SOC, or at any other future stage of development, is undertaken by the CCC then this section will be reviewed and updated to reflect their experience and evidence of projects they have delivered.

6.2.1 Whittlesey Heritage Walk

The Whittlesey Heritage Walk (WHW) was a Growing Fenland Masterplan project for Whittlesey, focused on providing a town centre walking route to promote the towns heritage and encourage active travel and tourism. FDC successfully bid for £218,000 from the CPCA Market Towns Programme fund to design and deliver this project.

The WHW was managed by FDC and governed in a similar way to the Whittlesey Relief Road SOC, with support from Whittlesey Town Council and CCC. A Project Board was appointed to oversee the project. Reporting to the funder (CPCA) was carried out in the same format through quarterly highlights reports and funding claims.

The project involved significant local engagement and input, including the successful delivery of a public consultation. It required the installation of several items of street furniture, along with resurfacing works to a significant portion of the highway and footpath around Whittlesey Town Centre.

The WHW was successfully completed on time and on budget and formally launched in October 2022. A portion of the overall usage has been monitored through the mobile phone app linked to the route and from the provision of printed copies of the route brochure. This shows that hundreds of participants have taken part, and it is still drawing new users to date.

6.2.2 Manea Railway Station Car Park

From 2014 onwards, the use of Manea Railway Station has increased significantly following the introduction of a two hourly service, where previously there had only been two services a day and at times unsuitable for most people to use. An ongoing draw back with the station has been the lack of a car park, as the rural setting means access for many relies on car use.

FDC Transport and Engineering Teams worked in partnership to deliver this £1million project to deliver 112 car parking spaces, motorcycle and bike parking and provision for bus turning to support service vehicles and rail replacement buses. The car park includes CCTV, electronic gates and lighting. There were several challenges to find and secure the land for the car park. Very poor weather with heavy rain had a significant impact on the scheme build.

The Project was governed through a bi-monthly Project Board, with key decisions, such as funding, being made by FDC Cabinet and CPCA Board. Contractors were awarded through an open tender process in accordance with FDC procurement process.

A soft launch of the facility commenced in August 2022 and the car park was officially opened to the public in January 2023. The car park has been well received, is showing an increase in use, especially at weekends. It will serve the needs of substantial local housing growth now and in the future.

6.2.3 March Railway Station – Station Building and Car Park Extension

This £2.1million pound project, refurbished and extended the existing station car park. The platform 1 building, that had been a series of small and tired looking spaces, now provides a light, bright and substantial booking hall and ticket office, new toilet facilities, new staff accommodation, a meeting room and a ticket office. A retail unit also forms part of the proposal.

FDC secured the funding for this project through the CPCA Fenland Stations Regeneration Programme. The governance was managed through a Project Board, which met bi-monthly. This reported to FDC Cabinet and CPCA Board for key decisions such as funding. FDC worked in partnership with Greater Anglia as the facility owner of March Station. All technical and option work was taken forward by the train company and their contractors, with the public being consulted at key stages and choosing the final design for the platform building. The detailed design and construction were also completed through the same process.

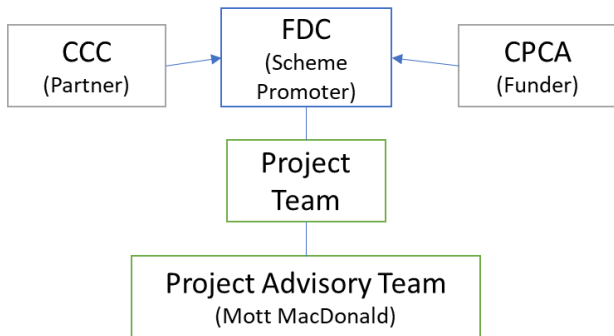
FDC procured an independent organisation to complete the business case documents and associated assessment work that formed part the OBC and FBC. An open tender exercise was undertaken from which the consultants were appointed.

This project was formally opened to the public in May 2022. The use of the new car park is consistently greater than the use of the previous car park. The overall use of the station in September 2024 is just below pre-covid levels, but nearly 100,000 journeys per annum more than when the scheme opened just over 2 years ago. This scheme has been well received by the public and stakeholders.

6.3 Governance arrangements

The current development of the Whittlesey Relief Road Scheme is being overseen by FDC, who are the Scheme promoters. The CPCA, as the Local Transport Authority, are the funders behind the current development of the SOC and are working in partnership with FDC to support the development of the SOC. The development of the Scheme is support by Mott MacDonald as the advisory team.

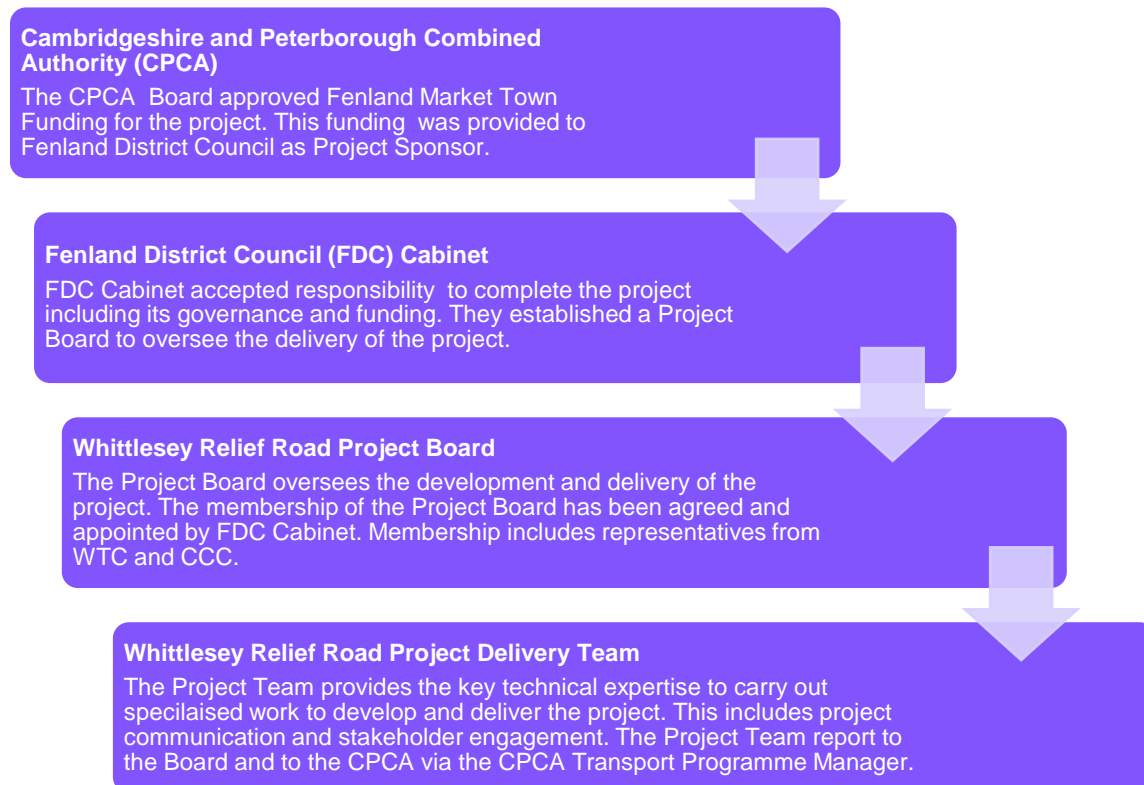
Figure 6.1: Project development governance structure



FDC have developed a robust governance arrangement around this structure to ensure that the Scheme is managed effectively; taking into consideration any potential risks that might arise, while continuing to adhere to the Scheme’s delivery timeline.

Given the stage of the project, a finalised project governance and organisational structure for managing the future stages, including the delivery of the of the Scheme, is yet to be determined. It is expected that FDC will take responsibility for the delivery of the project with input from key stakeholders. Delivery of the Scheme will be managed by a Project Team led by a designated FDC Project Manager. On this basis the current governance structure for the project set out below is expected to continue.

Figure 6.2: Project delivery governance structure



6.4 Project management

The project management and development of the Whittlesey Relief Road Scheme follows good practice project governance, management principles and processes. The project is currently being led by FDC as the lead promoter.

6.4.1 Project board

A Project Board has been established to manage delivery and be accountable to FDC and to the CPCA as funders. The Project Board comprises of members from FDC, Whittlesey Parish Council, CPCA and the CCC. The Project Board is supported by subject matter experts led by the Project Team.

All Project Board meetings are managed by the Scheme Project Manager. They are responsible for managing all project meetings, reporting and updates, and holds all information regarding Scheme performance monitoring, issues and risk logs.

The board will ultimately provide the direction for the project, support project delivery teams, challenge decisions, and ensure the development and delivery is on track, within budget and will deliver the required standards of quality. The Project Board is chaired by the Senior Responsible Owner (SRO).

Table 6.1: Project Board members

Board Member	Board Role	Organisation
Cllr Chris Seaton	Chair (Project SRO)	FDC Portfolio Holder for Transport & Social Mobility
Cllr Chris Boden	Board member	FDC Leader of the Council & Portfolio Holder for Finance
Cllr Dee Laws	Board member	FDC Portfolio Holder for Planning
Cllr Elizabeth Sennitt-Clough	Board member	Whittlesey Town Council
Cllr Jason Mockett	Board member	Whittlesey Town Council
Cllr Neil Shailer	Board member	CCC Vice Chair of Transport and Infrastructure Committee
Matthew Lutz	Funder Representative	CPCA Transport Programme Manager

Officers from the Project Delivery Team attend the Project Board meetings to report on Scheme progress and to provide technical support and assistance to the Project Board Members. The structure of the Project Delivery Team is set out in Table 6.2.

Table 6.2: Project Delivery Team

Role	Organisation	Title
Project Funder	Cambridgeshire and Peterborough Combined Authority	Transport Programme Manager
Project Sponsor	Fenland District Council	Transport Manager
Project Manager	Fenland District Council	Senior Transport Officer
Technical Support/ Stakeholder	Cambridgeshire County Council	Transport and Infrastructure Manager
Consultant/ Technical Advisor	Mott MacDonald	Project Director
Consultant/Technical Advisor	Mott MacDonald	Project Manager
Consultant/Technical Advisor	Mott MacDonald	Technical Lead

6.4.2 Project management team

The Project Management Team is accountable to the Project Board and ultimately the FDC Executive Board. It is the Project Management Team who manage the delivery of Whittlesey Relief Road SOC. The Project Management Team are responsible for the day-to-day delivery of the SOC and will ensure technical and financial control.

The Project Management Team coordinates inputs from technical advisors responsible for the delivery of the key workstreams in pursuit of the agreed programme, including:

- Business Case development
- Design development
- Transport modelling
- Environment assessment
- Procurement
- Planning
- Communications

For the overall project management and delivery of the Scheme, there are several key roles, which are outline in Table 6.3. This includes detail of each role and associated responsibilities.

Table 6.3: Key project roles

Role	Responsibilities	Name
Project Sponsor	The Project Sponsor is responsible for: <ul style="list-style-type: none"> ● Direct liaison with the Elected Members, FDC Cabinet and Board Members. ● Representing the Scheme at meetings in the absence of the Project Manager. ● Overseeing the work of the Project Manager 	Wendy Otter
Project Manager	The Project Manager is responsible for: <ul style="list-style-type: none"> ● Appraising options for, and risks to, delivery of the project and make clear and concise recommendations to senior officers and Elected Members. ● Establishing, implementing and maintaining procedures and records relating to the project management and finance function, to ensure effective delivery of the wider Programme outcomes. ● Monitoring and control of risks and issues. 	Belinda Pedler

	<ul style="list-style-type: none"> Managing the procurement process to select specialist consultants / partner organisations to support / deliver project commissions in accordance with Council policies and manage these commissions to ensure all objectives and outcomes are met to time and to budget. Proactively managing changes in project scope, identifying potential crises, devising contingency plans and providing lessons learnt reporting as required in order to identify successful/unsuccessful project elements. Implementing appropriate procedures for managing, monitoring and reporting progress on the project. Establishing, developing and maintaining effective and co-operative communications, working relationships and arrangements with all internal/external stakeholders. 	
Technical Lead	<ul style="list-style-type: none"> Provide a technical lead role including advice/guidance, particularly in relation to the development of the Business Case. Also provides advice and support with the development of a comprehensive stakeholder engagement programme, ensuring that the Scheme's vision and benefits are articulated in various media forms, and helping to manage and deliver stakeholder engagement events. 	Mott MacDonald

6.4.3 Decision making and change control

The delivery programme and budget forecast for the project are set out by the Project Team and agreed by the Project Board and Funder at the outset of the project. Progress against these documents is monitored and reported closely throughout the project.

Any changes or variations to the agreed programme is identified and recorded by the Project Team through a Change Event process with the project Consultants. These are submitted in writing for review and approval. All key decisions relating these changes are discussed and formally agreed by the Board through Project Board meetings prior to work commencing. These discussions and resulting decisions are recorded and ratified through formal meeting minutes.

Actions that have affected the overall budget or end date for the project also require CPCA approval through their Change Control process. The CPCA process is used for all their funded projects and involves the submission of a Change Control proforma by the Project Manager which is subsequently discussed and approved at CPCA Transport Committee. Similarly, changes to the programme or budget are also recorded through formal minutes.

6.4.4 Project Manager Report

The Project Manager prepares the Project Manager's Report to present at Project Board meetings. This report is the main source of documentation which summarises progress and change in the Scheme. The Project Manager's Report sets out the:

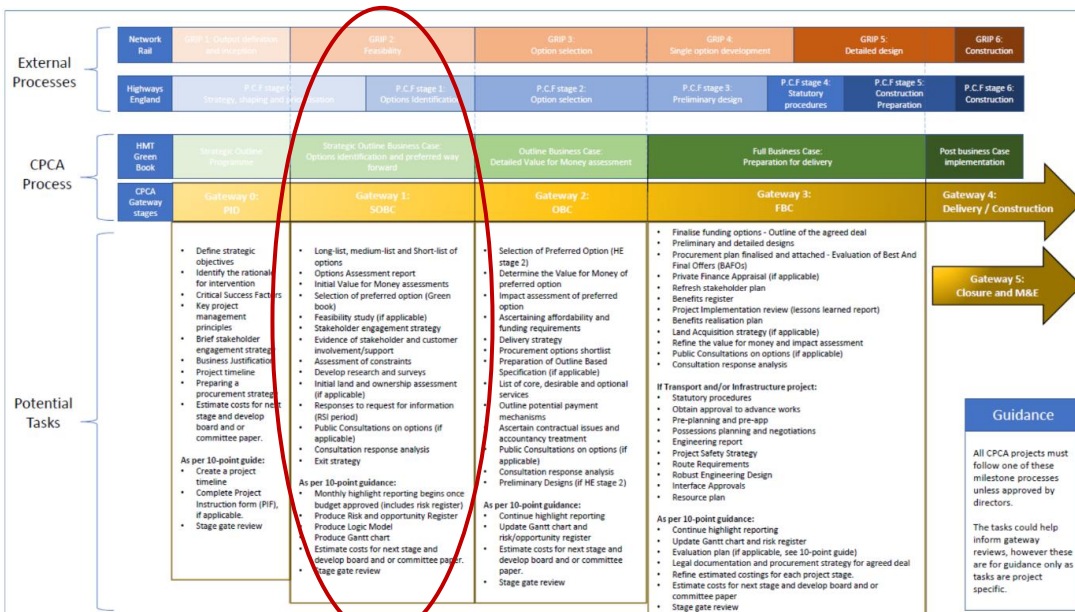
- Progress of each work stream (for example, business case and consultation).
- Key activities to be undertake before the next reporting meeting.
- Budget update; and
- Review of strategic risks and issues.

In addition to the Project Manager’s Report for the Project Board, there is a Quarterly Report that is prepared by the Project Manager and submitted to the CPCA as the funder to provide an update on the progress of the Scheme, in particular in relation to spend.

6.5 Project Delivery Plan

In line with good project management principles, a phased approach to the delivery of the Whittlesey Relief Road project has been adopted. These phases have been aligned with the CPCA Assurance Framework and the five CPCA Gateway Stages which are shown in Figure 6.3. The Scheme is currently at Gateway 1: SOBC.

Figure 6.3: CPCA Assurance Process



Source: CPCA

The phased delivery of the Whittlesey Relief Road Scheme has also been designed to reflect HM Treasury Green Book Guidance for the development and delivery of a major scheme, including the development of the Scheme’s business case. As such, the Scheme will pass through three business cases stages as part of the overall approvals process. These are aligned with the CPCA Assurance Process and Gateway stage 1-3. Approval to progress to the next business case stage is a key decision that will be taken by the CPCA.

6.5.1 Project programme

The programme for the Scheme is included in Appendix I (this includes the detailed tasks for the current SOC, and indicative milestones for subsequent stages of scheme development and delivery, assuming that the Scheme secures approvals and funding). This has been approved by the Project Board. If the programme for the current stage of work should change, this would be reported through the Project Mangers Report, to the Project Board, seeking approval with a recommendation as a key decision.

Table 6.4 below provides the key milestones and associated delivery dates. These are based on the assumption that the Scheme is approved at Gateway 1 by CPCA and secures funding to immediately progress. This has been developed as a best-case scenario, in terms of length of time to deliver and reflects the delivery time periods associated with the delivery of a new road. Where there may be a delay in the Scheme progressing due to funding, this would directly

translate to the programme milestone dates moving. Similarly, should a non-road solution be taken forward the timescales would also vary.

Table 6.4: Project Programme Indicative Key Milestones

Milestone	Est. Start	Est. Completion
Stage 1 - SOC		
Inception	Jul 2023	Oct 2023
Baseline & Evidence Review	Sept 2023	Feb 2024
Case for Change	Feb 2024	Apr 2024
Longlist Options Identification and Assessment	Feb 2024	Jul 2024
Established Shortlisted Options	Jul 2024	Oct 2024
Public Consultation	Aug 2024	Dec 2024
SOC Completion and Sign Off (Gateway 1)	Q1 2025	
Stage 2 - OBC		
Shortlist Options Preliminary Design Development	Q2 2025	Q3 2025
Shortlist Economic Appraisal	Q4 2025	Q4 2025
Public Consultation	Q1 2026	Q1 2026
Preferred Option Identified	Q2 2026	Q2 2026
OBC Completion and Sign Off (Gateway 2)	Q3 2026	
Stage 3 - FBC		
Preferred Option Detailed Design	Q4 2026	Q4 2027
Statutory Approvals	Q1 2028	Q1 2028
Procurement	Q2 2028	Q2 2028
FBC Completion and Sign Off (Gateway 3)	Q3 2028	
Stage 4 – Construction and Delivery		
Construction	Q4 2028	Q3 2030
Scheme Completion (Gateway 4)	Q4 2030	
Stage 5 – Closure and Monitoring and Evaluation (Post 1 year)		
Post Completion Monitoring and Evaluation	Q4 2030	Q4 2031
Project Closure (Gateway 5)	Q4 2031	

Source: Mott MacDonald

6.6 Quality assurance

There are a number of key milestones in the Project Programme where internal and/or external approvals will be required in order for the project to progress.

As part of the approval process at each stage, the project will progress through a number of key decision points where assurance will be carried out to ensure the project meets the required standards to be approved and progress to the next phase of work.

6.7 Stakeholder engagement

Public and stakeholder consultation is essential to ensure that the various aspirations of the general public and key stakeholders are taken into account throughout development and delivery of the project, and to manage the communication and flow of information relating to the Scheme.

Non-statutory stakeholder engagement and public consultation will be undertaken throughout Scheme development. A Stakeholder Engagement and Communications Plan (SECP) has been prepared, with the purpose of setting out the planned approach to engagement and consultation

with stakeholders and members of the public to inform the development of the SOC. The SECP is attached in Appendix C.

Included in the SECP is the detailed list of stakeholders who have been engaged with. These were identified through a stakeholder identification exercise, which was undertaken early in the development of the SOC, and includes the organisations, groups, and individuals with an interest in the proposals. Some of the key stakeholders include:

- CPCA
- Whittlesey Town Council
- Fenland District Council
- Cambridgeshire County Council
- Peterborough City Council
- Huntingdon District Council
- Whittlesey Business Forum
- National Highways
- Environment Agency
- Natural England
- Anglian Water
- Middle Level
- Network Rail
- Greater Anglia
- Stagecoach East
- Large local businesses e.g. McCains, Fonterra
- FACT Community Transport
- Sustrans
- CamCycle

6.7.1 Stakeholder workshops

Five stakeholder workshops have been undertaken to support the development of the SOC. The attendees for these sessions have come from the key stakeholder list. These workshops have covered the following:

Workshop 1

- **Purpose:** The session was used as a form of knowledge transfer to make sure the project team had a broad understanding of the constraints and aspirations for the proposals, and a clear understanding of the regional context and aspirations for Whittlesey.
- **How it informed the SOC:** the outputs from this workshop informed the development of the Case for Change (Section 2.2)

Workshop 2

- **Purpose:** The second stakeholder workshop was held to build further understanding of the issues underpinning the need for intervention, drawing in a wider stakeholder group to help inform the understanding of current issues within the town.
- **How it informed the SOC:** the outputs from this workshop informed the development of the Case for Change (Section 2.2)

Workshop 3

- **Purpose:** This session focused on identifying all potential options for the Scheme that could address the issues identified and meet the established Scheme objectives.
- **How it informed the SOC:** the outputs from this workshop informed the development of the longlisted options (Section 3.2.1)

Workshop 4

- **Purpose:** Following the sifting of the longlisted options, the shortlist was presented to the stakeholders to seek their views in advance of taking them out to public consultation.
- **How it informed the SOC:** their views were used to inform the assessment of the final shortlist (Section 3.5.5).

Workshop 5

- **Purpose:** The final session was used to present the outcomes from the shortlist options assessment, along with summary of the Options Assessment Report, and core themes from public consultation.
- **How it informed the SOC:** the outcome of this session did not result in changes to the SOC but kept stakeholders informed of the final recommendations being taken forward.

6.7.2 Public consultation

Public consultation took place between 23 October and 22 November. A mixture of in-person and virtual consultation methods were used over three planned events, with the consultation materials available online throughout the 4-week period. Advertisement of these consultation sessions and the consultation period was undertaken by the project team, and was promoted through social media, the FDC website and leafletting in the local town area.

The aim of the public consultation was to ascertain feedback from members of the public and local businesses to gauge their general support and public acceptability for the Scheme, including their views on the proposed shortlisted options. Feedback from the consultation is reported in Section 2.2.3 to enhance the case for change and the understanding of the current issues that underpin it. The findings are reported in Section 3.5.5 and adds a further layer of detail to the options assessment and appraisal, ultimately informing the potential preferred way forward.

The detailed feedback from the public consultation is set out in the Consultation Summary Report (Appendix H).

6.8 Risk management

The management of risk and uncertainty is key to the successful delivery of the Scheme. The risk management strategy, outlined below in preliminary form, will enable the identification of threats (and opportunities) to project delivery and enable effective risk management actions to be assigned.

This section sets out the arrangements for risk management and the effectiveness of the strategy so far. There are two types of risks, which are organised as follows:

- **Strategic Risks** – these are presented in the Project Manager’s report and are those risks which impact the overall delivery of the project scope; and
- **Technical Risks** – these are associated with specific work streams and are managed by the Project Manager.

As such a risk register has been developed and RAG rated according to the impact the risk may have on the Scheme:

- **Red** – significant and live risk with high potential to occur and to impact project delivery either at the strategic or technical level.
- **Amber** – risk that has lower potential to occur and lower impact.
- **Green** – risk is unlikely to occur and or has small/negligible impact.

All risk registers are continually reviewed regularly, with the risk management processes being employed throughout the project lifecycle. This includes the regular review and updating of the Risk Register through workshops and meetings. The Project Manager has responsibility for overseeing the Risk Management process.

A Risk Register has been prepared (Appendix J), setting out the threat, consequences, scale of impact if realised, likelihood of realisation, risk control measures, and the risk owner. This is summarised in Section 2.7.

To account for risks that, if realised, would lead to a Scheme cost increase, a 40% risk allowance has been included in the high-level Scheme costs reported in the Financial Dimension (Section 4.2). At the OBC stage, a Quantified Costed Risk Assessment will be undertaken based on the project risk register, to identify a risk budget more that is more closely matched to the actual risk profile.

6.9 Benefits Realisation Plan

A Benefits Realisation Plan has been prepared that sets out how the Scheme benefits will be tracked to ensure successful Scheme outcomes. This is presented in Appendix K. A summary of the key benefits set out in the plan are shown below, including the key risks to them being realised:

Table 6.5: Key Project Benefits

ID	Benefit title	Benefit description	Risks to realisation
001	Reduced air and noise pollution within Whittlesey	Reduction in measurable levels of PM10 and NOx. Reduction in road related noise levels.	Provision of alternative modes, such as the frequency of bus and rail services is reduced, or people are unable to access active travel modes, thereby reducing level of mode shift. There is also a risk that a relief road may free up capacity on the A605 that is then used by local trips, thereby not achieving the reductions in air and noise pollution being targeted.
002	Increased physical activity and generated health benefits through an increase in active travel.	Increased levels of walking and cycling within Whittlesey. Reduction of traffic within Whittlesey, easing issues around congestion, noise, air quality and safety. Improved health and fitness of residents.	Lack of mode shift from car use towards cycling and walking as car is still considered as first choice of travel.
003	Enhanced connectivity within the town and across the wider district.	Improved access to education, work and recreation opportunities. Improved economic activity leading to growth.	Key locations are not served by the Scheme.
004	Reduced economic inactivity as people can access opportunities in the district efficiently.	Decreased levels of economic inactivity Whittlesey and Fenland. Stimulus of jobs and land value uplift.	External factors such as economic downturn.
005	Decreased levels of congestion within Whittlesey, resulting in improved journey times.	Reduction in journey time variability and junction queues during peak times.	Use of the Scheme not significant enough to meaningfully reduce congestion. Any reduction in vehicles along the A605 is short term before growth in traffic results in re-

		A reduction in noise and an increase in air quality along route due to lower levels of traffic.	emergence of congestion issues.
006	Improved safety for pedestrians and cyclists.	Reduction in accidents involving pedestrians and cyclists. Increase in walking and cycling within Whittlesey.	Scheme design does not improve infrastructure provision that enables safer journeys to be undertaken.
007	Decrease in private car use as a result of increased public transport use.	Increased bus and rail patronage, and public transport operator revenue. Decrease in traffic and private vehicle use.	Service cuts result in poorer service provision.
008	Improved levels of the public's satisfaction with public realm.	Improvement in local residents' satisfaction within Whittlesey. Whittlesey becomes a more attractive place to live, work and invest.	Quality of public realm improvements does not increase public satisfaction.

6.10 Monitoring and evaluation

Monitoring and evaluation of benefits is required to establish the extent to which the Scheme achieves its objectives. It also provides an opportunity to improve performance by reviewing past and current activities, with the aim of replicating good practice in the future and eliminating mistakes in future work. A draft Monitoring and Evaluation Plan for the Whittlesey Relief Road project will be prepared as part of the next stage of work in developing the OBC.

The Monitoring and Evaluation Plan programme will focus on measuring performance, understanding Scheme impacts and disseminating this to Government and wider stakeholders to ensure that any potential issues occurring post-implementation are identified and addressed.

As the Monitoring and Evaluation Plan evolves, it will expand to detail data requirements and sources, the approach to collecting and collating data, and define the audience, programme and governance structure for monitoring and evaluation.

The Project Board will need to agree to this plan as part of the 'sign-off' process and ensure that subsequent evaluation is undertaken in line with guidance and will have a role in the scrutiny and review of findings.

6.11 Management Dimension summary

The Management Dimension has been developed to cover current arrangements for the management of the Scheme under the ownership of FDC; however, this is subject to change at subsequent stages depending on which organisation takes the Scheme forward. FDC is currently overseeing the development of the Whittlesey Relief Road Scheme, as Scheme promoters, with the CPCA being the funders of the SOC, and Mott MacDonald as the advisory team.

A Project Board has been established to manage delivery, and be accountable to FDC and the CPCA, comprising of members from FDC, Whittlesey Parish Council, CPCA and the CCC, and chaired by the SRO. The board provide the direction for the project, support project delivery teams, challenges decisions, and ensure the development and delivery is on track, within budget and will deliver the required standards of quality.

The Project Management Team is accountable to the Project Board and are responsible for the day-to-day delivery of the SOC and ensure technical and financial control. The Project Manager prepares the Project Manager’s Report to present at Project Board meetings, along with the Quarterly Report submitted to the CPCA as the funder to provide an update on the progress of the Scheme, in particular in relation to spend.

Table 6.6 below provides the key milestones, and associated delivery dates, based on the assumption that the Scheme is approved by the CPCA at Gateway 1 and secures funding to immediately progress. This has been developed as a best-case scenario, in terms of length of time to deliver. Any delays in the Scheme progressing would directly translate to the programme milestone dates moving.

Table 6.6: Project Programme Indicative Key Milestones Summary

Milestone	Estimated completion
Stage 1 – SOC: Completion and Sign Off (Gateway 1)	Q1 2025
Stage 2 – OBC: Completion and Sign Off (Gateway 2)	Q3 2026
Stage 3 – FBC: Completion and Sign Off (Gateway 3)	Q3 2028
Stage 4 – Construction and Delivery & Scheme Completion (Gateway 4)	Q4 2030
Stage 5 – Project Closure and Monitoring & Evaluation (Gateway 5)	Q4 2031

As part of the approval process at each stage, the project will progress through a number of key decision points where assurance will be carried out to ensure the project meets the required standards to be approved and progress to the next phase of work.

Non-statutory stakeholder engagement and public consultation will be undertaken throughout Scheme development. The SECP sets out the planned approach to engagement and consultation with stakeholders and members of the public, which, to-date, has included five stakeholder workshops and public consultation taking place between 23 October and 22 November. The aim of these were to ascertain feedback from stakeholders, members of the public and local businesses to understand the current issues, gauge support and for the Scheme, and understand views on the shortlisted options.

The management of risk and uncertainty is key to the successful delivery of the Scheme. The risk management strategy will identify threats (and opportunities) to project delivery and enables effective risk management actions to be assigned.

A risk register has been developed and RAG rated according to the impact the risk may have on the Scheme, which is continually reviewed, with the risk management processes being employed throughout the project lifecycle. At the OBC stage, a Quantified Costed Risk Assessment will be undertaken based on the project risk register, to identify a risk budget more that is more closely matched to the actual risk profile.

Appendices

A. Case for Change

B. Baseline Evidence Review

C. Stakeholder Engagement and Communications Plan

D. Longlist Options Assessment Report

E. Options Assessment Report

F. Appraisal Specification Report

G. Social Impact Appraisal Report

H. Consultation Summary Report

I. Scheme Programme

J. Risk Register

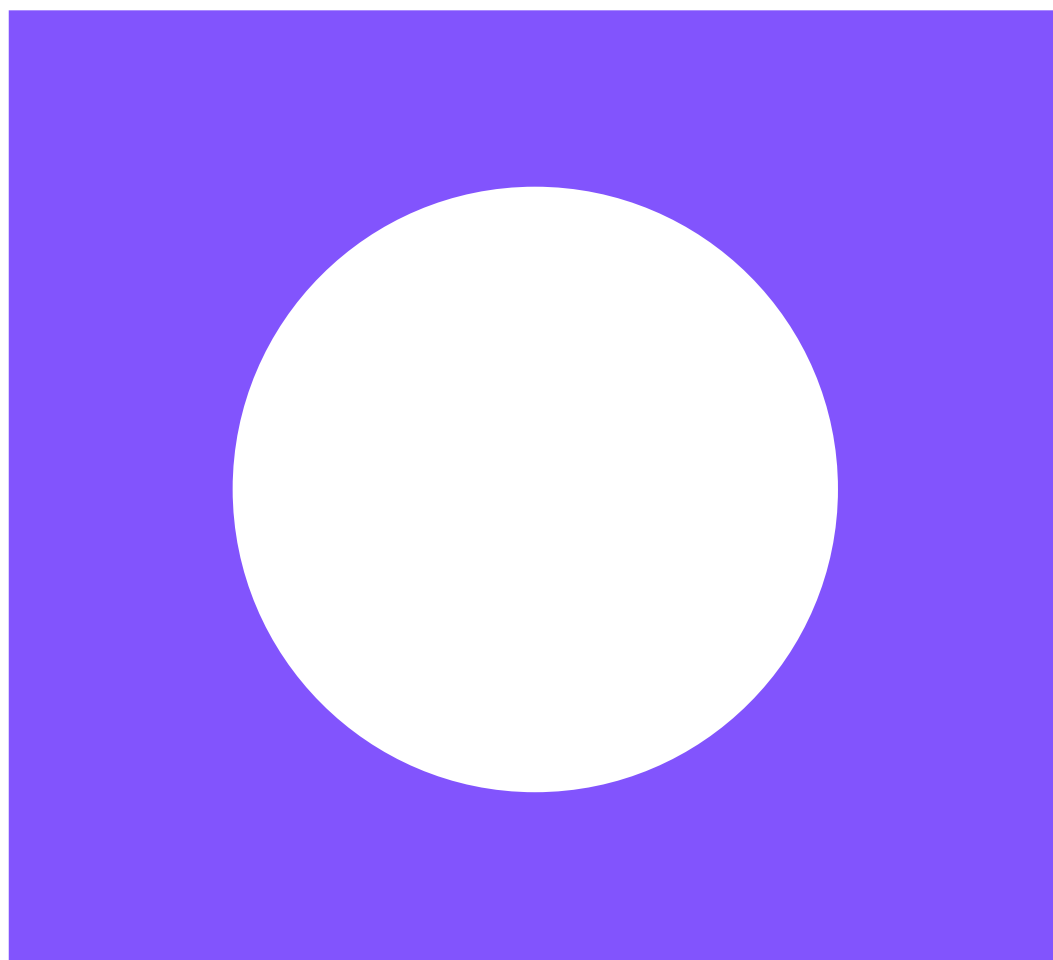
K. Benefits Realisation Plan

L. Analysis of Monetised Costs and Benefits Tables

M. Appraisal Summary Tables

N. Public Accounts Tables

O. Network Resilience Technical Note



This page is intentionally left blank

Whittlesey Relief Road

Case for Change – Objective Setting



Content

1

Introduction

2

Strategic context

3

Policy and strategy landscape

4

Key issues and opportunities

5

Objectives



Introduction

Introduction

- This report presents the Case for Change for the Whittlesey Relief Road scheme. This has been developed to show the linkages between:
 - The overarching strategic and policy context for the area;
 - The known issues and opportunities within the area; and
 - How these have influenced the setting of scheme specific objectives.
- The Case for Change is a core component of the Strategic Dimension, one of the five dimensions that make up the Strategic Outline Case, and helps to set out a clear rationale for investment, including the drivers that are underpinning the justification for investment.
- This report concludes with a clear set of SMART (Specific, Measurable, Achievable, Realistic, Timebound) scheme objectives against which any options being considered can be assessed against.

Introduction

- The stepped process taken in arriving at the scheme objectives is shown to the right. This report is set out to present each step of work undertaken:

- **Section 1 – Strategic context:**

This presents an overview of the strategic context in which the scheme is being considered and developed.

- **Section 2 – Policy and strategy landscape**

This presents a review of agreed key policy and strategy documents at the local, regional and national level. This includes the thematic grouping of the objectives from these documents.

- **Section 3 – Key issues and opportunities**

This presents the key issues and opportunities within the study area.

These have then been grouped by the thematic strategy/policy objectives from Section 2.

- **Section 4 – Objective setting**

Using the themes from Section 2 and 3, thematic scheme objectives have been established. For each objective, a series of SMART sub-objectives have then been developed.



Section 1: Strategic context

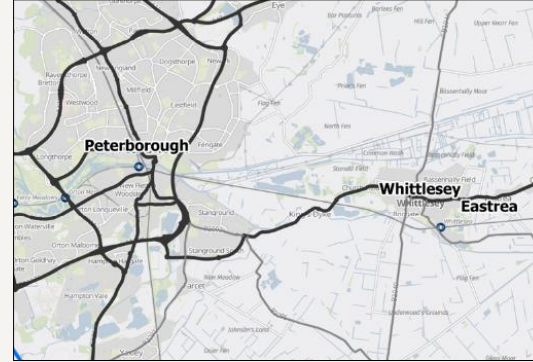
- The strategic context sets out the local context for the town of Whittlesey which underpins the basis that this scheme is being considered and developed.



Whittlesey is a historic market town with an approximate population of 18,000 and is situated in Fenland to the east of Peterborough. The town has a rich heritage and culture, with a long-established history, even being mentioned in Anglo-Saxon documents that precede the Domesday Book. The town has many historical features at its heart, such as the 17th Century Buttercross, and Mud Walls dotted across the town that date back 200 years.



With its historic nature and many historic buildings and narrow streets, the town has a distinctive and attractive offer to those who live there, and those who choose to travel there for work and leisure opportunities. However, these same features that make the town attractive, also create some impacts that are less conducive with modern day living, particularly in relation to access and transport.

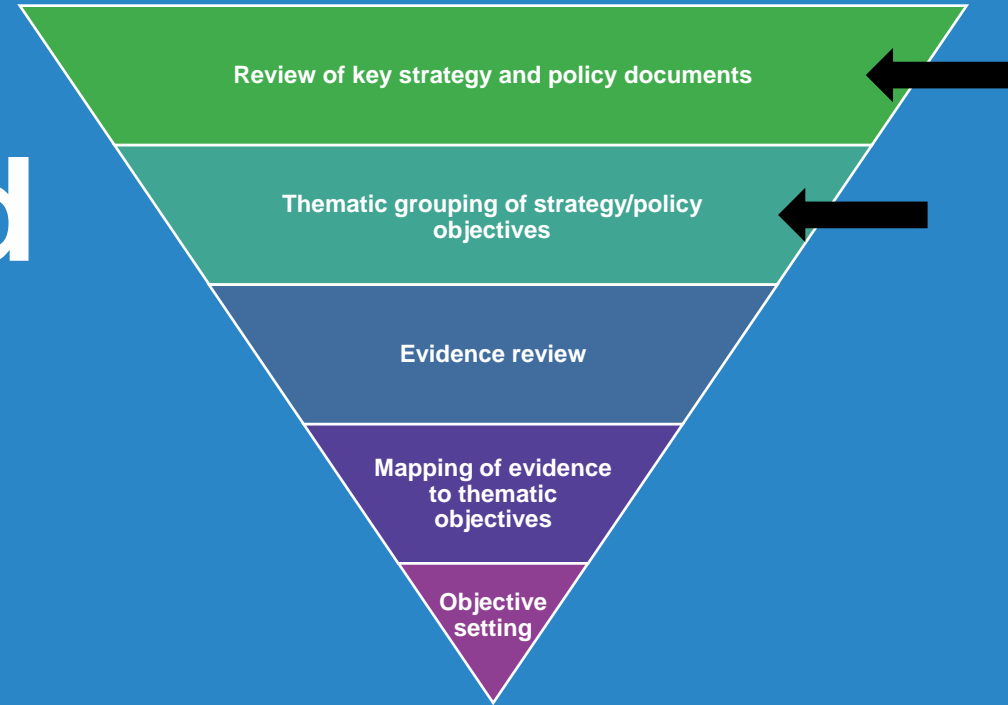


The town benefits from its proximity to Peterborough, which lies approximately 8km to the west. This is reflected in the Cambridgeshire and Peterborough Independent Economic Review (CPIER) 2018. Whittlesey is considered much more a part of the Greater Peterborough economic geography, compared to the rest of Fenland. This creates opportunities for residents to work, study, and shop in Peterborough, whilst still maintaining a proudly independent identity and distinct local culture.



Whittlesey can offer the 'best of both worlds' to current and future residents: the sense of community, calm and proximity to the countryside offered by a market town, alongside the benefits of being situated so close to a bustling and vibrant city, with everything that it has to offer. A key focus for the town is how it can further benefit from that connection, while also offering something distinct as a place to visit and spend time.

Section 2: Policy and strategy landscape



Policy and strategy landscape



- A review of policy and strategy documents has been undertaken to provide an understanding of the policy landscape within which any investment in new transport interventions for Whittlesey would be undertaken.
- The review involved pulling out a brief overview of each document, and the objectives set out within. A brief commentary on how this scheme could meet those policy/strategy documents has then been set out. This is presented on the following slides.
- Whilst the background to this scheme is based on the concept that a relief road might be delivered; it is important to note that this still needs to be explored more widely through an options development and assessment process.
- As a result, the strategic and policy documents used to help form the objectives are not specific to any particular transport mode. Any mode-specific strategy and policy documents, such as local cycling and walking plans, bus strategies or highway strategies have been discounted at this stage.

Policies selected for review



NATIONAL

- Net Zero: Build Back Greener
- Levelling Up The United Kingdom

REGIONAL

- CPCA Local Transport and Connectivity Plan (LTCP)
- Cambridgeshire and Peterborough Independent Economic Review - CPIER
- England's Economic Heartland Transport Strategy

LOCAL

- Growing Fenland: Whittlesey Market Town Strategy
- Fenland Local Plan
- Fenland Transport Strategy
- Peterborough Local Plan
- Whittlesey Neighbourhood Plan

National strategies



Policy/Strategy	Key objectives	Opportunity to meet objectives
Net Zero Strategy: Build Back Greener (2021)	The UK government’s Net Zero Strategy is a plan to decarbonise all sectors of the UK economy by 2050. The strategy includes proposals for reducing emissions, investing in sustainable energy sources and strengthening energy security. The strategy also targets emission reductions of 68% by 2030 and 77% by 2035 compared to 1990 levels.	Opportunity for transport interventions within Whittlesey to contribute to improved air quality and helping to maintain or enhance the natural environment.
Levelling up the United Kingdom (2022)	The UK government Levelling Up Strategy is a plan to distribute opportunities and prosperity more equally across the country by reducing the economic imbalances between areas and social groups. The strategy consists of 12 national missions to be achieved by 2030. These cover aspects of economic, social and environmental development, such as productivity, skills, transport, health, housing, crime and devolution.	Opportunity for transport intervention in Whittlesey to improve transport connectivity for the market town and surrounding areas, thereby helping to spread opportunities and boost productivity.

Regional policies and strategies



Policy/Strategy	Key objectives	Opportunity to meet objectives
Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport and Connectivity Plan (LTCP)	<p>The LTCP outlines the vision and goals for improving transport in Cambridgeshire and Peterborough. The LTCP aims to create a transport network that secures a future in which the region and its people can thrive, bringing together a region of cities, market towns and rural areas. The plan aims to make transport faster, greener, and more accessible for everyone, while addressing challenges such as climate change, pollution, inequality, and public health.</p>	<p>Opportunity for transport intervention in Whittlesey to support a number of the LTCP goals, by improving transport connectivity, thereby helping to spread opportunities and boost productivity whilst also protecting the environment and improving health and safety outcomes.</p>
Cambridgeshire and Peterborough Independent Economic Review - CPIER (2018)	<p>The CPIER sets out a package of 14 recommendations for Cambridgeshire and Peterborough based on improving economic performance, including devolution, housing and skills funding. Recommendation 7 includes ‘a package of transport and other infrastructure projects to alleviate the growing pains of Greater Cambridge should be considered the single most important infrastructure priority facing the Combined Authority in the short to medium term.</p>	<p>Opportunity for transport intervention in Whittlesey to support the goals of the CPIER in relation to continued economic growth and improving quality of life through spatial enhancements. In particular enabling greater connectivity and boosting productivity whilst allowing the centre of Whittlesey to become more visitor friendly.</p>
England's Economic Heartland Transport Strategy	<p>The Transport Strategy sets the policy framework that will deliver England Economic Heartland’s ambition. It is guided by four key principles:</p> <ul style="list-style-type: none"> • Achieving net zero carbon emissions from transport no later than 2050. • Improving quality of life and wellbeing through a safe and inclusive transport system. • Supporting the regional economy by connecting people and businesses. • Enabling the efficient movement of people and goods through the region. 	<p>Opportunity for transport intervention in Whittlesey to contribute to the local improvements that align with the 4 key principles, thereby contributing to the overall improvement of England’s Economic Heartland.</p>

Local policies and strategies



Policy/Strategy	Key objectives	Opportunity to meet objectives
Growing Fenland: Whittlesey Market Town Strategy	<p>The Strategy sets out how Whittlesey can build upon its strengths to make a ‘<i>market town fit for the future</i>’ by bringing new life to the centre, promote its heritage offer, and increasing skills. Eight proposals for Whittlesey are outlined in the Strategy including enhancing the market, improving access to educational opportunities and a transport improvement package. The Strategy includes recommendations around transport in the ‘Transport Improvement Package’.</p>	<p>The ‘Transport Improvement Package’ proposes five interventions for Whittlesey to increase visitors and improve career opportunities. This includes a potential new relief road that could help to reduce congestion in the town.</p>
Fenland Local Plan (2014)	<p>The Fenland Local Plan sets out the vision, objectives, policies and proposals for the future development of the Fenland district until 2031. The current adopted Local Plan aims to support sustainable growth; enhance the quality of life, protect and improve the natural and built environment; promote a low-carbon economy and deliver the necessary infrastructure and services to support development.</p>	<p>Opportunity for transport intervention in Whittlesey to meet several key goals of the Fenland Local Plan, including improvements to accessibility, greater investment in places and the preservation of heritage assets and their settings.</p>
Fenland Transport Strategy (2023)	<p>The purpose of the Fenland Transport Strategy is to address current and future transport issues in the district while being consistent with the vision and policies set out in the CPCA LTCP. The Strategy sets out four overarching objectives:</p> <ul style="list-style-type: none"> • Reduce the impact of rural isolation. • Support the needs of the local economy by developing better connectivity. • Enable residents to live fit and healthy lifestyles. • Meet the challenge of climate change and enhance the natural environment. 	<p>Opportunity for transport intervention in Whittlesey to address all four objectives of the Transport Strategy, especially through developing better connectivity to education and employment as well as ensuring good access to key services.</p>

Local policies and strategies continued



Policy/Strategy	Key objectives	Opportunity to meet objectives
Peterborough Local Plan (2019)	<p>The Peterborough Local Plan outlines the vision and policies for the development of Peterborough and its surrounding villages until 2036. Key objectives include:</p> <ul style="list-style-type: none"> • Promote a prosperous and diverse economy. • Enhance the vitality and attractiveness of the city centre and the rural villages. • Improve the connectivity and accessibility of the city and the wider region. • Protect and improve quality of life, health and wellbeing 	<p>Opportunity for transport intervention in Whittlesey to address transport connectivity and access to services, as well as the protection and enhancement of townscapes, which are key goals of the Peterborough Local Plan.</p>
Whittlesey Neighbourhood Plan (2019)	<p>This Plan sets out the vision and policies for the development and transport of Whittlesey Parish until 2040. The plan aims to:</p> <ul style="list-style-type: none"> • Protect and enhance the character and identity of Whittlesey and its villages; • Support the local economy and services; • Provide for the housing needs of the population; • Improve the quality of life and well-being of residents and visitors; and • Promote a low-carbon and resilient future. 	<p>Opportunity for transport intervention in Whittlesey to help achieve a number of goals of the Neighbourhood Plan, including the regeneration of the town centre, dealing with issues around traffic, and ensuring Whittlesey maintains a vibrant community.</p>

Policy and strategy objective grouping

- The individual objectives within the ten strategy and policy documents outlined in the slides above have been grouped based on key recurring themes that were identified. The following slides provide an overview of this exercise, showing where each objective has been grouped under the common theme headings:
 - Sustainable development
 - Economic growth
 - Transport, connectivity and access to services
 - Health, wellbeing and sense of community
 - Environmental outcomes

Note – the following slides use colour coding to identify each group of policy and strategy documents, these are:

National Strategies – Green boxes

- NZS - Net Zero Strategy
- LU - Levelling up the United Kingdom

Regional Policies/Strategies - Turquoise boxes

- CPCA LTCP - CPCA Local Transport & Connectivity Plan
- CPIER - Cambridgeshire and Peterborough Independent Economic Review
- EEH TS – England’s Economic Heartland Transport Strategy

Local Policies/Strategies – Blue boxes

- WMTS – Growing Fenland: Whittlesey Market Town Strategy
- FTS - Fenland Transport Strategy
- PLP – Peterborough Local Plan
- WNP – Whittlesey Neighbourhood Plan
- FLP – Fenland Local Plan

Collective policy theme: Sustainable development



NZS: Our businesses are delivering the latest low carbon technologies, services and innovations for the UK and export markets

NZS: Our homes are warm and comfortable, powered and heated by clean, affordable energy.

NZS: Our industrial heartlands are reinvigorated, with innovation and private investment in clean technologies

NZS: Our journeys are made in zero emission vehicles, with trains, ships and planes running on new low carbon energy sources.

NZS: Our goods are designed to last longer and be more efficient, while being used, repaired and remanufactured within a circular economy.

CPCA LTCP: Climate – Successfully and fairly reducing emissions to net zero by 2050.

EEH TS: Focus on decarbonisation of the transport system by harnessing innovation and supporting solutions which create green economic opportunities.

EEH TS: Ensure that our freight and logistics needs continue to be met whilst lowering the environmental impact of their delivery.

WNP: Secure the appropriate regeneration of the town centre, tackling long-standing issues around traffic, parking, and retail offer, to give an improved shopping experience.

WNP: Provide new high-quality homes in appropriate sustainable locations that meet the need of the Neighbourhood Area without compromising the distinctive and attractive setting of the Town and Villages, or their natural environment, securing high-quality development in all new schemes.

WNP: The Neighbourhood Area maintains its vibrant community through proportionate growth, which delivers a range of housing, retains or enhances employment opportunities whilst protecting the rural setting of the settlements within. Local people will have opportunities to live and work in the area they have grown up in and remain essential and thriving within the community.

WNP: Promote new high quality economic and employment opportunities in appropriate locations and encourage the retention of existing employers in the Neighbourhood Area.

FLP: 1.1 Minimise the irreversible loss of undeveloped land

FLP: 3.2 Create places, spaces and buildings that are well designed, contribute to a high-quality public realm and maintain and enhance diversity and local distinctiveness of townscape character.

FLP: 4.1 Increase the use of renewable energy sources whilst minimising waste and the use of other energy resources.

FLP: 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities and community activities); and ensure all groups thrive in safe environments and decent, affordable homes

PLP: 5.1 Promote the conservation and wise use of productive land.

PLP: 4.1 Minimise the consumption of non-renewable natural resources and maximise the re-use of materials.

PLP: 10.2 Make suitable housing available for everyone.

FTS: Meet the challenge of climate change and enhance the natural environment by encouraging people to travel more sustainably.

FLP: 3.1 Preserve and where appropriate, enhance buildings, monuments, sites, areas and landscapes that are designated or locally valued for their heritage interest; and protect/enhance their settings.

FLP: 3.3 Retain the distinctive character of Fenland's landscape.

FLP: 4.2 Limit or reduce vulnerability to the effects of climate change

FLP: 7.2 Support investment in people, places, communications and other infrastructure to improve the efficiency, competitiveness, vitality and adaptability of the local economy.

PLP: 1.1 Reduce reliance on fossil fuels, maximise the use of renewables and reduce CO2 / methane emissions.

PLP: 9.2 Diversify the economy and increase economic vitality to aid regeneration and provide economic resilience.

Collective policy theme: Economic growth



NZS: Our goods are designed to last longer and be more efficient, while being used, repaired and remanufactured within a circular economy.

NZS: Our green economy and its supply chains provide sustainable jobs for highly-skilled workers

NZS: Our industrial heartlands are reinvigorated, with innovation and private investment in clean technologies

CPIER: Key priority 1 - Continued high economic growth.

CPCA LTCP: Productivity - Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity.

NZS: Our businesses are delivering the latest low carbon technologies, services and innovations for the UK and export markets

LU: Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging.

CPIER: Key priority 2 - A more inclusive economy.

CPIER: Scheme attribute 4: Business – focusing on businesses where the opportunity for growth is greatest.

EEH TS: Promote investment in digital infrastructure as a means of improving connectivity.

EEH TS: Champion increased investment in active travel and shared transport solutions to improve local connectivity to ensure that everyone has the opportunity to realise their potential.

EEH TS: Focus on decarbonisation of the transport system by harnessing innovation and supporting solutions which create green economic opportunities.

WMTS: New uses for the square.

WMTS: Enhancing the market.

WNP: Secure the appropriate regeneration of the town centre, tackling long-standing issues around traffic, parking, and retail offer, to give an improved shopping experience.

WNP: Promote new high quality economic and employment opportunities in appropriate locations and encourage the retention of existing employers in the Neighbourhood Area.

FTS: Support the needs of the local economy by developing better connectivity to places of education, retail, employment and healthcare.

FLP: 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities and community activities); and ensure all groups thrive in safe environments and decent, affordable homes

FLP: 7.2 Support investment in people, places, communications and other infrastructure to improve the efficiency, competitiveness, vitality and adaptability of the local economy.

PLP: 8.1 Promote a more vibrant Peterborough.

PLP: 9.1 Support rural communities in creating a vibrant rural economy.

PLP: 9.2 Diversify the economy and increase economic vitality to aid regeneration and provide economic resilience.

PLP: 9.3 Give everyone access to learning, training, skills and work opportunities.

PLP: 9.4 Reduce poverty and inequality and enable everyone to have a comfortable standard of living.

Collective policy theme: Transport, connectivity and access to services



NZS: Our towns and cities have cleaner air for everyone, and support walking and cycling with benefits for health.

LU: Spread opportunities and improve public services, especially in those places where they are weakest

CPIER: Scheme attribute 3: Place – making the most of Cambridgeshire and Peterborough’s physical, environmental and cultural assets and infrastructure.

CPCA LTCP: Connectivity – People and communities are brought closer together, giving more opportunity for work, education, leisure and pleasure.

CPIER: Key priority 3 – A blended spatial strategy.

EEH TS: Use delivery of East West Rail and mass rapid transit systems as the catalyst for the transformation of our strategic public transport networks.

CPCA LTCP: Productivity - Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity.

CPIER: Scheme attribute 1: People – ensuring people are equipped with the right skills and access to opportunities.

EEH TS: Promote investment in digital infrastructure as a means of improving connectivity.

EEH TS: Ensure that our freight and logistics needs continue to be met whilst lowering the environmental impact of their delivery.

EEH TS: Champion increased investment in active travel and shared transport solutions to improve local connectivity to ensure that everyone has the opportunity to realise their potential.

WMTS: New town website

WMTS: Local skills partnership

WNP: Seek ongoing improvement to flood defences, utility infrastructure, and digital connectivity, especially mobile phone reception and broadband.

WNP: Seek improvements to public transport (mainly the frequency and span of operation) walking and cycling.

WMTS: Access to educational opportunities.

WMTS: Transport Improvement package

FLP: 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities and community activities); and ensure all groups thrive in safe environments and decent, affordable homes

WNP: Seek ongoing improvements to transport, specifically east-west connectivity and access to industrial areas, and to remove the designated HGV route from residential areas. To encourage a southern relief road or bypass, which local people have said that they support.

FTS: Reduce the impact of rural isolation on the day-to-day life and future prospects of Fenland residents by developing better access solutions to key services and facilities.

PLP: 9.3 Give everyone access to learning, training, skills and work opportunities.

PLP: 7.1 Encourage walking, cycling and the use of public transport and reduce the need to travel by car.

PLP: 9.5 Provide easy and affordable access for everyone to basic services and vide easy facilities.

FLP: 6.2 Create and enhance multifunctional open space that is accessible, links with a high quality green infrastructure network and improves opportunities for people to access and appreciate wildlife and wild places.

FLP: 6.3 Redress inequalities related to age, gender, disability, race, faith, location and income.

FLP: 7.1 Help people gain access to a range of employment and training opportunities

FLP: 7.2 Support investment in people, places, communications and other infrastructure to improve the efficiency, competitiveness, vitality and adaptability of the local economy.

FTS: Enable residents to live fit and healthy lifestyles, as they are able, by developing and promoting a connected, safe and viable active travel network and improving wellbeing.

FTS: Support the needs of the local economy by developing better connectivity to places of education, retail, employment and healthcare.

Collective policy theme: Health, wellbeing and sense of community



NZS: Our towns and cities have cleaner air for everyone, and support walking and cycling with benefits for health.

LU: Restore a sense of community, local pride and belonging, especially in those places where they have been lost.

CPCA LTCP: Connectivity – People and communities are brought closer together, giving more opportunity for work, education, leisure and pleasure.

CPCA LTCP: Safety – To prevent all harm by reducing risk and enabling people to use the transport system with confidence.

CPIER: Key priority 3 – A blended spatial strategy.

LU: Empower local leaders and communities, especially in those places lacking local agency.

CPCA LTCP: Health – Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.

CPIER: Scheme attribute 3: Place – making the most of Cambridgeshire and Peterborough’s physical, environmental and cultural assets and infrastructure.

CPIER: Scheme attribute 2: Quality of Life – enhancing the area as an enjoyable place to live and to visit.

PLP: 1.2 Minimise pollution which affects human health.

PLP: 7.1 Encourage walking, cycling and the use of public transport and reduce the need to travel by car.

PLP: 8.1 Promote a more vibrant Peterborough.

PLP: 9.1 Support rural communities in creating a vibrant rural economy.

PLP: 9.4 Reduce poverty and inequality and enable everyone to have a comfortable standard of living.

PLP: 10.1 Provide safe and healthy environments, reduce health inequalities and help everyone to live healthy lifestyles.

PLP: 10.2 Make suitable housing available for everyone.

PLP: 10.3 Reduce crime and fear of crime.

FTS: Reduce the impact of rural isolation on the day-to-day life and future prospects of Fenland residents by developing better access solutions to key services and facilities.

FLP: 3.2 Create places, spaces and buildings that are well designed, contribute to a high-quality public realm and maintain and enhance diversity and local distinctiveness of townscape character.

FLP: 5.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light).

FLP: 7.2 Support investment in people, places, communications and other infrastructure to improve the efficiency, competitiveness, vitality and adaptability of the local economy.

WNP: Promote the health and well-being of residents and visitors, creating a place which supports a high quality of life.

WNP: The Neighbourhood Area maintains its vibrant community through proportionate growth, which delivers a range of housing, retains or enhances employment opportunities whilst protecting the rural setting of the settlements within. Local people will have opportunities to live and work in the area they have grown up in and remain essential and thriving within the community.

FTS: Meet the challenge of climate change and enhance the natural environment by encouraging people to travel more sustainably.

FLP: 6.1 Improve the quality, range and accessibility of services and facilities (e.g. health, transport, education, training, leisure opportunities and community activities); and ensure all groups thrive in safe environments and decent, affordable homes

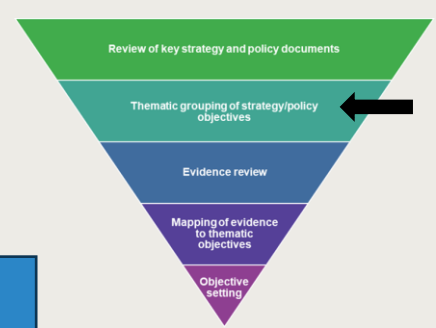
FLP: 6.2 Create and enhance multifunctional open space that is accessible, links with a high quality green infrastructure network and improves opportunities for people to access and appreciate wildlife and wild places.

FLP: 6.3 Redress inequalities related to age, gender, disability, race, faith, location and income.

WNP: Provide new high-quality homes in appropriate sustainable locations that meet the need of the Neighbourhood Area without compromising the distinctive and attractive setting of the Town and Villages, or their natural environment, securing high-quality development in all new schemes.

FTS: Enable residents to live fit and healthy lifestyles, as they are able, by developing and promoting a connected, safe and viable active travel network and improving wellbeing.

Collective policy theme: Environmental outcomes



NZS: Our natural environment is protected, enhanced, and more diverse, with healthy ecosystems and increased biodiversity, supporting a sustainable rural economy.

CPCA LTCP: Environment – Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.

CPCA LTCP: Climate – Successfully and fairly reducing emissions to net zero by 2050.

PLP: 1.1 Reduce reliance on fossil fuels, maximise the use of renewables and reduce CO2 / methane emissions.

PLP: 1.2 Minimise pollution which affects human health.

PLP: 2.1 Reduce vulnerability to flooding.

PLP: 2.2 Minimise pollution of water resources.

PLP: 2.3 Minimise water consumption and encourage water re-use.

PLP: 3.1 Protect and enhance landscape, biodiversity and geodiversity and minimise the pollution of natural resources.

PLP: 5.1 Promote the conservation and wise use of productive land.

PLP: 6.1 Reduce waste not put to any use.

FLP: 1.1 Minimise the irreversible loss of undeveloped land

FLP: 1.2 Increase water efficiency and limit water consumption to levels supportable by natural processes and storage systems

FLP: 1.3. Avoid any deterioration of river water quality

FLP: 2.1 Avoid damage to designated sites and protected species

FLP: 2.2 Maintain and enhance the geographical range, amount and viability of habitats and species

FLP: 3.1 Preserve and where appropriate, enhance buildings, monuments, sites, areas and landscapes that are designated or locally valued for their heritage interest; and protect/enhance their settings.

FLP: 3.2 Create places, spaces and buildings that are well designed, contribute to a high-quality public realm and maintain and enhance diversity and local distinctiveness of townscape character.

FLP: 3.3 Retain the distinctive character of Fenland's landscape.

FLP: 4.1 Increase the use of renewable energy sources whilst minimising waste and the use of other energy resources.

FLP: 4.2 Limit or reduce vulnerability to the effects of climate change

FLP: 4.3 Minimise vulnerability of people, places and property to the risk of flooding from all sources.

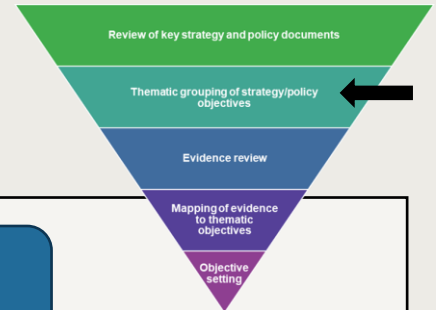
FLP: 5.1 Reduce emissions of greenhouse gasses and other pollutants (including air, water, soil, noise, vibration and light).

FLP: 5.2. Reduce the risk of pollution to the environment from contaminated land.

FTS: Meet the challenge of climate change and enhance the natural environment by encouraging people to travel more sustainably.

WNP: Seek ongoing improvement to flood defences, utility infrastructure, and digital connectivity, especially mobile phone reception and broadband.

Consolidation of key themes



➤ SUSTAINABLE DEVELOPMENT →

➤ ECONOMIC GROWTH →

➤ TRANSPORT, CONNECTIVITY AND ACCESS TO SERVICES →

➤ HEALTH, WELLBEING AND SENSE OF COMMUNITY →

➤ ENVIRONMENTAL OUTCOMES →

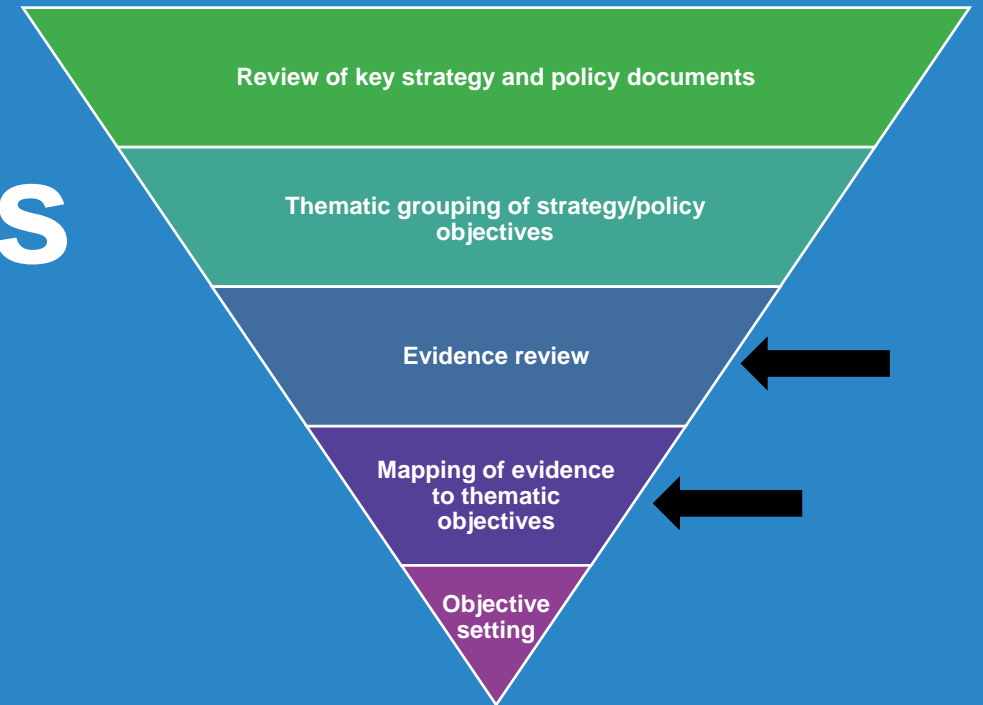
SUSTAINABLE GROWTH

CONNECTIVITY AND ACCESS TO OPPORTUNITY

HEALTH, WELLBEING AND SENSE OF COMMUNITY

ENVIRONMENTAL OUTCOMES

Section 3: Key issues and opportunities



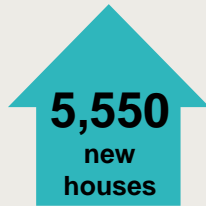
Evidence review



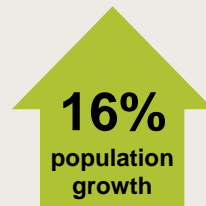
- As part of the development of the Strategic Outline Case and Case for Change, a thorough review of the existing issues and opportunities within Whittlesey and the surrounding area was undertaken. This is captured within a Baseline Evidence Review report.
- This review drew upon multiple sources and presents a review of the evidence collected in relation to:
 - the local context;
 - the socio-economic conditions of the town;
 - current transport and traffic conditions;
 - future housing and employment developments, and
 - the environmental conditions within the town caused by traffic conditions.
- The following slides present the key findings from the evidence review, these have then been mapped to the key themes from the policy and strategy review.



Land use and growth constraints



Large growth is planned within the region during the next decade. This includes **5,550 new houses** and **212ha of new employment** to the east of Whittlesey, and **875 new houses** and **31ha of new employment** planned for the town itself.



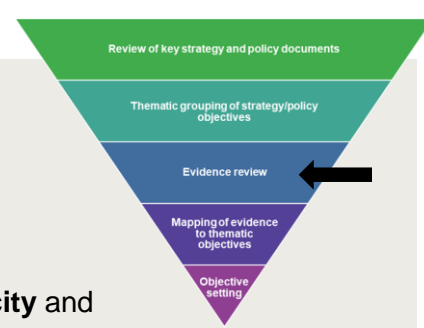
Fenland population to **grow 16% by 2040**. This growth is **likely to exacerbate known issues on the transport network** due to scale and the location of proposed development, which is primarily located to the east of town, furthest from Peterborough which is a key destination for trips.



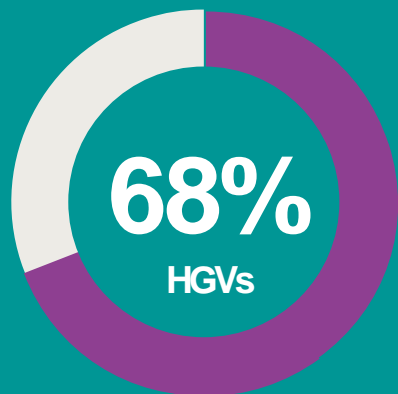
Key junctions along the A605 through Whittlesey are currently **reaching capacity** and are unlikely to cope with significant further growth vehicle trips.



High proportion of people aged 65+ however, the growth in **new housing and employment sites offer great opportunities for employment and for younger families to relocated to the town**, resulting in the economic growth of the local area.



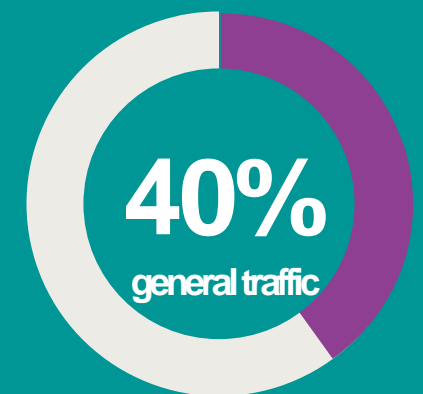
Through traffic movements



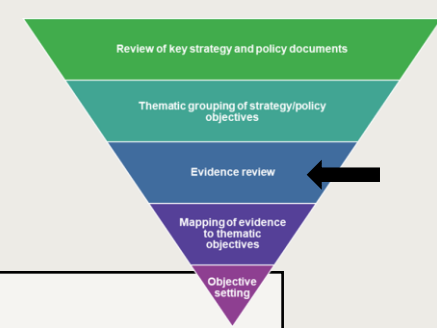
Due to Whittlesey's location on the A605, between Peterborough and other Fenland market towns, as well as the location of a number of large industrial employment sites located around the town, there are **significant related through traffic issues**.

This is more of an issue with HGVs, with a recorded **68% of all HGV movement** through Whittlesey on the A605 not actually stopping within the town itself.

There is less through traffic for other general highway traffic, with **40%** passing through the town and not stopping during AM Peak.



Location on the network – network issues



Designated HGV Route

The A605 is one of the key routes for east-west traffic between Peterborough and the Fenland market towns. Whilst the A47 offers an alternative route, it is not always more convenient, and can suffer from congestion. The A605 also forms part of the National Highways diversion route and is a key route for freight, with few restrictions. These aspects lead Whittlesey to experience high levels of traffic within the town centre, especially when the A47 is closed.

Flooding

Annual flooding events cause issues for traffic travelling to the north, or into the town from the north along the B1040 which may close during flooding events. There are few alternative routes for traffic impacted by these road closure events, with traffic diverting along the A605 through Whittlesey instead.

Environmental and social issues



Air quality

Whilst air quality as a result of traffic is not a significant issue at present, **air quality could worsen if future growth in the demand for travel from / to and through the town increases, and the dependency on private vehicles as the main mode of transport persists.**

Historic environment

The **historical environment of Whittlesey and its heritage is being negatively impacted by high car use**, and in particular HGVs travelling through the town.

Access to services

Accessibility to employment, recreational and health facilities is limited unless via car.

Segregation

The **A605 and the highway network in Whittlesey, segregates the town**, and does not contribute to the sense of place and market town identity, which is so important for a market town such as Whittlesey.

Accidents

There are a number of **small clusters of collisions at key junctions** in the town, in particular at the A605/B1040 junction – **1 fatal pedestrian in past 5 years, and 3 serious involving cyclists.**

Mapping issues to themes



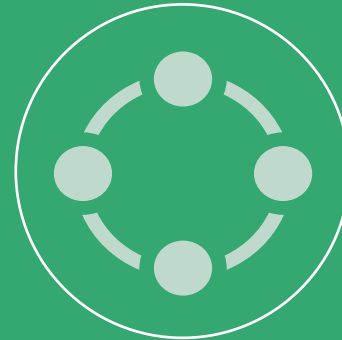
SUSTAINABLE GROWTH

- Significant projected population growth
- Large proposed developments



HEALTH, WELLBEING AND SENSE OF COMMUNITY

- Severance created by A605
- Negative impact on local community
- Unsafe environments for vulnerable road users



CONNECTIVITY AND ACCESS TO OPPORTUNITY

- Poor public transport and active travel network
- Not all education, employment, healthcare and retail needs can be met in Whittlesey



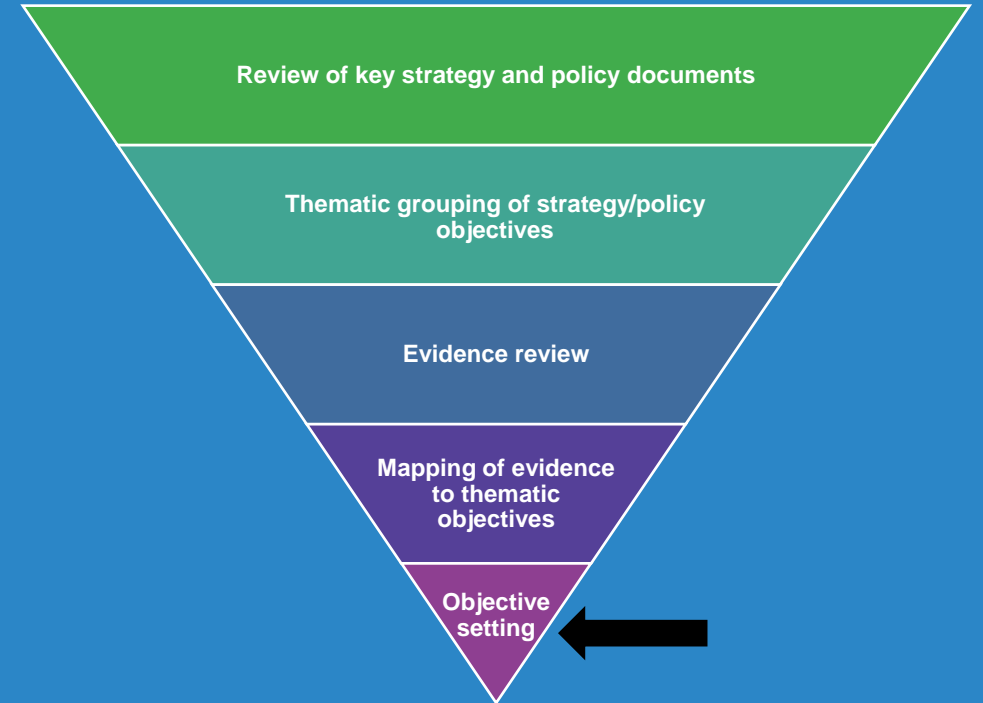
ENVIRONMENTAL OUTCOMES

- Flooding a significant issue
- High traffic levels add to local air quality and noise impacts
- Historic town negatively impacted by traffic

TRAFFIC DOMINANCE

- High car ownership and mode share.
- Around 40% of trips in AM Peak are through traffic
- HGV use of narrow, unsuitable streets.
- Key junctions are operating at, or over, capacity.

Section 4: Objective setting







Objective setting



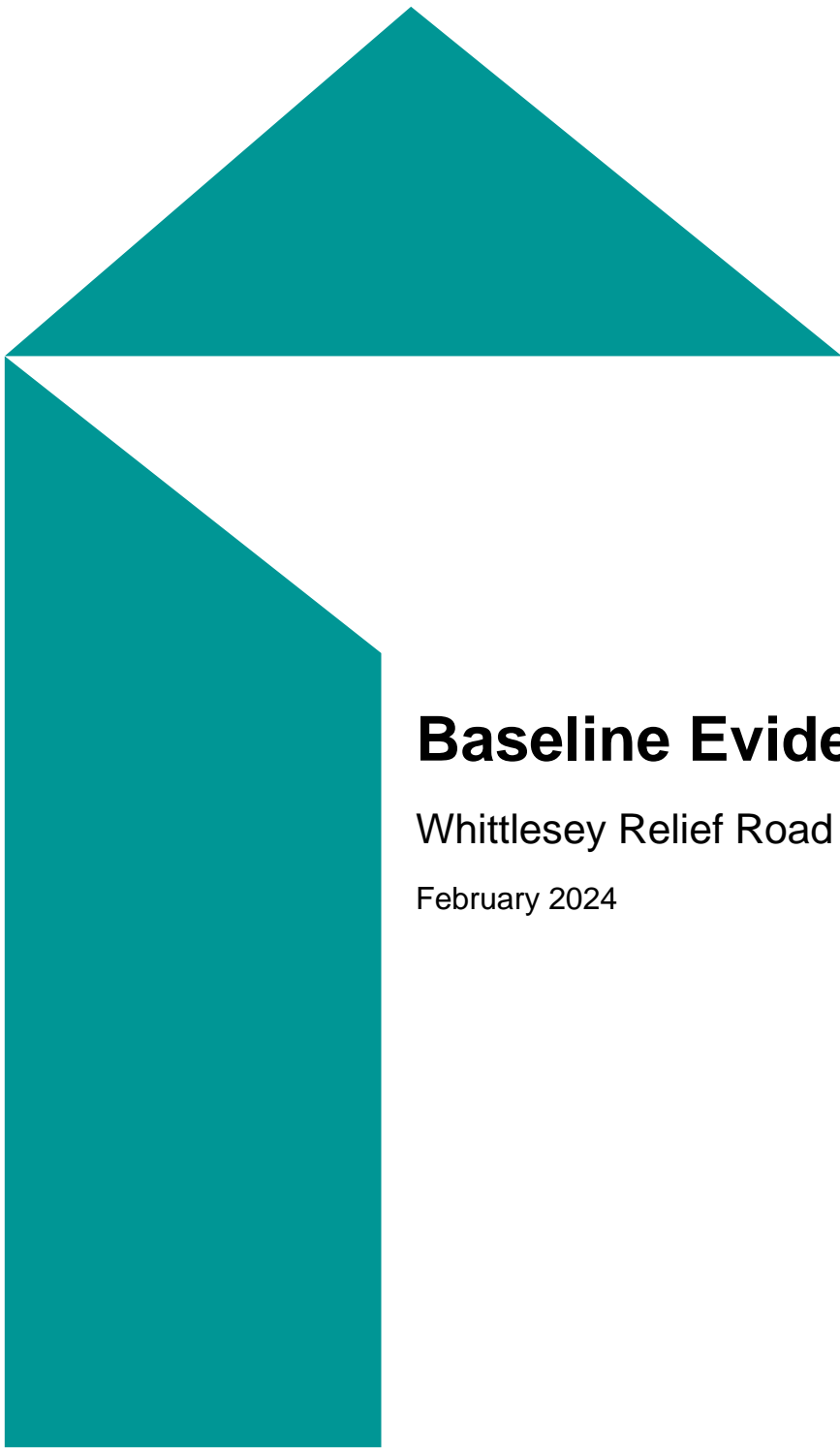
- The following slide sets out the scheme objectives that have been developed for the Whittlesey Relief Road scheme.
- For each of the four core themes a main objective has been drafted. This links it to the policy and strategic objectives that the theme reflects (as set out in Section 2), as well as the identified issues that have been mapped to each theme (as set out in Section 3).
- Below each main objective there are a series of sub-objectives. The purpose of these is to draw out aspects each objective that can be made SMART (Specific, Measurable, Achievable, Realistic, Timebound).
- Each measurable element of the sub-objectives looks to address the core issues and link to the policy and strategic objectives.

Objectives

Objective theme	Main objective	Sub-objective
Sustainable growth 	1. Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
		1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.
Connectivity and access to opportunity 	2. Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
		2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
		2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.
Health, wellbeing and sense of community 	3. Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
		3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
		3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.
Environment 	1. Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.

Next Steps

- The next phase of work is to establish the long list of options that can meet the scheme objectives, thereby addressing the identified issues, and meeting local, regional and national policy and strategic objectives.
- These options will then undergo an assessment in order to arrive at a short list of options that will be appraised in greater detail for the Strategic Outline Case. This will allow a robust recommendation for a preferred way forward for the scheme to be made.
- The assessment of the options will be done using the scheme objectives as the basis for the assessment framework, with the sub-objectives providing the base for the criteria used in assessing each option.
- The objectives will also feed through to the monitoring and evaluation of the final option that is taken forward for delivery (this will be subject to future phases of development of the scheme, and is dependent on funding), and provide a framework that steers the collection of necessary data for monitoring. This would be required in advance of any construction, and in the years following delivery, normally at 1 year and 5 year post implementation.



Baseline Evidence Review

Whittlesey Relief Road

February 2024

This page left intentionally blank for pagination.

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
mottmac.com

Baseline Evidence Review

Whittlesey Relief Road

February 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
P01	Dec 2023	J Vickers Strutt S Adams R Patel H Whalley	C Payne H Le Brecht C Mills	J Bunney	First draft for client
P02	Feb 2024	J Vickers Strutt R Patel	C Payne H Le Brecht C Mills	J Bunney	Second draft for client
P03	Feb 2024	J Vickers Strutt	C Payne	J Bunney	Third draft for client

Document reference: 100114563 | 100114563-MMD-BCA-01-RP-N/A-005 | P03 |

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

Executive summary	1
1 Introduction	3
1.1 Study area	3
2 Local context	5
2.1 The town of Whittlesey	5
2.2 Large employers	6
2.3 Retail and leisure	8
2.4 Healthcare facilities	9
2.5 Education	10
3 Socio-economic	12
3.1 Population	12
3.2 Employment	13
3.3 Education	14
3.4 Deprivation	15
3.5 Car ownership	16
4 Transport network and traffic conditions	18
4.1 Road	18
4.2 Traffic conditions	21
4.2.1 Road traffic statistics	21
4.2.2 Mode share	22
4.3 Through traffic	24
4.3.1 All vehicles	25
4.3.2 Heavy Goods Vehicles	27
4.4 Congestion	30
4.5 Junction capacity	32
4.6 Public transport	32
4.6.1 Bus	33
4.6.2 Rail	35
4.7 Active travel	37
4.7.1 Walking	37
4.7.2 Cycling	38
4.8 Road traffic collisions	41
5 Future land use	43

6	Environment	46
6.1	Air quality	46
6.1.1	Air Quality Management Areas	47
6.1.2	Local authority monitoring	47
6.1.3	Defra projected background concentrations	48
6.1.4	Pollution Climate Model	49
6.2	Noise	49
6.3	Flood risk	51
6.4	Historic environment	52
6.5	People and communities	54
6.6	Biodiversity	55
7	Conclusion	56
7.1	Overview	56
7.2	Next steps	56

Tables

Table 3.1:	Population of Whittlesey and surrounding settlements	12
Table 3.2:	Population of Fenland and Peterborough	12
Table 3.3:	Economic activity levels (proportion of residents 16+)	14
Table 3.4:	Highest level of education levels of residents 16+ (2021)	15
Table 3.5:	Car ownership levels	16
Table 4.1:	Whittlesey mode share (2021)	23
Table 4.2:	Movement matrices – Weekday (all modes)	25
Table 4.3:	Movement matrices – Weekend (all modes)	26
Table 4.4:	Movement matrices – Weekday (HGV, all journey times)	28
Table 4.5:	Movement matrices – Weekend (HGV)	29
Table 4.6:	Bus information for Whittlesey	33
Table 4.7:	FACT Dial-A-Ride timetable	34
Table 4.8:	Whittlesea rail services summary (October 2023)	35
Table 4.9:	Total entries and exits for Whittlesea and nearby stations	36
Table 4.10:	Cycle counts at Whittlesey cordon sites	40
Table 6.1:	Air quality automatic monitoring data	47
Table 6.2:	Air quality diffusion tube monitoring data	48
Table 6.3:	Defra projected background concentrations of NO _x , NO ₂ , PM ₁₀ , PM _{2.5} in 2023 (µg/m ³)	48

Figures

Figure 1.1:	Study area	4
Figure 2.1:	Whittlesey Buttercross	5

Figure 2.2: Whittlesey town location	6
Figure 2.3: Key employment areas around Whittlesey	7
Figure 2.4: Retailers and leisure sites in Whittlesey	8
Figure 2.5: Hospitals within the study area	9
Figure 2.6: Healthcare facilities within Whittlesey	10
Figure 2.7: Educational facilities in Whittlesey	11
Figure 3.1: Population growth projections from 2018 base year	13
Figure 3.2: Index of Multiple Deprivation, 2019	15
Figure 3.3: Car ownership	17
Figure 4.1: Whittlesey highway network	18
Figure 4.2: National Highways agreed diversionary routes	19
Figure 4.3: Weight limits in Whittlesey	20
Figure 4.4: DfT Count sites on the A605	21
Figure 4.5: A605 count points AADF, all motor vehicles	22
Figure 4.6: Traffic Monitoring Report 2021 survey locations	22
Figure 4.7: Mode share in Whittlesey by year	23
Figure 4.8: ANPR site locations	24
Figure 4.9: Inbound vehicle movements - Weekday (all modes)	25
Figure 4.10: Inbound vehicle movements - weekend (all modes)	26
Figure 4.11: Inbound vehicle movements - weekday (HGV)	27
Figure 4.12: Inbound vehicle movements - weekend (HGV)	29
Figure 4.13: A605 Free flow average speeds (Eastbound 00:00-03:00)	31
Figure 4.14: A605 AM peak average speeds (Eastbound 07:00-09:00)	31
Figure 4.15: Public transport serving Whittlesey	33
Figure 4.16: Annual bus patronage between 2009/10 and 2021/22 as a proportion of 2009/10 levels	34
Figure 4.17: Total entries and exits at Whittlesea Station by year (2018-2023)	36
Figure 4.18: Public Rights of Way and pedestrian provision	37
Figure 4.19: Whittlesey pedestrian counts (2021)	38
Figure 4.20: National Cycle Network	39
Figure 4.21: NCN Route 63 near Wype Road	39
Figure 4.22: Whittlesey cycle counts (2021)	40
Figure 4.23: Road traffic collisions around Whittlesey (January 2017 – August 2023)	41
Figure 4.24: Road traffic collisions in Whittlesey (January 2017 – August 2023)	42
Figure 5.1: Housing and employment plans (2023)	43
Figure 5.2: Whittlesey housing and employment commitments (2023)	44
Figure 6.1: Air Quality Management Areas, local authority monitoring locations and Pollution Climate Mapping links	46
Figure 6.2: Strategic noise mapping – daytime road noise levels L_{Aeq16h} (dB)	50
Figure 6.3: Strategic noise mapping – nighttime road noise levels L_{night} (dB)	50
Figure 6.4: Flood storage areas, flood zones and rivers	51
Figure 6.5: Designated heritage assets	53
Figure 6.6: Nature conservation designations	55

Executive summary

This report presents the baseline evidence review for the Whittlesey Relief Road scheme, exploring the local context; socio-economic issues affecting the town; the existing transport network and traffic conditions; future land use; and environmental concerns.

Local context

Whittlesey is a historic market town in Fenland and an attractive place to live for residents. However, whilst the A605 through Whittlesey provides a good connection to Peterborough and the Fenlands, this results in a notable volume of traffic passing directly through the town centre and creates transport challenges. Alternatives to the car within Whittlesey are less prevalent and less attractive to residents, with low-frequency bus and train services, along with limited cycling infrastructure and a walking network that can present challenges to users.

Socio-economic

Whittlesey has relatively high car ownership (85%), low levels of deprivation and a higher proportion of retired residents (26%) when compared with neighbouring Peterborough. These factors, along with the limitations of non-car travel within the town, has created a car dependency culture amongst residents, increasing vehicle trips within and around the study area.

Over a quarter of Whittlesey residents (25.8%) have no qualifications, whilst the town also has a lower proportion of economically active people (58%) than Peterborough (64%) and England (61%). Poor accessibility limits the ability of these residents to access education and employment opportunities.

Whittlesey currently has a population of 18,000 and is growing faster than many surrounding settlements. This growth, along with planned developments in the town, has the potential to attract younger people and could result in the profile of journeys around the town changing. The current transport network serving the town will need to evolve to support this growth and this will need to be done in a sustainable manner so as not to negatively impact on people's quality of life.

Transport network and traffic conditions

Traffic levels within the town are a noted concern, with motorised traffic accounting for 98% of movements. Automatic Number Plate Recognition surveys were undertaken to understand the level of traffic which has a purpose within the town and the level that is simply passing through. The level of through trips by Heavy Goods Vehicles (HGVs) and Light Goods Vehicles (LGVs) within the historic centre is of particular note. Only around 45% of these trips are estimated to have a destination within the town centre, compared to around 60% of general traffic movements.

Whilst goods vehicles must necessarily access key employment sites, the highway network within the town is not built for large vehicles. HGVs often have to use narrow, residential streets, which is of particular concern. The need for HGVs to access industrial sites to the west and south of the town also poses an issue, with limited alternative routing for them.

Congestion along the A605 is also regarded to be a problem in Whittlesey. Whilst free-flow speeds in the town average between 25-30mph, this can drop to 15mph during peak hours, especially at key junctions along the A605. These junctions are already operating close to, or

over, capacity. This therefore limits the ability of Whittlesey to grow sustainably, potentially preventing new developments from being delivered.

Although rail allows for short travel times to Peterborough, the service is infrequent, with the service between Peterborough and Ipswich running once every two hours. Likewise, the bus network in Whittlesey features infrequent services however the bus routes also feature long travel times that limit attractiveness to residents. Improvements to the active travel network could increase sustainable travel within Whittlesey; however, a shift to active travel alone will not resolve the issues that Whittlesey faces.

Future land use

Local Plans for Fenland and Peterborough, as well as the Whittlesey Neighbourhood Plan, have been examined to determine future growth aspirations. Whittlesey has already exceeded the development of 1,000 dwellings that was set out in the Fenland Local Plan (2014) and there are a further 875 homes allocated in the draft Fenland Local Plan (2022). With the area to the north of Whittlesey prone to flooding, future developments must be located to the east. This, along with development in the rest of Fenland, will place further pressure on the A605 and exacerbate the delays currently faced by road users.

Environment

Flooding is a major environmental concern in Whittlesey, with the Whittlesey (Nene) Washes Flood Storage Reservoir located to the north of the town. Not only does this restrict areas in which development can occur but when high tides and high river levels coincide, the reservoir can flood, leading to the closure of North Bank Road/B1040 and the displacement of over 5,000 vehicles per day. Other environmental metrics, such as air quality and noise, do not currently show any exceedance of monitoring objectives.

Whittlesey also has rich geoarchaeology, archaeology and built heritage which are a significant resource to the town. However, high traffic levels within the town affect the natural and built environment and Whittlesey would benefit from a reduction in through traffic.

Summary

Based on the evidence set out in this report, the town of Whittlesey suffers from the impact of high traffic volumes, particularly in terms of HGV traffic through the centre of the town and on roads that are less appropriate for large vehicles.

Car use within the town is high and there are currently few alternatives, with a poor public transport and limited active travel offering. A high proportion car trips either originate or terminate within Whittlesey Town Centre, so whilst the removal of through-trips would improve traffic conditions in the centre of the town, it would not resolve all current and future traffic issues. Furthermore, the options for creating alternative routings to the A605 for through-trips is likely to be constrained by environmental considerations, particularly to the north of the town.

Population growth in the town, alongside planned housing and employment developments, are likely to exacerbate the issue of traffic further, yet will also provide a good opportunity for younger families to relocate to the town. Developing appropriate transport solutions would help Whittlesey to grow sustainably.

1 Introduction

As part of the development of the Whittlesey Relief Road scheme, Mott MacDonald have undertaken a comprehensive review of evidence to establish the issues and opportunities that underpin the need for the scheme for the town of Whittlesey situated in the Cambridgeshire district.

The traffic, particularly HGVs, using the roads through Whittlesey is of concern for the local community¹, road users, Whittlesey Town Council², Fenland District Council (FDC)³ and the Cambridgeshire and Peterborough Combined Authority (CPCA)⁴. Key issues noted are with regards to the impact of slow traffic speeds and congestion on the A605 within Whittlesey and in the surrounding area, resulting in delayed journeys and poor journey time reliability, as well as road traffic noise and poor air quality as a result of vehicle emissions. Additional concerns regarding safety and severance for the local community, and the impact of vibration and dust upon historic buildings⁵ have also been raised, and it is perceived that these issues would pervade and deteriorate with the development of new housing⁶ and industry⁷.

Whilst the background to this review is based on the concept that a relief road might be delivered; it is important to note that this still needs to be explored more widely through an options development and assessment process. Therefore, a primary intention of this evidence review is to fully understand the issues currently experienced within the study area established around the town of Whittlesey. It also considers the opportunities that would underpin the need for investment in a scheme such as a relief road or whether, alternatively, other potential solutions could be investigated instead.

Specifically, this report draws on multiple sources and presents a review of the evidence collected in relation to:

- the local context;
- the socio-economic conditions of the town;
- current transport and traffic conditions within the study area;
- future housing and employment developments, and
- the environmental conditions within the town caused by traffic conditions.

This allows a full understanding of the current issues and opportunities that underpin the need for investment, which will enable the scheme's objectives to be set as the scheme progresses.

1.1 Study area

To provide a focus for the evidence review, a study area has been identified (Figure 1.1). This area covers Whittlesey, along with the main nearby settlements of Peterborough (to the west),

¹ Cambsnews (2022) 'Residents hope they're parking up the right tree', Accessed; [Residents hope they're parking up the right tree! - CambsNews.co.uk](#)

² Whittlesey Town Council (2021) 'Whittlesey DRAFT Neighbourhood Plan Baseline Report', Accessed; [Baseline-Report.pdf \(whittlesevtowncouncil.gov.uk\)](#)

³ Fenland District Council (2023) 'Agenda item – Whittlesey Southern Relief Road SOBC', Accessed; [Agenda item - Whittlesey Southern Relief Road SOBC - Fenland District Council](#)

⁴ Fenland District Council (2020) 'Growing Fenland – Whittlesey – A Market Town fit for the Future', Accessed; [Growing_Fenland_-_Whittlesey_Final_Report.pdf](#)

⁵ Whittlesey Town Council (2021) 'Whittlesey DRAFT Neighbourhood Plan Baseline Report', Accessed; [Baseline-Report.pdf \(whittlesevtowncouncil.gov.uk\)](#)

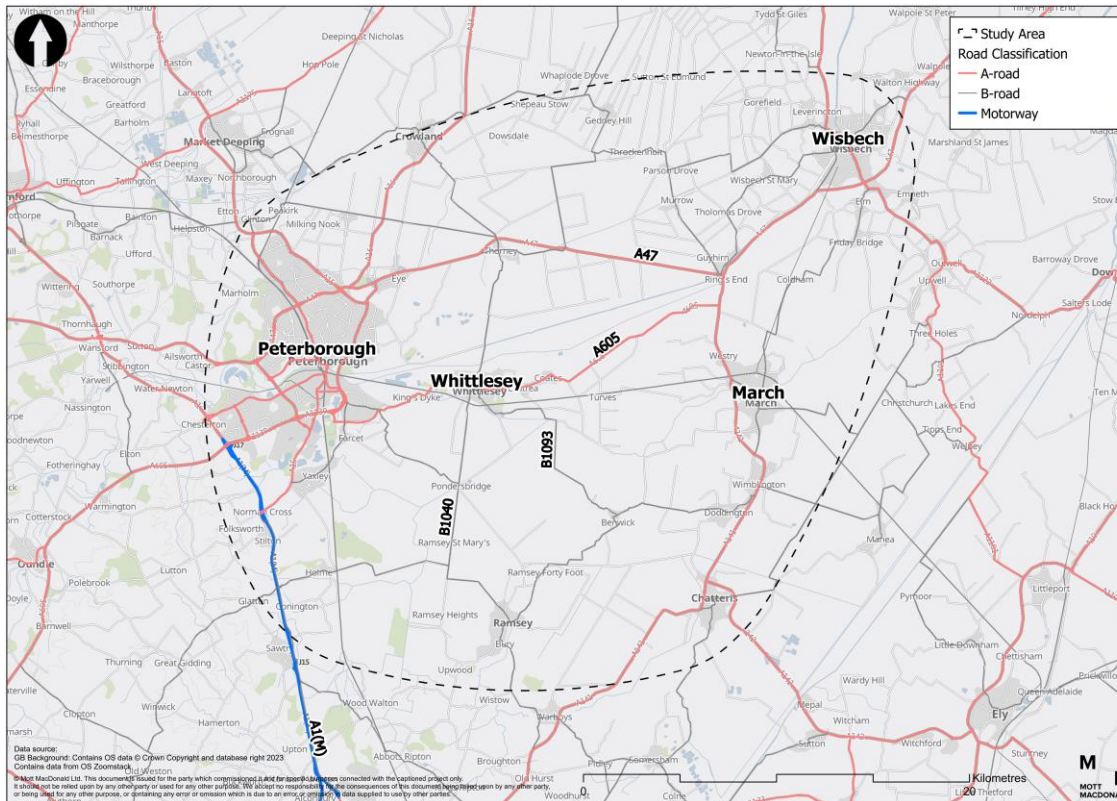
⁶ Cambsnews (2023) 'Residents tell council 'halt the madness' of 175 more homes for Whittlesey', Accessed; [Residents tell council 'halt the madness' of 175 more homes for Whittlesey - CambsNews.co.uk](#)

⁷ CambridgeshireLive (2022) 'Whittlesey incinerator ash recycling centre approved despite hundreds of objections', Accessed; [Whittlesey incinerator ash recycling centre approved despite hundreds of objections - Cambridgeshire Live \(cambridge-news.co.uk\)](#)

March (to the east), Wisbech (to the northeast), Chatteris (to the southeast), and Ramsey (to the south).

The purpose of including a wider study area is to ensure that the evidence review provides an understanding of the relationship between the key locations that are linked by the A605, with Whittlesey at the heart.

Figure 1.1: Study area



Source: Mott MacDonald

2 Local context

This section summarises the local context for the scheme within the study area and wider the Fenlands District, and outlines the key features of the town, including large employers, retail sites, and healthcare locations.

2.1 The town of Whittlesey

Whittlesey is a historic market town with an approximate population of 18,000⁸ and is situated in the Fenlands to the east of Peterborough. The town has a rich heritage and culture, with a long-established history, even being mentioned in Anglo-Saxon documents that precede the Domesday Book. The town has many historical features at its heart, such as the 17th Century Buttercross, and Mud Walls dotted across the town that date back 200 years.

With its historic nature and many historic buildings and narrow streets, the town has a distinctive and attractive offer to those who live there, and those who choose to travel there for work and leisure opportunities. However, these same features that make the town attractive, also create some impacts that are less conducive with modern day living, particularly in relation to access and transport.

Figure 2.1: Whittlesey Buttercross



Source: Mott MacDonald

The town benefits from its proximity to Peterborough, which lies approximately 8km to the west. This is reflected in the Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018). Whittlesey is considered much more a part of the Greater Peterborough economic geography, compared to the rest of Fenland. This creates opportunities for residents

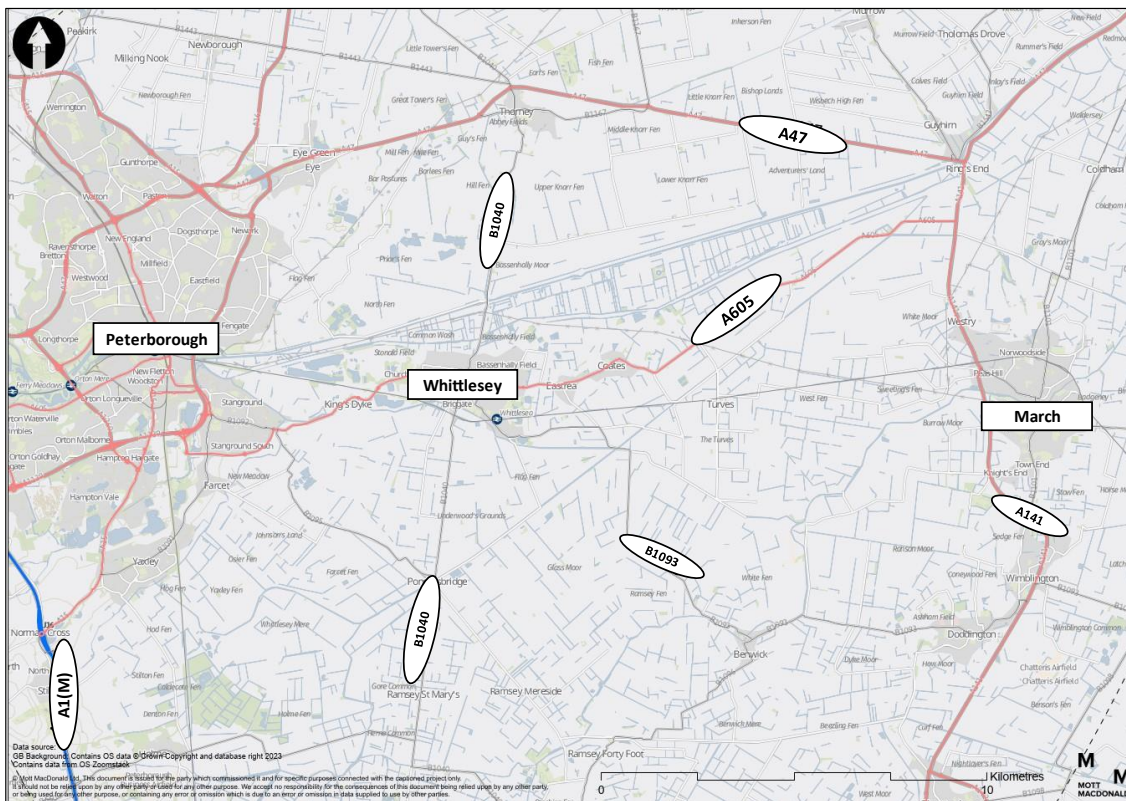
⁸ [Cambridgeshire & Peterborough Insight – Population – Census 2021 – Ward Demography Dashboard \(cambridgeshireinsight.org.uk\)](https://www.cambridgeshireinsight.org.uk)

to work, study, and shop in Peterborough, whilst still maintaining a proudly independent identity and distinct local culture. Whittlesey can offer the ‘best of both worlds’ to current and future residents: the sense of community, the calm and proximity to the countryside offered by a market town, alongside the benefits of proximity to a city, with everything that it has to offer. A key focus for the town is how it can further benefit from that connection, while also offering something distinct as a place to visit and spend time.

To the east there are the Fenland market towns of March and Wisbech, with the smaller villages of Coates, Eastrea, Pondersbridge and Turves situated in the area immediately surrounding Whittlesey. A lot of the surrounding area to the town is farmland, although closer to the edges of the town are substantial industrial areas. To the north lies the Fenland washes, which act as a natural flood water storage area.

The A47 and A605 are the most significant links between Peterborough and the Fenlands area, with the latter passing directly through Whittlesey. The B1040 is the main north-south route through the town, connecting to the A605 at one of the key town centre junctions, whilst the B1093 provides further connections to the southeast.

Figure 2.2: Whittlesey town location



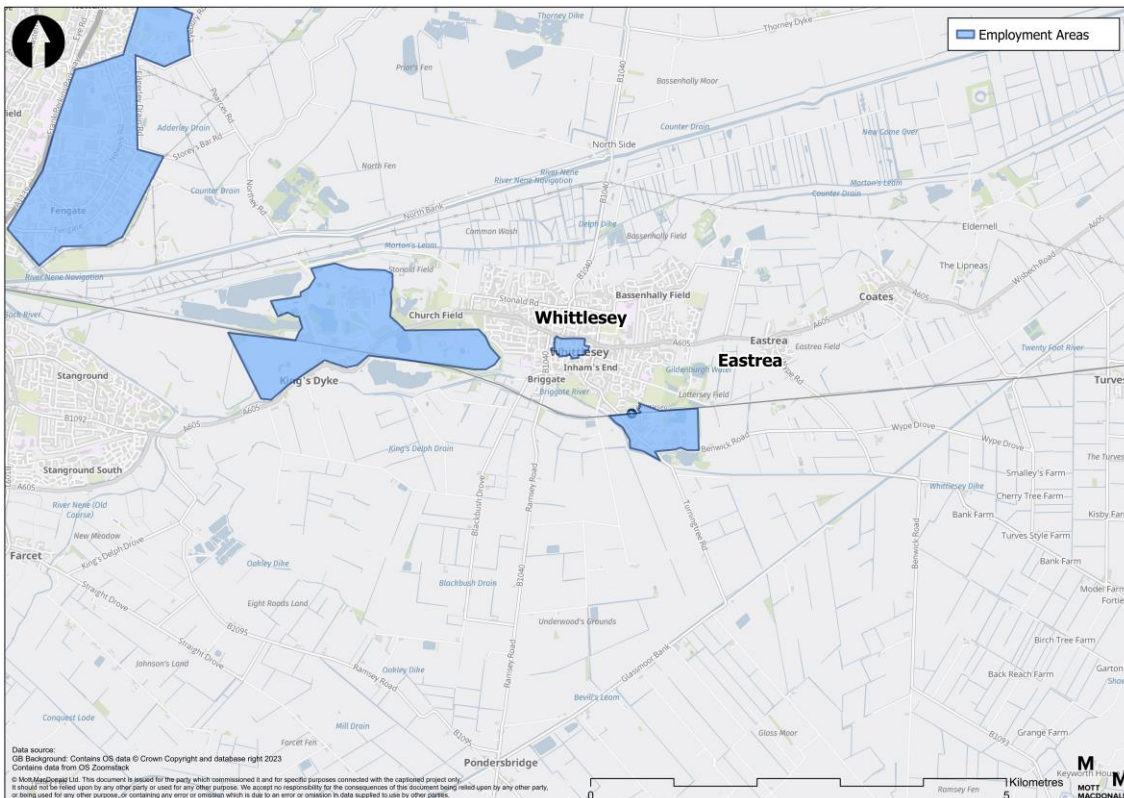
Source: Mott MacDonald

2.2 Large employers

Figure 2.3 below shows the key employment sites around Whittlesey. The town centre is one of the primary employment areas and is dominated by retail shops, including a Co-op supermarket and Boots Pharmacy. In addition, there are large industrial areas to the south (with employers such as EDF Energy and RGE Engineering) and to the west (this includes large employers at Forterra brickworks, McCain Foods, and Johnson’s aggregates). There is a large industrial site to the east of Peterborough which acts as a major employment area and has the potential to generate a large number of trips.

Major employers rely on vehicles to service their business needs, with this resulting in significant HGV and LGV usage within the town. These movements are necessary to help support the local economy however these businesses are not always located on the main road network (A605), and therefore vehicles must instead drive through residential areas or use narrow, unsuitable and historic streets to reach their destination. For example, HGVs are currently permitted to use the B1040 Church Street which includes a chicane that narrows the road to provide traffic calming, and the B1093 Inhams Road which is a narrow residential street and includes tight turnings from Cemetery Road. Although weight restrictions exist within the centre of the town, there are still regular issues reported with large vehicles trying to access unsuitable locations.

Figure 2.3: Key employment areas around Whittlesey



Source: Mott MacDonald

Large employers – implication for the study?

Large employment areas around the town, including the town centre, not only act as trip generators for those working there, or shopping, but generate HGV and LGV trips that serve these locations. This is particularly the case for the larger industrial sites to the south and west of the town.

Major employment sites rely on HGVs and LGVs to service their business needs, with these movements necessary to help support the local economy. However, these vehicles are often travelling through narrow and historic streets that are unsuitable, or though residential areas.

These journeys have to be made in this way because there are no alternative routes for HGV traffic to go to access the employment sites. Ultimately there is a disconnect between the location of some of the business areas, such as those to the south, and their relationship to the main road network i.e., the A605.

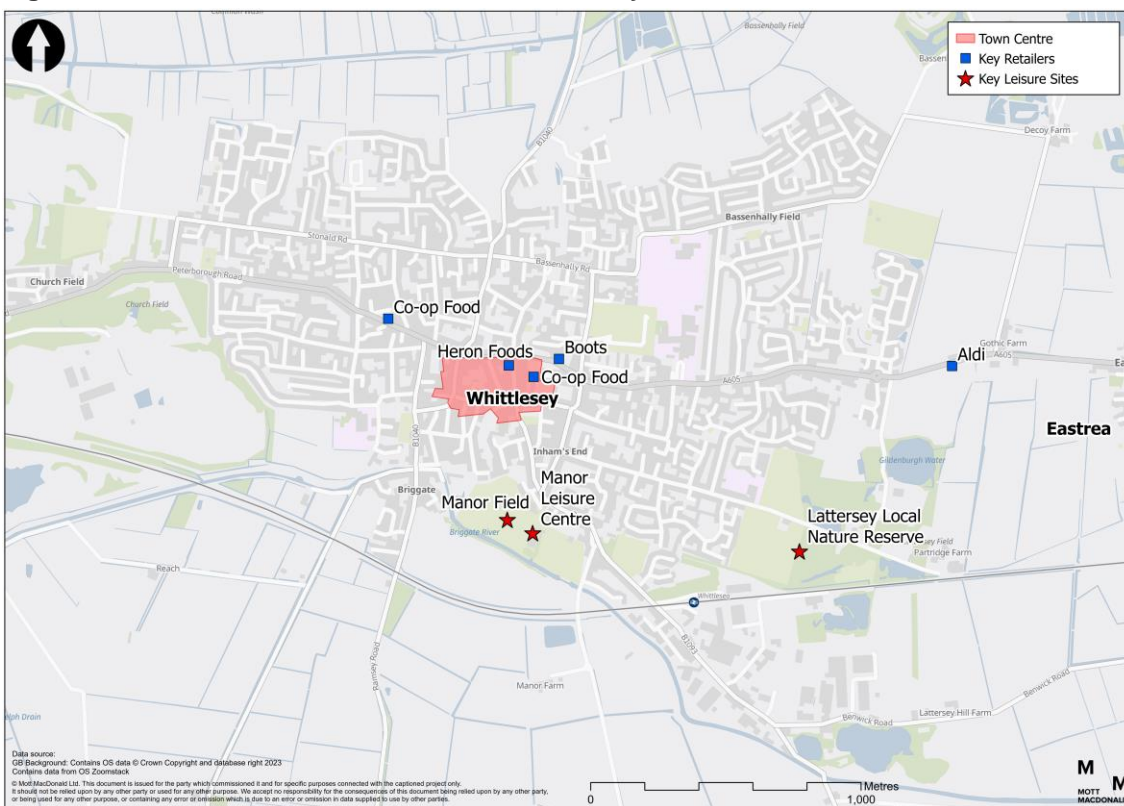
2.3 Retail and leisure

Whittlesey offers many retail and leisure opportunities for residents and those visiting the town. This includes large supermarkets, such as Aldi and Co-op, as well as a range of convenience shops, pharmacies and other small businesses.

Leisure sites include Manor Field, the Manor Leisure Centre and Lattersey Local Nature Reserve. The Kings Dyke Nature Reserve and RSPB Nene Washes are located further afield to the east and west respectively, offering further outdoor leisure opportunities for the residents of Whittlesey.

Figure 2.4 shows a selection of these retail and leisure facilities.

Figure 2.4: Retailers and leisure sites in Whittlesey



Source: Mott MacDonald

Retail and leisure – implications for the study?

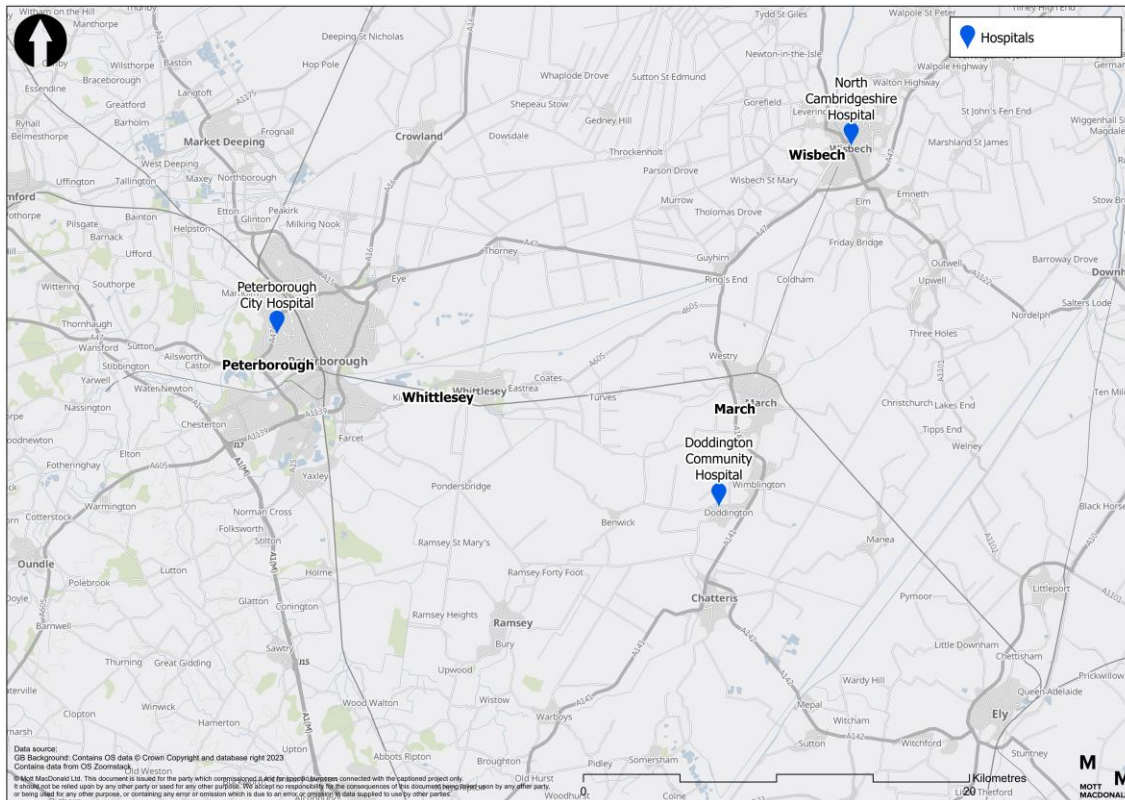
Many retailers are focused on the town centre which allows residents to visit one place for all their needs. However, the location of Aldi to the east of the town, as well as the leisure sites to the south are less convenient for residents to access unless by car.

Similarly, residents are required to travel to March, Wisbech and Peterborough to access larger supermarkets and other chain retailers. With the car being the most convenient means of travel in the area, trips to these retail locations and leisure facilities are more likely to be carried out by car using the A605, or the B1040.

2.4 Healthcare facilities

The closest major hospitals to Whittlesey are Peterborough City Hospital, North Cambridgeshire Hospital and Doddington Community Hospital (shown in Figure 2.5). Peterborough City Hospital, located around 17km from the centre of Whittlesey, is the closest of the three and the only one with an emergency department.

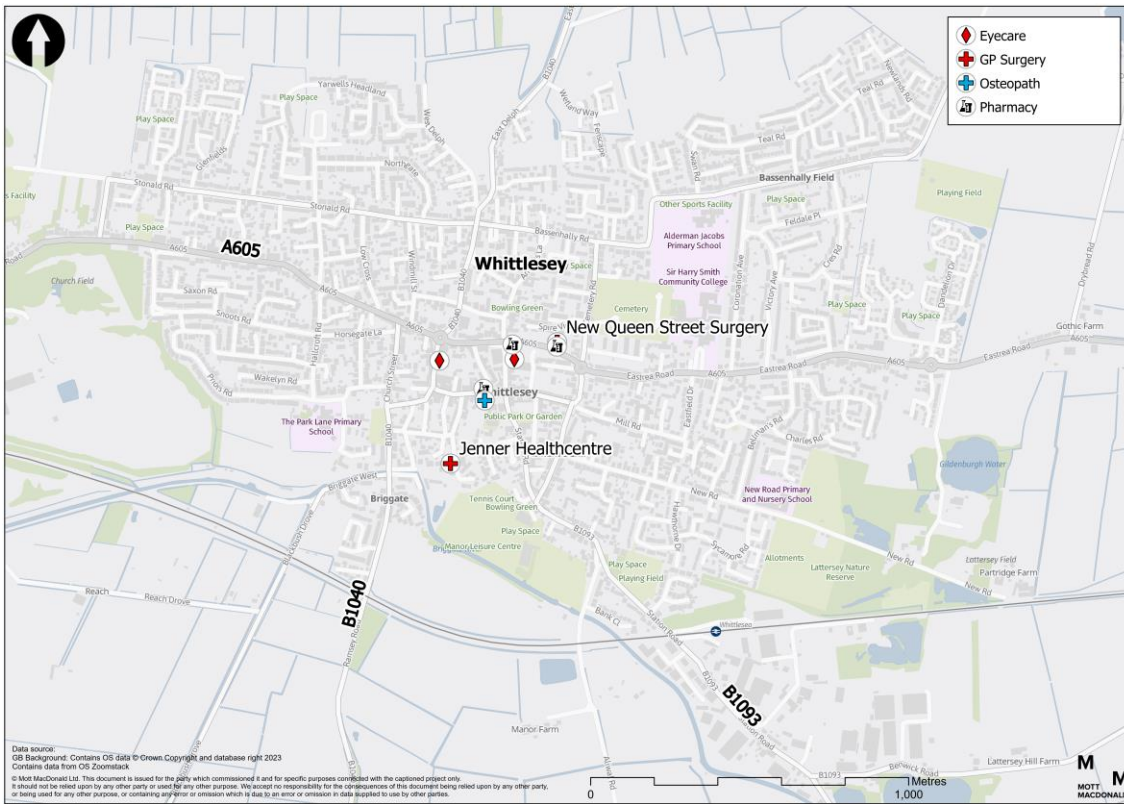
Figure 2.5: Hospitals within the study area



Source: Mott MacDonald

Within Whittlesey itself, there are GP surgeries, pharmacies, opticians, an osteopath, as well as several at-home care services (shown in Figure 2.6). These provide some level of healthcare to residents, with their central location making them relatively accessible for the local community via car and public transport. The New Queen Street Surgery and a Boots pharmacy are the only services located north of the A605, with the rest located to the south. The car dominated environment of central Whittlesey and limited cross points of the A605 mean that residents without a car, especially the elderly or those with restricted mobility, may struggle to access the GP surgeries, despite their central location.

Figure 2.6: Healthcare facilities within Whittlesey



Source: Mott MacDonald

Healthcare facilities – implications for the study?

Although there are a number of smaller healthcare facilities, such as GP surgeries, located within Whittlesey, people with health issues have to travel outside the town to receive hospital treatment or access an Accident & Emergency department. The reported issues of traffic on the A605 may cause delay to those requiring treatment or getting to appointments on time, in particular if the B1040 is closed due to flooding.

There is an opportunity to improve local access to doctors’ surgeries, by improving urban realm and reducing car dominance. There is also an opportunity to improve access to the hospitals through improved transport connections as, at present, residents are limited to travelling by car.

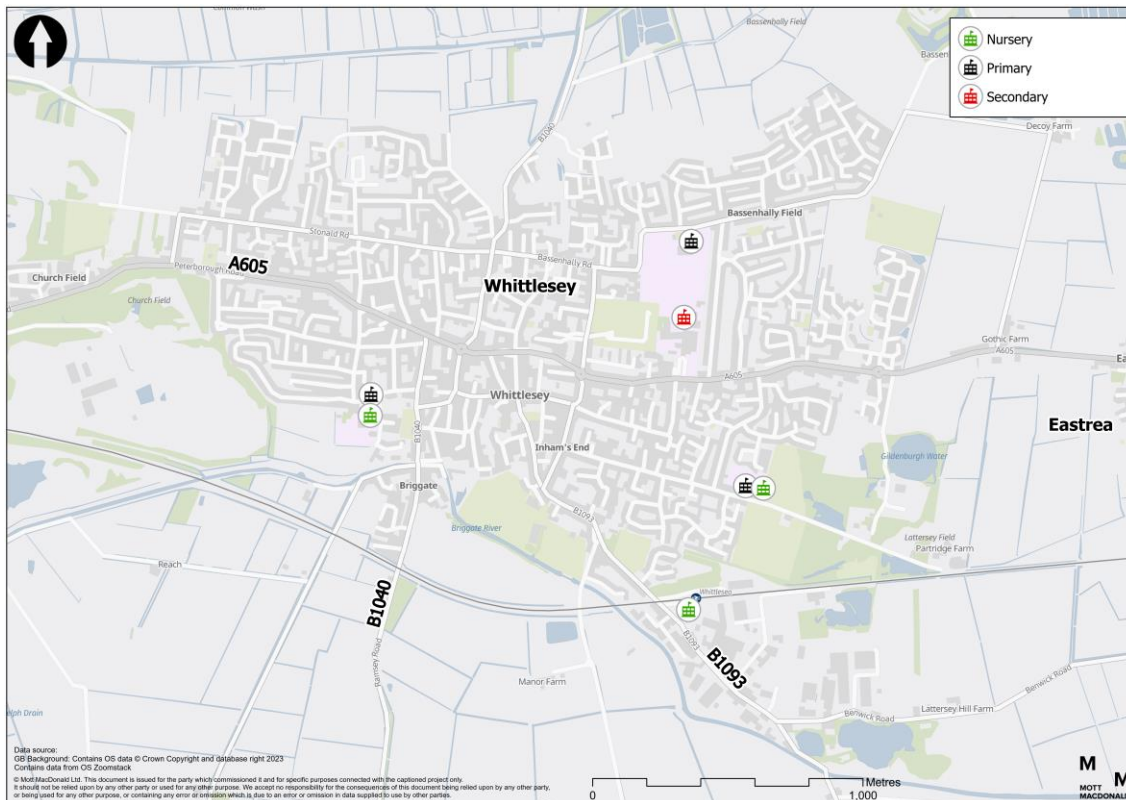
2.5 Education

There are three primary schools, three nurseries and one secondary school; Sir Harry Smith Community College, which is attended by 1,210 pupils. The schools within Whittlesey are located to the east and south (shown in Figure 2.7), with residents in the northwest required to travel further and cross the A605 or B1040 to attend school.

The catchment area for the community college includes students at the three primary schools in Whittlesey, as well as those at Coates Primary to the east and Heritage Park Primary to the west, on the outskirts of Peterborough. A particular point to note for the Community College is its location and that the school is primarily accessed via the A605. Pupils are dropped off and picked up along the road and contribute to traffic issues on the wider network.

Sir Harry Smith Community College also provides a sixth form for post-16 education but students wishing to study more vocational qualifications or undertake apprenticeships must travel to Peterborough. Higher education facilities are also provided in Peterborough, at the University College Peterborough and Anglia Ruskin University Peterborough.

Figure 2.7: Educational facilities in Whittlesey



Source: Department for Education (DfE)

Education – implications for the scheme?

At the moment the A605 and B1040, whilst providing access to schools, also create severance in access, especially for those living in the northwest of Whittlesey. By improving connectivity in the area, accessibility to education opportunities could be enhanced, allowing more pupils to reach educational facilities safely and sustainably.

The location of schools within Whittlesey, and in particular the Sir Harry Smith Community College, has a direct impact on traffic conditions on the A605 during the school run periods of the day. Improvements to the flow of people and traffic through Whittlesey could therefore minimise the negative impact of school drop offs, as well as looking at ways the number of trips undertaken to the school using a car can be reduced.

3 Socio-economic

This section provides an overview of some of the key demographic information in relation to Whittlesey and the surrounding areas within Fenland and Peterborough. This includes population levels, levels of deprivation and car ownership.

3.1 Population

With a total population in the region of 18,000, Whittlesey is one of the larger settlements in the area (see Table 3.1).

Table 3.1: Population of Whittlesey and surrounding settlements

Built up area	Total population
Chatteris	13,835
March	24,110
Peterborough	215,662
Ramsey	10,545
Whittlesey	17,667
Wimblington	4,904

Source: Census 2021⁹

Whittlesey's location directly between the main settlement of Peterborough and the second largest settlement, March, on the A605, with limited alternative routes between these centres, increases the likelihood of through traffic within Whittlesey.

With 44% of Fenland aged over 50 years old, the district has a much older population compared to neighbouring Peterborough (31%) (Table 3.2). In addition to this, nearly a quarter of the population in Whittlesey are over the age of 65 years old.

Table 3.2: Population of Fenland and Peterborough

Age range	Whittlesey ⁸	Fenland	Peterborough
0-15	2,840 (16%)	17,652 (17%)	48,207 (22%)
16-24	1,687 (10%)	9,069 (9%)	21,681 (10%)
25-49	5,251 (30%)	30,816 (30%)	79,029 (37%)
50-64	3,793 (21%)	21,629 (21%)	36,636 (17%)
65+	4,096 (23%)	23,576 (23%)	30,796 (14%)

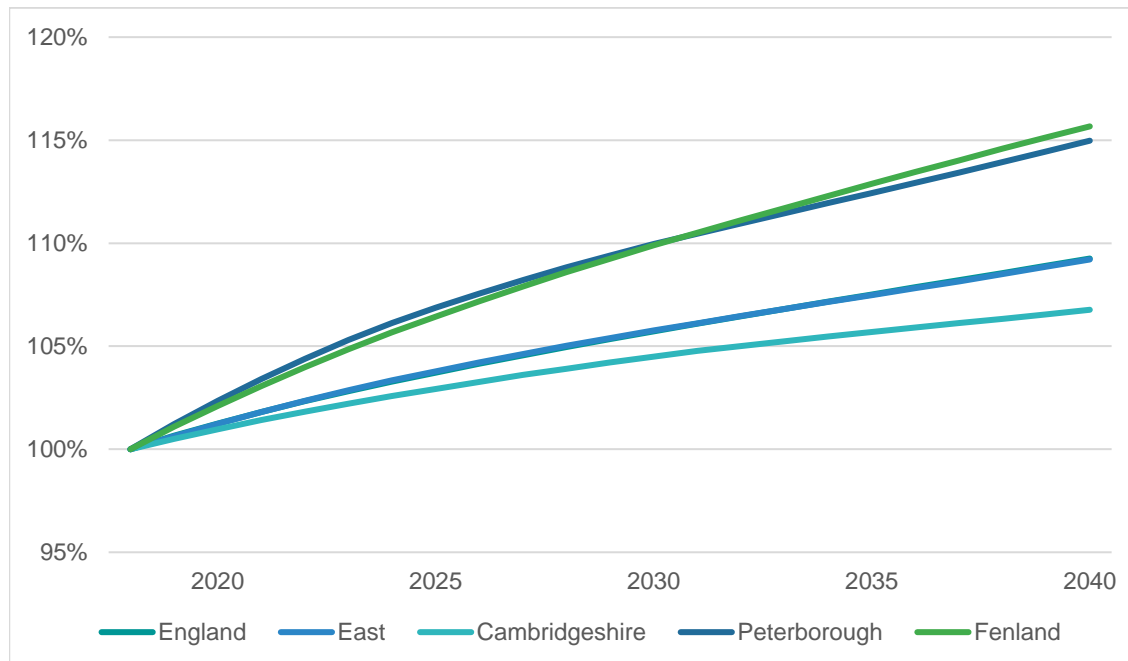
Source: Nomis – 2021 mid-year estimates¹⁰

Population projections indicate that Fenland is likely to grow by 16% by 2040. This is greater than predictions for Peterborough (+15%); Cambridgeshire (+7%); East of England (+9%) and England (+9%) (shown in Figure 3.1). Such growth may be linked to the construction of further housing in the region, and with more working age people, there is likely to be more people travelling around Whittlesey for work and other activities.

⁹ Cambridgeshire & Peterborough Insight – Population – Census 2021 – Topic Summaries – Demography and Migration (cambridgeshireinsight.org.uk)

¹⁰ <https://www.nomisweb.co.uk/datasets/pestsyoala>

Figure 3.1: Population growth projections from 2018 base year



Source: Office for National Statistics¹¹

Population – implications for the study?

The projected population growth within Fenland means that the levels of trips in the study area is likely to grow, which could further impact on the transport network within Whittlesey by generating further trips.

The high proportion of people aged 65+ within the district means that there are more retired people who, whilst not undertaking commuter journeys, are more likely to undertake social trips or journeys to access healthcare, shopping and other services¹². Older people can also have strong reliance on the car, given mobility issues can limit the ability to walk or cycle long distances¹³.

In comparison, the growing population alongside the development of new housing sites (see Section 5) could encourage families and younger people to move to the area which would likely result in more commuting trips and journeys for childcare.

3.2 Employment

Comparisons with regional and national employment levels show that Fenland has a lower proportion of people that are either in employment or unemployed but actively looking for work (economically active) compared to Peterborough and England (shown in Table 3.3). The district has a much greater proportion people who are not in employment and not looking for work (economically inactive), with this driven primarily by a large number of retired persons and a slightly higher proportion of people who are long term sick or disabled. Fenland has a lower proportion both economically active and economically inactive students.

¹¹ [Population projections for local authorities: Table 2 - Office for National Statistics](#)

¹² [Older people’s travel and its relationship to their health and wellbeing. Makett, R. \(2017\)](#)

¹³ [The unmet travel needs of the older population. Luiu, C. et al \(2016\)](#)

Table 3.3: Economic activity levels (proportion of residents 16+)

	Fenland	Peterborough	England
Economically active			
<i>In employment</i>	55%	59%	56%
<i>Unemployed</i>	2%	3%	3%
<i>Student</i>	1%	2%	2%
Total	58%	64%	61%
Economically inactive			
<i>Retired</i>	26%	17%	22%
<i>Student</i>	3%	4%	6%
<i>Looking after home or family</i>	5%	6%	5%
<i>Long term sick or disabled</i>	5%	4%	4%
<i>Other</i>	3%	4%	3%
Total	42%	36%	39%

Source: Census 2021

Around 40% of Fenland’s population occupy employment in managerial, professional or associate professional occupations, which is lower than the regional and national levels of 52%. Fenland’s residents are more likely than those in the wider region to occupy administrative, trade, or service roles than those in the wider region and country¹⁴.

Employment – implications for the study?

Employment levels in Fenland are lower than the levels seen in Peterborough and England, with the district having higher economic inactivity, largely through a significant retired population and a higher proportion of residents long-term sick or disabled. When coupled with the lower proportion of employees in professional occupations, Fenland and Whittlesey are not attaining the same levels of economic success as elsewhere in the region and country.

There is a need to increase access to employment in the area through improving the connectivity between population centres and reducing congestion in Whittlesey town centre. This would provide better opportunities and a better commuting experience for those seeking employment whilst also providing a better quality of life for the economically inactive who travel around Whittlesey for non-commuting purposes.

3.3 Education

Examining education levels in Fenland, the proportion of residents who have no qualifications is significantly higher than that seen in Peterborough and England (Table 3.4). The proportion of residents whose highest education level is GCSEs or equivalent (levels 1&2) is greater in Fenland. However, the percentage of the population obtaining a level 4 qualification, such as Higher National Certificate (HNC), Higher National Diploma (HND) or Bachelor’s degree is significantly lower in the district, especially when compared to the England and Wales average. This could be a result of residents of Fenland occupying job roles which do not require higher qualifications.

¹⁴ [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://nomisweb.co.uk)

Table 3.4: Highest level of education levels of residents 16+ (2021)

	Fenland	Peterborough	England and Wales
Level 1 (one to four GCSE passes or equivalent)	12.9%	12.3%	9.6%
Level 2 (over five GCSE passes or equivalent)	15.7%	14.4%	13.4%
Level 3 (two or more A-levels or equivalent)	16.3%	15.4%	16.9%
Level 4 (HNC, HND, Bachelor's degree or post-graduate qualifications)	19.0%	26.2%	33.8%
Apprenticeship	6.8%	5.5%	5.3%
Other qualifications	3.4%	3.7%	2.8%
No qualifications	25.8%	22.4%	18.2%

Source: Census 2021¹⁵

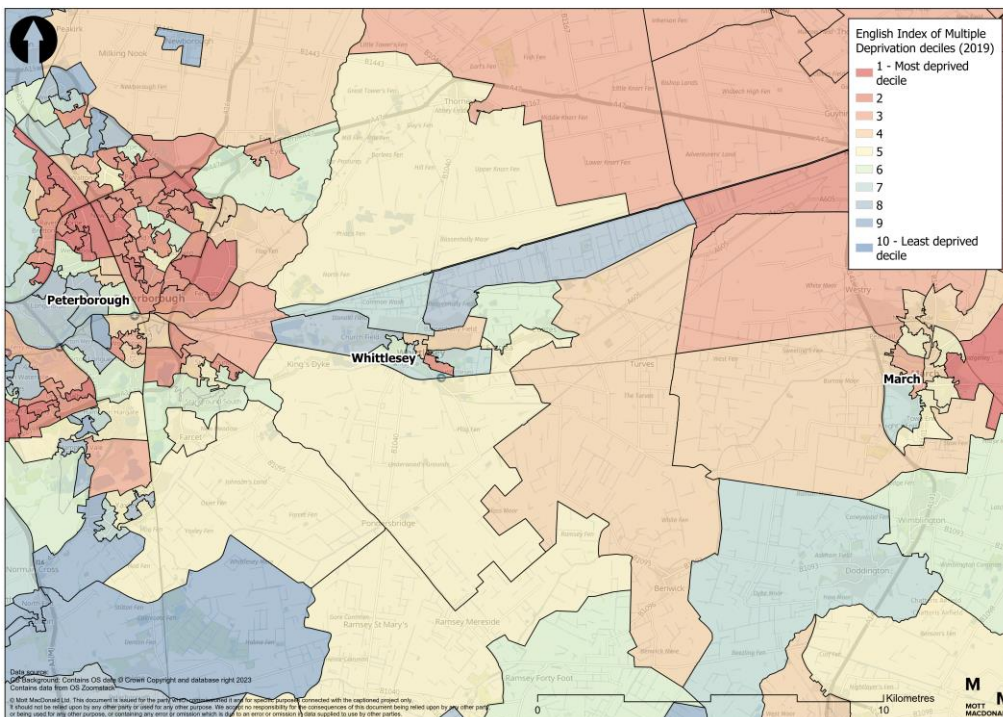
Education – implications for the study?

By improving connectivity in the area, accessibility to education opportunities could be enhanced, thereby providing a route for more residents of Whittlesey to obtain qualifications and reducing the qualifications gap between the district and Peterborough.

3.4 Deprivation

The English Index of Multiple Deprivation (IMD) 2019 is the official measure of deprivation and combines information on income, employment, education, skills and training, health and disability, crime, barriers to housing and services and living environment. Examining the IMD shows that some areas in Whittlesey, March and Peterborough are within the top 10-30% of most deprived LSOAs across England (Figure 3.2). However, there are many areas that show lower levels of deprivation in Whittlesey and the study area.

Figure 3.2: Index of Multiple Deprivation, 2019



Source: Ministry of Housing, Communities & Local Government, 2019

¹⁵ Education, England and Wales - Office for National Statistics (ons.gov.uk)

Deprivation – implications for the study?

When seeking to reduce the levels of deprivation it is crucial that job opportunities are available for residents and that they are accessible for all.

Whilst overall levels of deprivation in Whittlesey are low, there are some pockets of higher deprivation. Levels of accessibility can contribute to levels of deprivation, therefore improvements in transport provision can have a positive impact by improving access to services including jobs, healthcare and education.

3.5 Car ownership

Census 2021 data has been analysed to assess the level of car ownership amongst residents in Fenland and Peterborough, and to provide a comparison to national levels.

Table 3.5 shows that only 16% of households in Fenland do not own a car or van, which is considerably lower than the national average of 24%. This could be due to the lack of provision of alternative modes (see Section 4) which results in greater dependency on cars. The rural nature of Fenland is also better suited to car travel compared to bus, active travel or rail.

Table 3.5: Car ownership levels

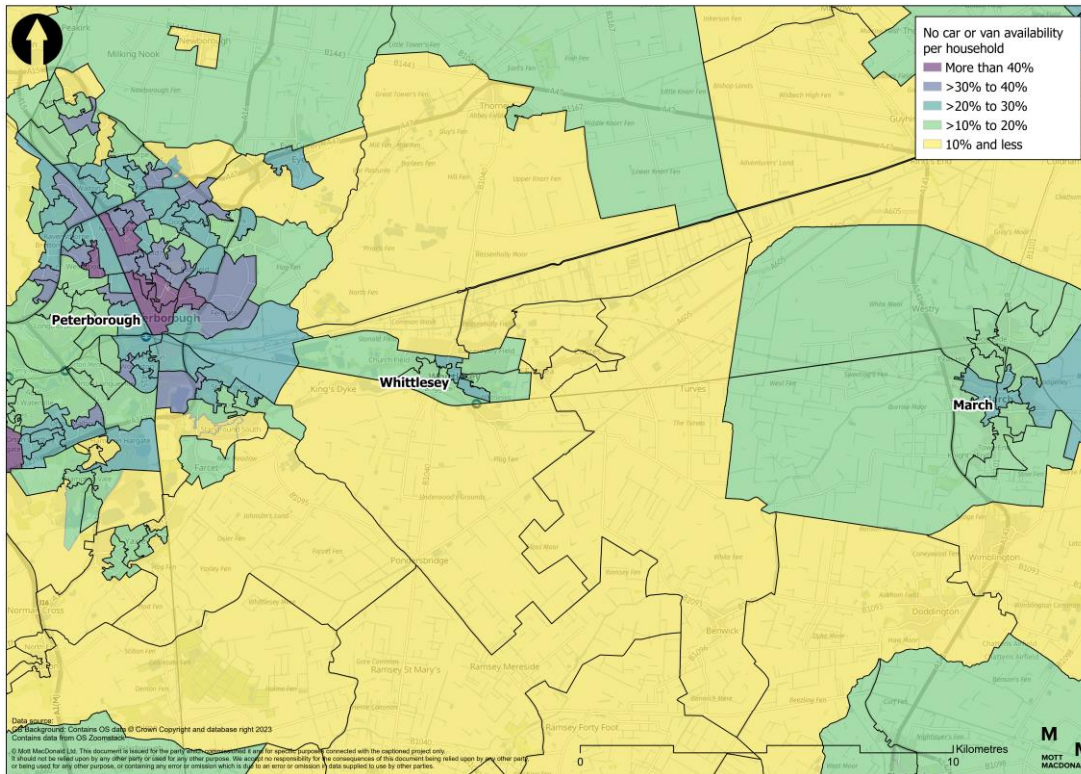
	Fenland	Peterborough	England
No cars or vans in household	16%	23%	24%
1 car or van in household	42%	42%	41%
2 cars or vans in household	30%	26%	26%
3 or more cars or vans in household	13%	8%	9%

Source: Census 2021

Whittlesey itself has a lower level of car ownership than the surrounding areas, although levels are still higher than in Peterborough (shown in Figure 3.3). The lower levels in Whittlesey could be due to the slightly higher levels of deprivation seen in Figure 3.2, with residents of the southeast of Whittlesey owning fewer vehicles.

Despite this, the high levels of car ownership in the areas around Whittlesey is likely to be contributing to higher car trips and high car mode share (see Section 4 where this is discussed further) through the town. These trips are likely to use the A605 as it is one of the main east-west routes available.

Figure 3.3: Car ownership



Source: Census 2021

Car ownership – implications for the study?

High levels of car ownership create a highly car-dependent environment, with people more likely to use their vehicle to undertake short trips that could otherwise be undertaken using other modes. Opportunities to reduce private vehicle usage or provide alternatives to the car will help ease congestion within the town.

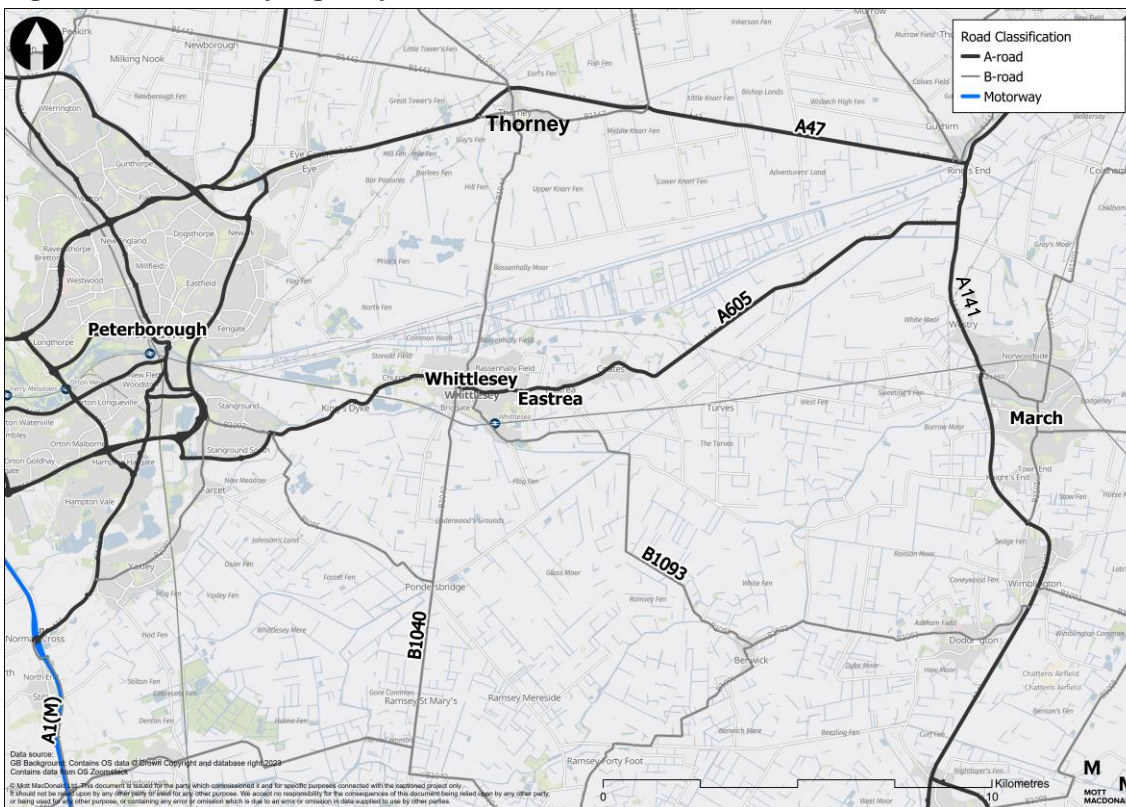
4 Transport network and traffic conditions

This section provides an overview of the transport network and traffic conditions of Whittlesey and the surrounding areas within Fenland and Peterborough. This includes the highway network, public transport and active travel provision, as well as traffic flows and congestion.

4.1 Road

The primary road through Whittlesey is the A605 (shown in Figure 4.1), running east-west, and linking the town to March and Wisbech (via the A141) in the east, and Peterborough in the west. Within the built-up area of Whittlesey, the A605 has a speed limit of 30mph, rising to 40mph once outside the town. Other notable roads in the town include the B1040 running north south, and the B1093 running to the southeast, both of which are 30mph within the built-up area and national speed limit (60mph) once outside the town. These three primary roads are the only ways into, or out of, Whittlesey by road, and intersect at two roundabouts in the centre of the town. This results in a focus of traffic in the town centre, with the negative impacts of high traffic levels felt by residents.

Figure 4.1: Whittlesey highway network



Source: Mott MacDonald

Whittlesey itself is not located on the Strategic Road Network (SRN); several SRN routes can be accessed within the wider region. The A1 and A1(M) are located around 13km to the west, the A141 is 13km to the east, and the A47 is 8km to the north. The A47 provides a parallel east-west route to the A605 and represents an alternative route for traffic travelling between Peterborough, March and Wisbech that avoids the A605 through Whittlesey. This section of the

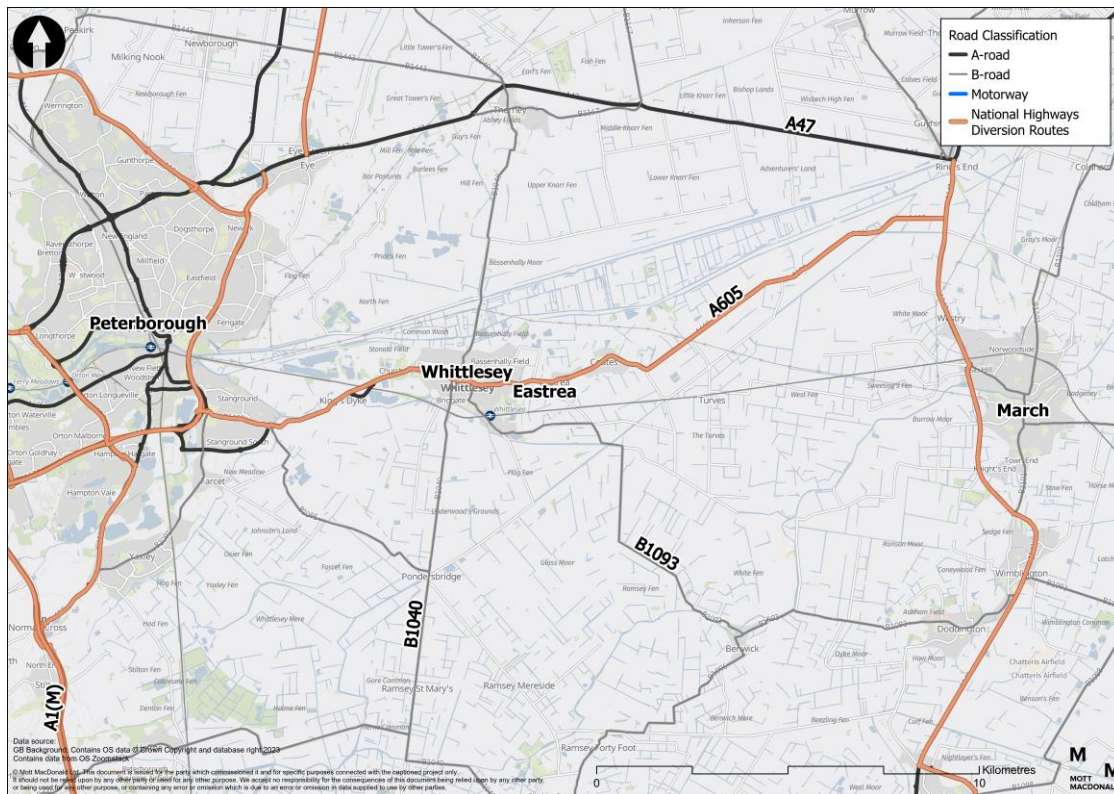
A47 has daily flows exceeding 25,000 vehicles¹⁶, and is largely single carriageway for the 13 miles it runs between Peterborough and the A141. Only a 3-mile stretch of this is dual carriageway to the north of Thorney. Whilst the CPCA have previously submitted a Strategic Outline Business Case (SOBC) to National Highways (NH), proposing to fully upgrade this section of the A47 to full dual carriageway status in the future¹⁷, at present no upgrades to the A47 route in this area are included in the NH future Road Infrastructure Plan (RIS3) programme for delivery post 2025. The difficulties in duelling the A47 in full make it difficult to increase the resilience of the A47 in the Fenland area and draw traffic away from the A605.

Whilst the A47 is the main SRN route, the A605 does form part of National Highways' agreed diversionary routes (as shown in Figure 4.2). Therefore, when the A47 is highly congested, closed for maintenance or following road traffic collisions, there is the potential for a significant level of traffic to re-route through Whittlesey.

Other traffic issues can arise due to the low-lying nature of Fenland which mean there can be significant flood risk in the area (discussed further in Section 6.2). This can cause traffic disruption and again significant re-routing of trips, which could be in the region of an additional 5,000 vehicles during flood events that result in the closure of the B1040¹⁸.

The B1040 East Delph provides a direct link between Whittlesey and the A47 which can also result in traffic travelling into the centre of Whittlesey during times of disruption on the A47, however, this road is susceptible to flooding as it crosses the Whittlesey (Nene) Washes Flood Storage Reservoir and can be closed for extended periods of time.

Figure 4.2: National Highways agreed diversionary routes



Source: National Highways

¹⁶ Road traffic statistics - Manual count point: 94204 (dft.gov.uk)

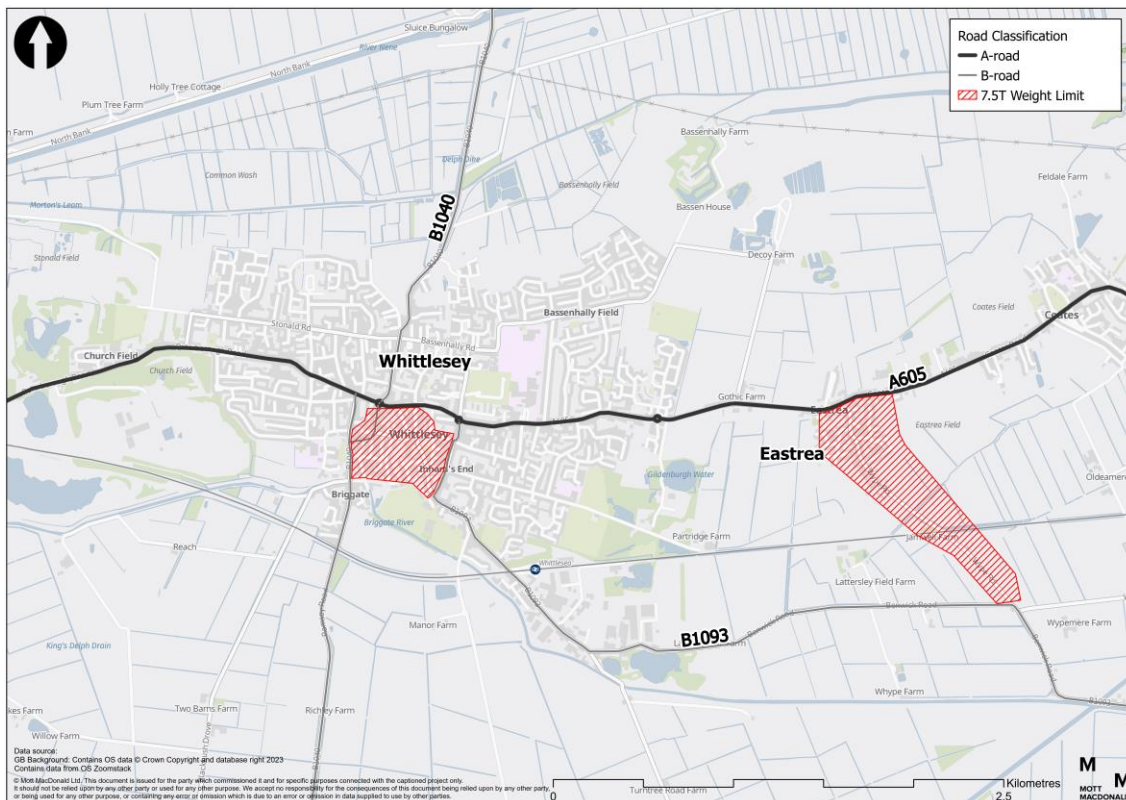
¹⁷ A47 SOBC, CPCA (2019)

¹⁸ CCC Economy and Environment Committee, 15th August 2019

In addition to the A605 forming part of the diversionary network, the road is one of the major routes within the north of the county and is, therefore, also part of the HGV advisory routes. There are 7.5T weight restrictions along the B1040 in the centre of the Whittlesey (as shown in Figure 4.3), however there are no restrictions on the HGV usage of the A605 itself, or routes linking into the town from the north and south.

Although the A47 handles a significant amount of road freight, the industrial areas located in the south and west of Whittlesey, and the large industrial area to the east of Peterborough, mean that non-insignificant amounts of HGV traffic also use the A605 and other roads within Whittlesey. The road network within Whittlesey is not appropriate for high HGV usage with the signed HGV route from the A605 to the industrial site south of Whittlesey utilising the B1093. The B1093 is approximately 4m wide at the narrowest point, and features on-street parking at other locations, as well as junctions that are not well suited to HGV movements. Church Road is also unrestricted to HGV usage, with this route including traffic calming chicane as well as on-street parking. HGV usage on such routes as B1093 and Church Road therefore have potential to bring HGVs into conflict with other road users and result in traffic issues across the town.

Figure 4.3: Weight limits in Whittlesey



Source: CCC. Mott MacDonald

Road – implications for the study?

The A605 is one of the key routes for all east-west traffic between Peterborough and the Fenland market towns, as well as being used for north-south traffic movements within the centre of Whittlesey. Whilst the A47 offers an alternative route, it is not always more convenient, and can suffer from high traffic volumes leading to congestion. As the A47 is largely un-dualed, its capacity to deal with future growth in trips associated with future

housing and employment developments is likely to become a larger issue, potentially resulting in greater traffic levels on the A605 using it as an alternative route.

The A605 also forms part of the National Highways diversion route and is a key route for freight, with few restrictions. These aspects lead Whittlesey to experience high levels of traffic within the town centre, especially when the A47 is closed.

Whilst the A47 is intended to offer the main route across the region, the A605 will still provide a quicker and more direct journey for some depending on their origin and destination. With no restrictions in place on the A605, the potential for trips to use the A605 where they could be using the A47 is likely to continue, and progressively worsen with any future growth in traffic.

4.2 Traffic conditions

4.2.1 Road traffic statistics

The Department for Transport's (DfT) road traffic statistics have been used to identify the Annual Average Daily Flow (AADF) along the A605 between Peterborough and March, from 2019 to 2022, to identify potential recent trends in traffic movements along the route. These locations are shown in Figure 4.4, with the counts shown in Figure 4.5.

Levels of traffic within Whittlesey appear to be relatively high, with up to 15,000 vehicles passing through the town each day. Counts show that traffic flows are higher in Whittlesey town centre, and to the west of Whittlesey towards Peterborough, compared to Coates in the east. This suggests that journeys to and from Whittlesey are predominantly related with Peterborough, as would be expected.

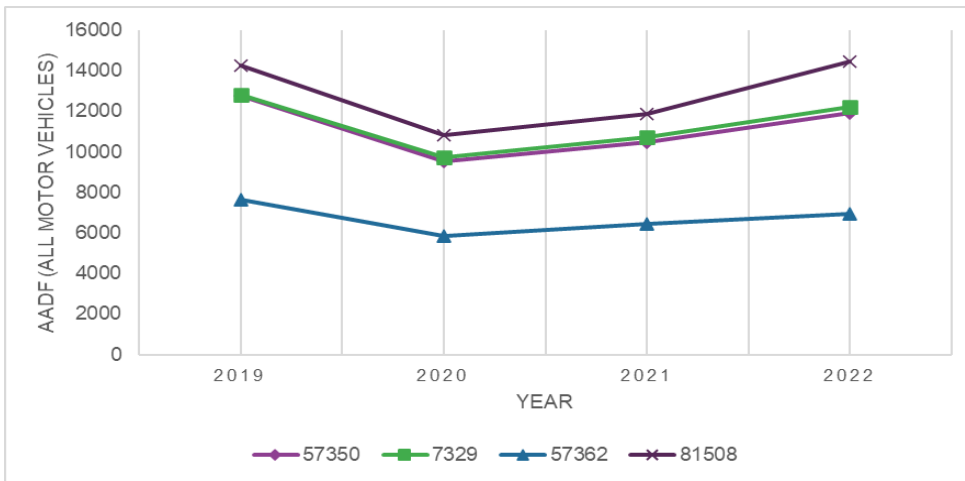
The trends in annual counts between 2019 and 2022 also show that traffic levels have returned to pre-COVID levels.

Figure 4.4: DfT Count sites on the A605



Source: DfT

Figure 4.5: A605 count points AADF, all motor vehicles



Source: DfT

4.2.2 Mode share

In addition to the counts undertaken by the DfT, Cambridgeshire County Council's (CCC) Traffic Monitoring Report (2021) presents traffic count data across the county, including Whittlesey, for 2017-2021.

In Whittlesey, traffic data was collected in seven locations on the main routes entering and exiting the town (shown in Figure 4.6), allowing town-wide mode splits to be determined (shown in Table 4.1).

Figure 4.6: Traffic Monitoring Report 2021 survey locations



Source: CCC, Mott MacDonald

The latest counts show that there is very high car use within Whittlesey, whilst HGV and LGVs also account for notable proportions of traffic. HGVs account for 5-6% of the road traffic through Whittlesey. This aligns with the UK average, with HGVs accounting for 5% of all motor vehicle traffic and 5.5% of all motor vehicle traffic on A-class roads in 2022¹⁹. Other modes account for only 2% of the total, although the count sites are likely to primarily capture those travelling to destinations outside Whittlesey, and walking and cycling levels may be higher within the town centre itself.

Table 4.1: Whittlesey mode share (2021)

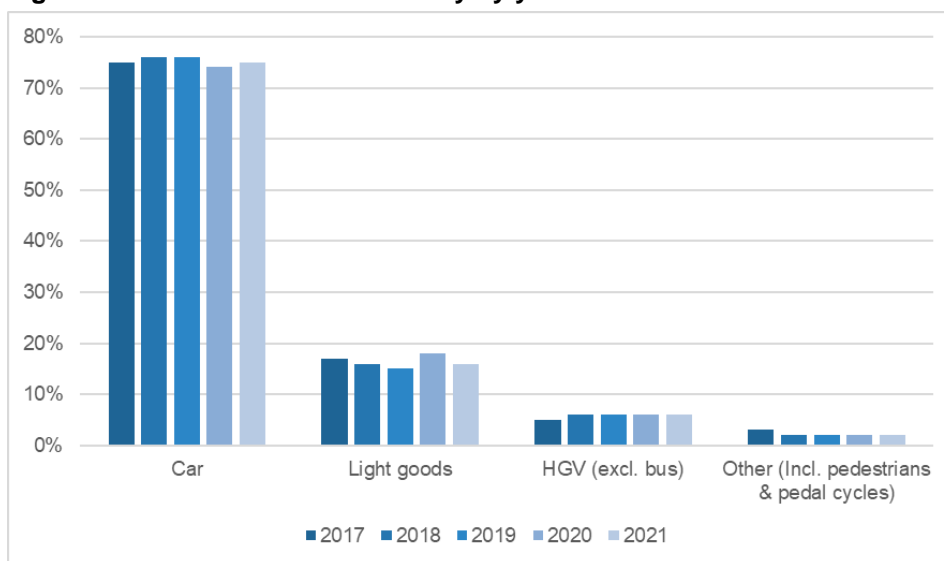
Mode	Count	Percentage
Car	24,310	75%
Light goods	5,107	16%
HGV (excl. bus)	1,932	6%
Pedestrians	405	1%
Pedal cycles	221	1%
Bus	157	0%
Motorcycles	127	0%
Total motor vehicles	31,633	98%
Total	32,259	100%

Source: CCC

When this is considered over time, mode splits have remained consistent, even during the COVID-19 period, when other areas of the country saw an increase in active modes. The number of vehicles passing the count sites increased year on year from 2017-2019, with this primarily being the result of an increase in cars and HGVs (Figure 4.7).

As a result of the COVID-19 pandemic, the number of cars and HGVs did decrease slightly in 2020, although the proportion of LGVs rose. Despite this, the mode share remains relatively consistent throughout the study period, with cars making up 74-76% of mode share.

Figure 4.7: Mode share in Whittlesey by year



Source: CCC

¹⁹ Road Traffic Estimates in Great Britain, 2022: Traffic in Great Britain by Vehicle Type - GOV.UK (www.gov.uk)

Traffic conditions – implications for the study?

Whittlesey and the surrounding area are dominated by use of motor vehicles, with cars, LGVs and HGVs accounting for 98% of all traffic. The counts suggest that traffic within Whittlesey is more focused on moving between the town and Peterborough; however, flows to the north, east, and south are not insignificant and through traffic may be an issue.

4.3 Through traffic

In order to understand the level of traffic passing through Whittlesey, an Automatic Number Plate Recognition (ANPR) survey has been carried out. This uses cameras to record the number plate for each vehicle that passes, allowing for every vehicle to be time and date stamped. By having cameras on each main road in and out of the town, it is possible to match vehicles that enter and then exit the town and measure the level of through traffic.

The ANPR surveys were conducted on two weekdays and one day at the weekend in late November and early December 2023. The cameras were operational from 00:00-23:59 on Tuesday 28th and Wednesday 29th November and Saturday 2nd December at five sites on the outskirts of Whittlesey. The locations of the cameras provided a cordon around to capture of all movements in and out of the town (shown in Figure 4.8).

The ANPR data has been cleaned and analysed, with any anomalies within the data omitted from the final analysis presented within this section²⁰.

Figure 4.8: ANPR site locations



Source: Mott MacDonald

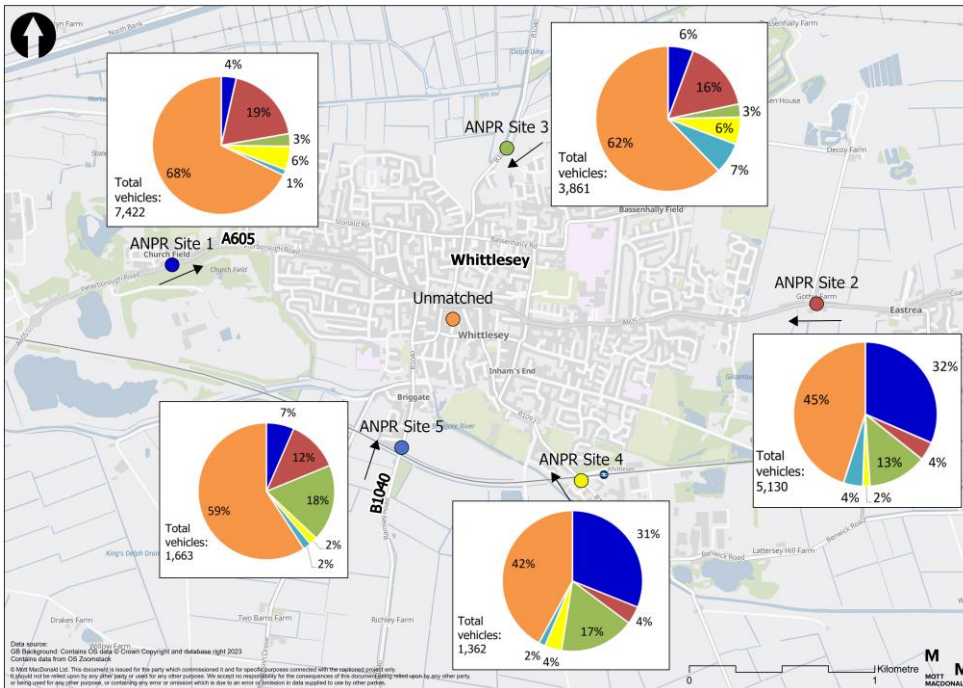
²⁰ Note: during the data cleaning process it was determined that the counts for Wednesday 29th November were missing for key time periods, therefore could not be used to understand an accurate picture of through traffic.

4.3.1 All vehicles

A total of 19,438 inbound vehicle movements were recorded by the ANPR cameras in Whittlesey on Tuesday 28th November. The breakdown of these journeys can be seen in Figure 4.9 and Table 4.3. The key findings from the Tuesday survey were as follows:

- 11,316 (56%) were not recorded leaving the town (designated “unmatched”) and therefore can be assumed to not be through traffic.
- Largest through movements are from the east along the A605 (Site 2), with 32% of vehicles (1,616) travelling through the town to the west along the A650, and 13% of vehicles (682) travelling through to the north onto the B1040.
- Similar levels of through movements are seen from west to east (1,390 vehicles) along the A605 as east to west (1,616). As a percentage of the traffic from the west, through traffic is low (19%), as a large proportion of these journeys (5,039 vehicles, 68%) finish in Whittlesey.
- Through movements from the southeast along Station Road (Site 4) also show a high proportion of through traffic with 31% of vehicles (423) passing through to the west and along the A605, and 17% of vehicles (236) passing through to the north along the B1040.

Figure 4.9: Inbound vehicle movements - Weekday (all modes)



Source: Mott MacDonald

Table 4.2: Movement matrices – Weekday (all modes)

		Outbound ANPR Site					Whittlesey Destination*	Total
		1	2	3	4	5		
Inbound ANPR Site	1	261	1,390	221	412	88	5,039	7,422
	2	1,616	215	682	81	223	2,313	5,130
	3	218	620	113	235	268	2,406	3,860
	4	423	56	236	53	21	573	1,362
	5	109	204	302	32	31	985	1,663
Whittlesey Origin*		7,690	4,829	4,050	1,466	1,582		
Total		10,317	7,314	5,604	2,279	2,213		

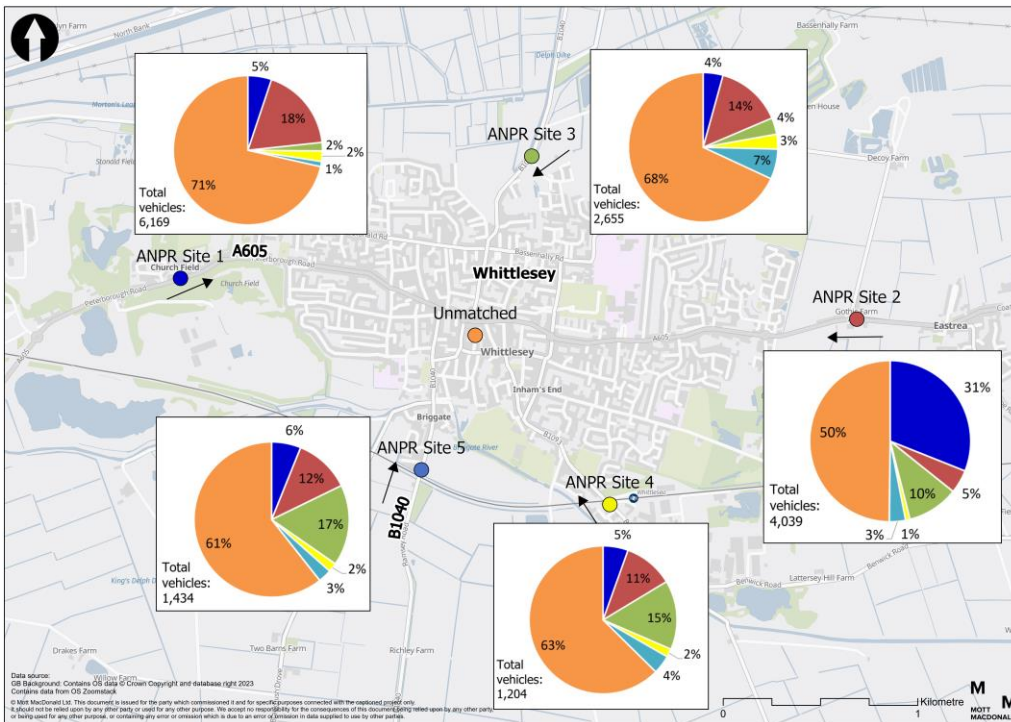
Source: Mott MacDonald

* Trips that were recorded by only one ANPR camera are classified as unmatched. It is assumed that for inbound unmatched trips, the destination was Whittlesey and for outbound unmatched trips, the origin was Whittlesey.

A total of 15,501 inbound vehicle movements recorded by the ANPR cameras on Saturday 2nd December. The breakdown of these journeys can be seen in Figure 4.10 and Table 4.3. The key findings from the Saturday survey were as follows:

- Vehicle traffic was lower overall when compared to the weekday however a higher proportion (9,853 vehicles, 64%) were not recorded leaving the town (unmatched). Lower levels of through traffic may be due to fewer commuters and more people shopping in Whittlesey.
- The largest through movements are from the east (Site 2), with 31% (1,253) travelling to the west along the A605 (Site 1) and 10% (417) to the north (Site 3).
- Similar levels of through movements are seen from west to east (1,121 vehicles) along the A605 as west to east (1,253). As a percentage of the traffic from the west, through traffic is low, as a large proportion of these journeys (4,409 vehicles, 71%) finish in Whittlesey.
- Traffic from the south (Site 5) and southeast (Site 4) saw significant proportions (15% and 17% respectively) travelling out of Whittlesey to the north (Site 3) although a majority of traffic from both sides remained within the town.

Figure 4.10: Inbound vehicle movements - weekend (all modes)



Source: Mott MacDonald

Table 4.3: Movement matrices – Weekend (all modes)

		Outbound ANPR Site					Whittlesey Destination*	Total
		1	2	3	4	5		
Inbound ANPR Site	1	317	1,121	113	141	68	4,409	6,169
	2	1,253	190	417	35	132	2,012	4,039
	3	114	380	95	85	173	1,808	2,655
	4	66	131	182	22	49	754	1,204
	5	88	168	242	27	40	870	1,435
Whittlesey Origin*		6,291	3,898	2,798	1,153	1,368		
Total		1,979	2,039	1,075	326	500		

Source: Mott MacDonald

* Trips that were recorded by only one ANPR camera are classified as unmatched. It is assumed that for inbound unmatched trips, the destination was Whittlesey and for outbound unmatched trips, the origin was Whittlesey.

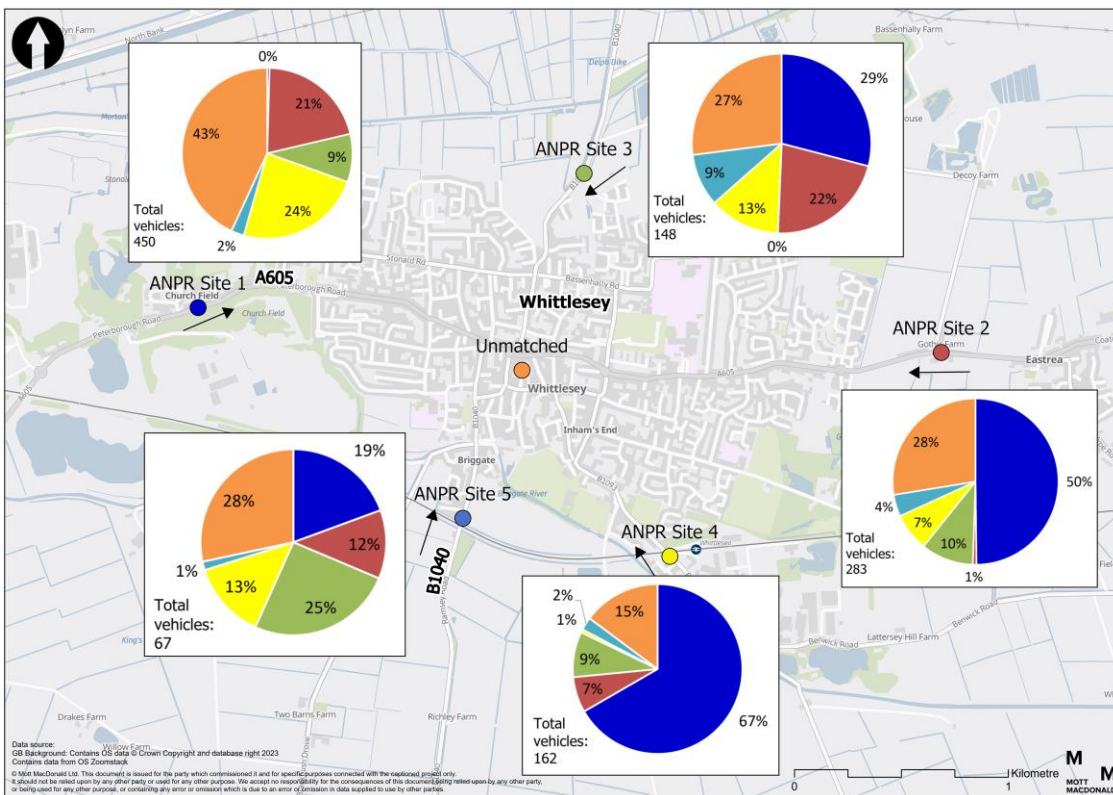
4.3.2 Heavy Goods Vehicles

The ANPR data is broken down into vehicle types and for the purpose of this report, Ordinary Goods Vehicles (OGV) class 1 (e.g., large vans and mid-size trucks) and class 2 (e.g., large lorries and all articulated vehicles) have been combined and are referred to as HGVs.

A total of 1,110 HGVs were recorded by the ANPR cameras travelling into Whittlesey on Tuesday 28th November. The journey breakdowns can be seen in Figure 4.11 and Table 4.5.

- HGVs account for 5.7% of all movements in Whittlesey on a weekday with the highest number of movements coming into the town from the west (450). Of these, 24% (108) travelled to the southeast and 21% (94) travelled to the east.
- A total of 755 (68%) HGV trips were through traffic, with the largest through-trips being east to west (141); southeast to west (108) and west to southeast (108). It is worth noting that the majority (if not all) of the HGV trips travelling to ANPR site 4 on Station Road will be associated with the trading estate. If these are excluded from the analysis, then the proportion of through trips is estimated at around 45% (460 weekday HGV movements).
- The A605 is a designated freight route and large industrial sites located to the west and southeast of Whittlesey are likely responsible for high levels of HGV through traffic.

Figure 4.11: Inbound vehicle movements - weekday (HGV)



Source: Mott MacDonald

Table 4.4: Movement matrices – Weekday (HGV, all journey times)

		Outbound ANPR Site					Whittlesey Destination*	Total
		1	2	3	4	5		
Inbound ANPR Site	1	2	94	41	108	11	194	450
	2	141	2	29	21	12	78	283
	3	43	32	0	19	14	40	148
	4	108	11	14	1	4	24	162
	5	13	8	17	9	1	19	67
Whittlesey Origin*		514	206	155	196	59		
Total		821	353	256	354	101		

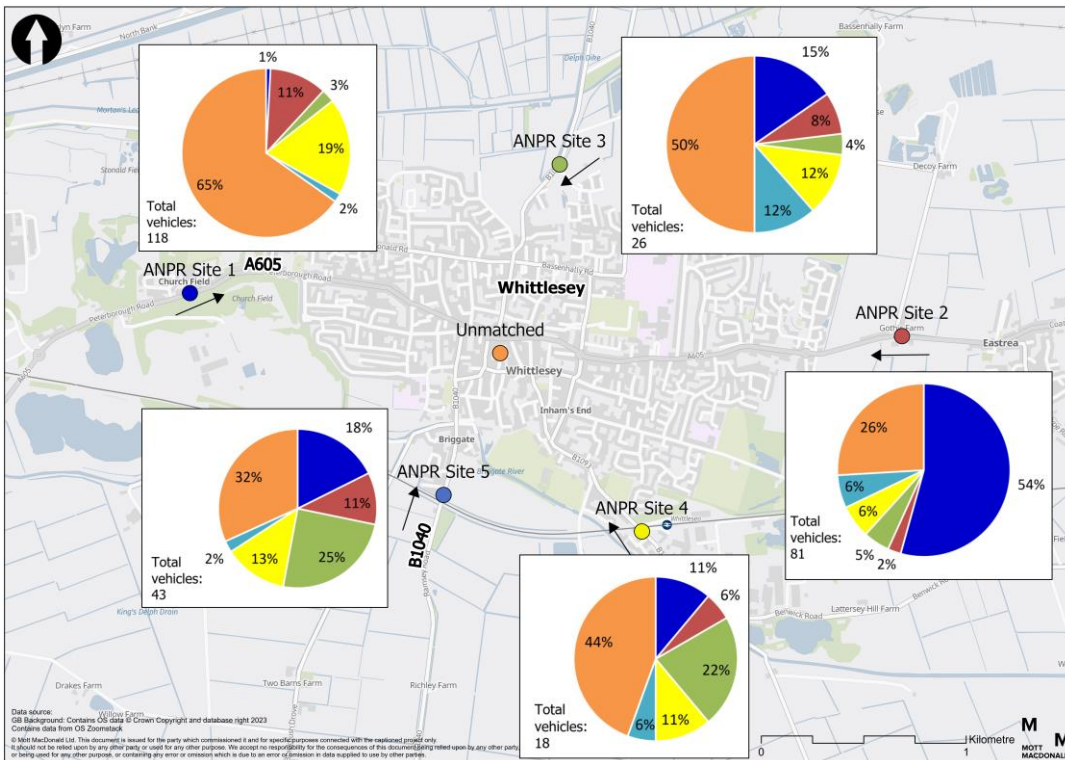
Source: Mott MacDonald

* Trips that were recorded by only one ANPR camera are classified as unmatched. It is assumed that for inbound unmatched trips, the destination was Whittlesey and for outbound unmatched trips, the origin was Whittlesey.

A total of 286 HGVs being recorded by the ANPR cameras on Saturday 2nd December. The breakdown of these journeys can be seen in Figure 4.12 and Table 4.5.

- Weekend HGV levels (286) are significantly lower than during the weekday (1,110).
- 153 (54%) movements were captured travelling between two ANPR camera. As discussed with the weekday HGV movements, if the vehicles travelling to ANPR Site 4 Station Road are assumed to have a destination at the trading estate, then a more accurate estimate of through traffic would be around 110 vehicles (41%).
- The highest level of through traffic for HGVs is seen from the east (Site 2), with a majority of these journeys (44 trips, 54%) travelling along the A605 to the west (Site 1).
- From the west (Site 1), 19% (22) travelled through the town to the southeast whereas only two trips were recorded in the opposite direction.
- The proportion of HGV journeys which ended in Whittlesey was higher on the weekend than on the weekday, with this especially notable along the A605 from the west (65% weekend / 43% weekday) and A650 from the east (50% weekend / 27% weekday).
- However, as HGV levels were significantly reduced on the weekend, the absolute number of vehicles remaining in Whittlesey was lower than during the week.

Figure 4.12: Inbound vehicle movements - weekend (HGV)



Source: Mott MacDonald

Table 4.5: Movement matrices – Weekend (HGV)

		Outbound ANPR Site					Whittlesey Destination*	Total
		1	2	3	4	5		
Inbound ANPR Site	1	1	13	3	22	2	77	118
	2	44	2	4	5	5	21	81
	3	4	2	1	3	3	13	26
	4	2	1	4	2	1	8	18
	5	8	5	11	6	1	14	45
Whittlesey Origin*		141	49	26	16	38		
Total		200	72	49	54	50		

Source: Mott MacDonald

* Trips that were recorded by only one ANPR camera are classified as unmatched. It is assumed that for inbound unmatched trips, the destination was Whittlesey and for outbound unmatched trips, the origin was Whittlesey.

Through traffic – implications for the study?

Whilst the ANPR surveys show that there is some through traffic in Whittlesey, the majority of trips either finish in the town or originate from the town.

There is a bigger issue of through HGV traffic, with over half the recorded HGVs on a weekday passing through, rather than having a destination, in the town. This is despite a relatively large volume of movements to and from the trading estate off Station Road.

Restricting through traffic for all vehicles unlikely to have significant impact when a large proportion is originating in the town, however the issue of HGV through traffic is evident and considerations could be given to how this could be removed or restricted to improve the conditions within the town itself.

4.4 Congestion

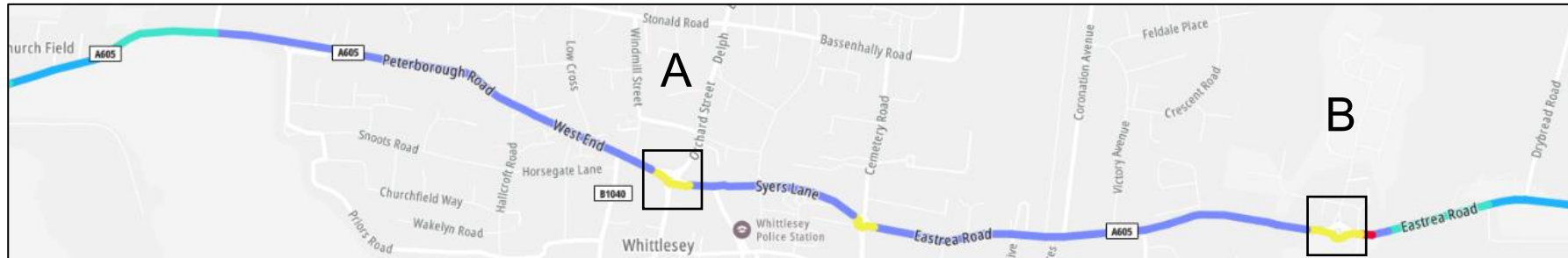
TomTom Traffic Stats data from October 2022 has been analysed to assess the average speeds of vehicles in Whittlesey to give an indication of any congestion issues. This has been done by looking at the hours of 00:00-03:00 to establish the free flow traffic speed and making a comparison to the AM peak hours of 07:00-09:00.

This overview of the average speeds across the study area shows that the key areas for slower traffic are within Whittlesey, on the A605 between Whittlesey and Peterborough, and where the A47 meets the B1040. This is partially due to lower speed limits on the roads in these areas, however, by comparing the two time periods it is clear that speeds are slower in, and immediately around, Whittlesey at busier points of the day.

The following key points can be observed about the speed data, alongside the traffic levels set out in Section 4.2 above. With free flow traffic, the majority of vehicles on the A605 travel near the speed limit, at between 25-30mph, however, there are pockets of lower speeds at the roundabout where the A605 meets the B1040 (label A on Figure 4.13), and the roundabout where the A605 meets Dandelion Drive and Tayberry Way (label B on Figure 4.14). This is likely due to the natural slowing down of traffic as it approaches a roundabout.

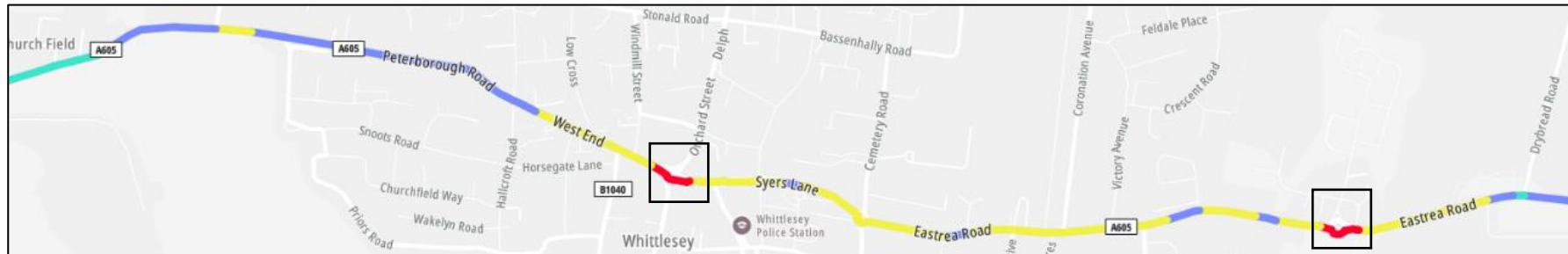
During the AM peak, it is clear that traffic slows down compared to the free flow speeds. Along much of the A605 in Whittlesey traffic slows to between 20-25mph. The speeds on the approach to the previously mentioned roundabouts also slow down to between 15-20mph and the length of road affected also increases.

Figure 4.13: A605 Free flow average speeds (Eastbound 00:00-03:00)



Source: TomTom

Figure 4.14: A605 AM peak average speeds (Eastbound 07:00-09:00)



Source: TomTom



A study of westbound traffic shows a similar picture to the A605 eastbound average speeds, with the free flow speeds for much of the A605 being near the speed limit with slower speeds near roundabouts, however, this also includes the roundabout where the A605 meets the B1093. The average speed westbound during the AM peak lowers for much of the A605 with the lowest speeds again being experienced at the roundabout where the A605 meets the B1040 and the roundabout where the A605 meets Dandelion Drive and Tayberry Way.

Congestion – implications for the study?

The A605 experiences slower vehicle speeds during busier times within Whittlesey, with issues exacerbated at roundabouts and junctions. The slow speeds around the A605/B1040 roundabout and the A605/Dandelion Drive/Tayberry Way roundabout could act as a constraint for new developments in these areas.

4.5 Junction capacity

As shown in Section 4.4, several key junctions along the A605 suffer from congestion. Previous studies have identified capacity issues at the A605/B1040 roundabout. A Transport Assessment written to accompany a commercial planning application in 2020 forecasted that the junction is already over capacity in the 2020 baseline model and would exceed capacity in the 2025 and 2030 future years²¹.

The planning application concerned the addition of 32 trips during peak hours, with the council concerned about exacerbating the capacity issues. Larger residential and employment developments are planned within Whittlesey (see Section 5) which may result in greater levels of peak hour traffic and therefore even greater capacity issues at the main junctions within the centre of Whittlesey.

Junction capacity – implications for the scheme?

Some key junctions within Whittlesey are already operating close to, or over, capacity. This has been exacerbated by the level of growth in the town, with Whittlesey exceeding the required supply of housing in the town in recent years²². Further developments in the town have the potential to increase the delays faced by users of the A605.

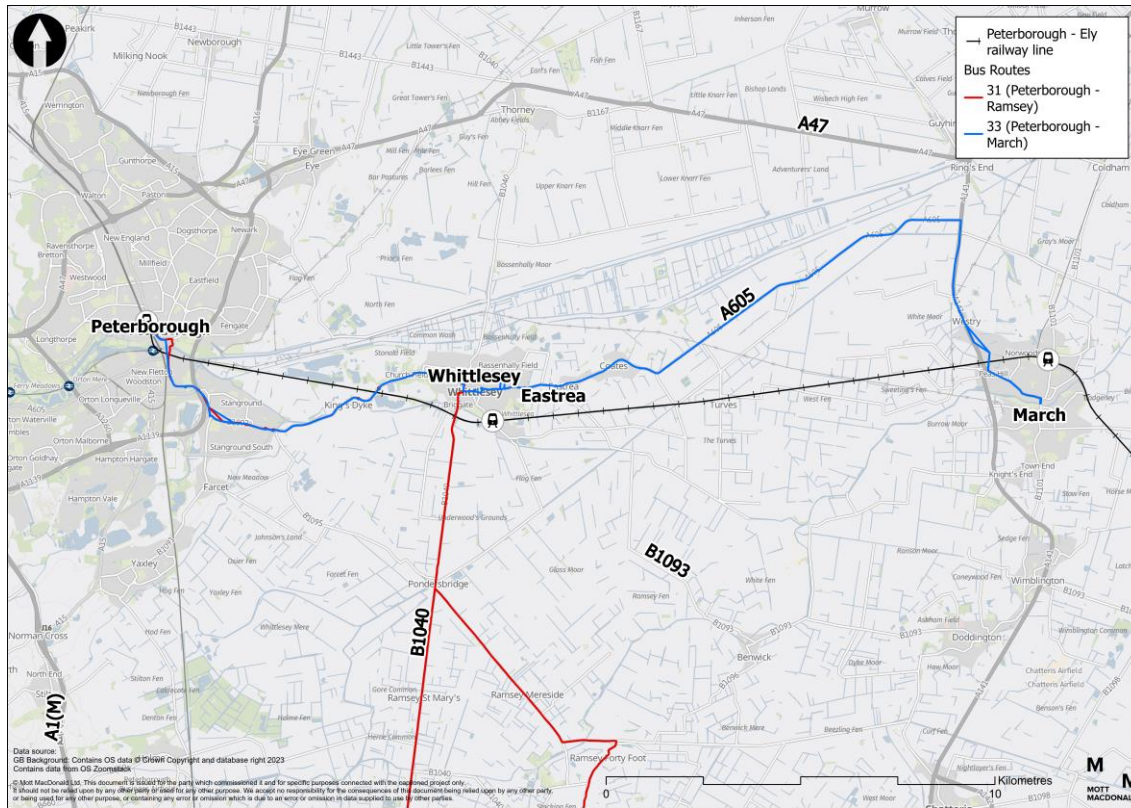
4.6 Public transport

This section explores the existing public transport within Whittlesey. The rail and bus network, and associated service provision, are shown in Figure 4.15.

²¹ Fenland District Council Planning Reference F/YR20/0357/O Churchfields Farm Transport Assessment

²² PE07-1 Draft Local Plan Five Year Land Supply July 22.pdf (fenland.gov.uk)

Figure 4.15: Public transport serving Whittlesey



Source: Mott MacDonald

4.6.1 Bus

Whittlesey is served by two bus services that connect it to Peterborough, March and Ramsey (Figure 4.15). These services are infrequent, with a combined frequency of 14 per day in each direction (Table 4.6). These services are largely run on a commercial basis, with some sections and timetabled services running under tender agreements. Whilst the frequency of the services is low, the journey time to Peterborough is in the region of 26 minutes, and the buses operate to the centre of the city, providing a good connection. As a result of a UK government initiative, fares are currently capped at £2 a trip however this only applies until 31st December 2024, at which point fares may return to their previous, much higher, price²³.

Table 4.6: Bus information for Whittlesey

Service	Route	Frequency	Cost
31	Ramsey – Peterborough	6 per day	£2.00 (bus fare cap single)
	Peterborough – Ramsey	7 per day	
33	March – Peterborough	8 per day	
	Peterborough - March	7 per day	

Source: Stagecoach

In addition to the routes operated by Stagecoach, the FACT Community Transport charity operate a Dial-a-Ride service. This provides additional access for those living in a rural location around Whittlesey, offering a door-to-door service where there is no bus network coverage.

²³ £2 bus fare cap - GOV.UK (www.gov.uk)

Annual memberships cost £10 and whilst return trips can cost £5 per person, these trips are free for those with a CPCA concessionary bus pass²⁴. To ensure the service is available to as many residents as possible, Dial-A-Ride follows an approximate route and timetable (Table 4.7) however the timings depend on daily usage and the door-to-door service allows pick up and drop off anywhere in the town. FACT Community Transport also provide special day-trip journeys for members which vary each week but allow for journeys further afield such as Ely, King’s Lynn and Bury St Edmunds.

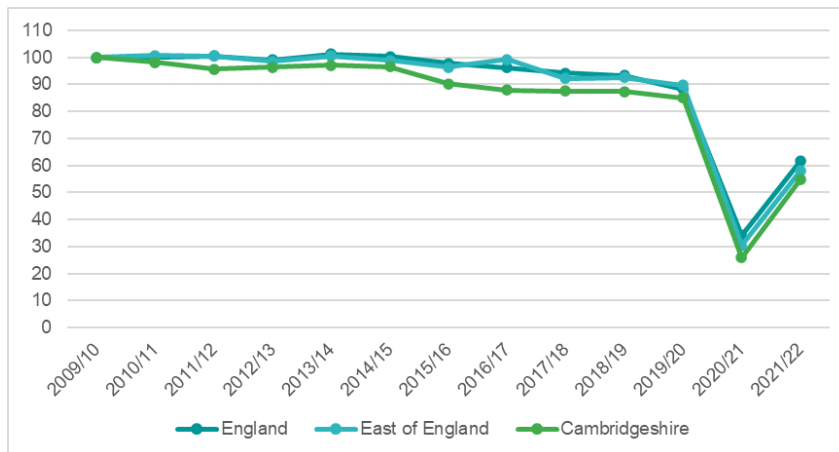
Table 4.7: FACT Dial-A-Ride timetable

Day	Destinations	Pickup Starts	Arrives	Return
Monday	Morrisons Cardea	Whittlesey 10:00	10:30	11:30
Tuesday	March Town (Drop of Barclays - Return Sainsburys)	Whittlesey 9:50	10:30	12:00
Wednesday	Tesco Hampton, Peterborough	Whittlesey 10:00	10:30	12:30
Thursday	FACT Befriending Club	Whittlesey 9:50	10:30	12:00
Friday	Tesco March	Whittlesey 9:50	10:30	12:00

Source: FACT

There is limited publicly available bus patronage data for Whittlesey or Fenland, however, the bus patronage in the region has been falling for many years. The lowest passenger levels were seen during the COVID-19 pandemic, when patronage in Cambridgeshire was 26% of that seen in 2009/10. Although ridership levels have since partially recovered (55% in 2021/22), they are not yet back to pre-pandemic levels (Figure 4.16).

Figure 4.16: Annual bus patronage between 2009/10 and 2021/22 as a proportion of 2009/10 levels



Source: DfT Bus Table 01e

Bus – implications for the scheme?

Bus service provision in Whittlesey is poor, with only two low frequency buses serving the town. Although passengers are able to take connecting services from Peterborough, the lack of direct journeys can make bus journeys unattractive compared to private cars, which can exacerbate congestion issues.

Improving bus services in Whittlesey could provide more realistic alternative travel options to the private cars for some journeys, easing issues of congestion.

²⁴ www.fact-cambs.co.uk/Dial-a-Ride-Fenland

4.6.2 Rail

Whittlesey sits on the Peterborough to Ely line and has one station situated around 1.2km to the south of the town centre. The station, called Whittlesea Railway Station, is operated by Greater Anglia and is comprised of two staggered platforms, which are accessed via roads to the north and south of the tracks. A manually operated level crossing is located on the B1093 Station Road to the immediate west of the station.

There is free car parking on the north side of the station with space for 10 vehicles, however, there are no accessible spaces. There are 10 sheltered cycle spaces available on the access road to the car park, however, these are not within view of the station CCTV.

The location of the station means accessibility can be impacted. A direct public transport link does not exist, and for active travel, defined routes are limited. Although the station is a 15-minute walk from the centre of Whittlesey, for those with mobility issues or who live north of A650, it could take in the region of 30 minutes to walk from home to the station.

The station is served mainly by Peterborough and Ipswich services, which run approximately every two hours (Table 4.8). The station is also served in the morning by three services to Birmingham New Street, one service to Stansted Airport and one service to Liverpool Lime Street. There are also two services to Cambridge per day, one in the morning and one in the evening. Overall, the level of service is relatively limited.

Opportunities to increase the level of service at Whittlesea Station are limited and although Greater Anglia have the rolling stock to deliver an hourly service along the Peterborough-Ipswich line²⁵, the train paths are not available as the rail network in the area is currently operating at full capacity.

There are capacity improvement schemes in the Network Rail pipeline, such as the Ely Area Capacity Enhancement programme which aims to double passenger services on the Ipswich-Peterborough route²⁶. This would increase the number of trains that serve Whittlesea however, as the scheme is not yet committed, it could be many years before any benefits are realised.

Table 4.8: Whittlesea rail services summary (October 2023)

Destination	Frequency	Operator	Cost	Onboard journey time (h:mm)
Peterborough	12 per day	Greater Anglia	£5.70	0:10
Ipswich	Eight per day	Greater Anglia	£31.10	1:30
Birmingham New Street	Three per day	Cross Country	£60.20	2:00
Cambridge	Two per day	Greater Anglia	£21.10	0:49
Stansted Airport	Once per day	Cross Country	£13.00	1:20
Liverpool Lime Street	Once per day - weekdays only	East Midlands Railway	£84.40	4:11

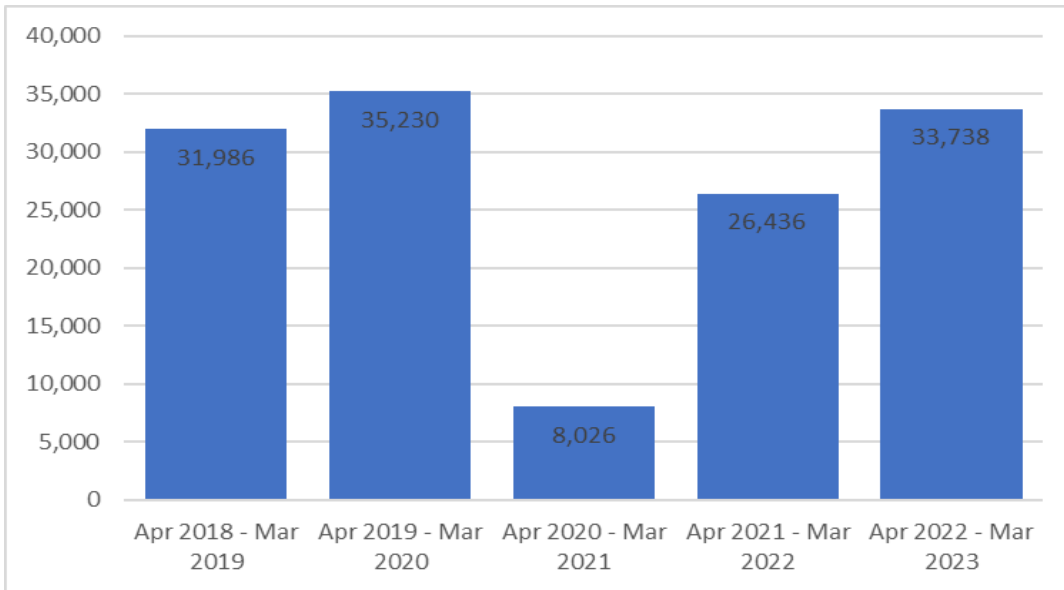
Source: National Rail

Passenger numbers are currently in the region of 34,000 per year, with the station seeing a significant decrease in patronage as a result of the COVID-19 pandemic. Patronage has almost fully recovered since, with the station currently operating at around 96% of pre-pandemic levels as of 2022/23 (Figure 4.17).

²⁵ [New Anglia Transport Board Nov 18](#)

²⁶ [Ely area capacity enhancement - Network Rail](#)

Figure 4.17: Total entries and exits at Whittlesea Station by year (2018-2023)



Source: Office of Rail and Road

The two closest stations to Whittlesea are March and Peterborough, with the latter seeing significantly higher levels of patronage than Whittlesea (Table 4.9), reflecting its position on the East Coast Mainline. The frequency of stopping services at both Peterborough and March stations is higher than that of Whittlesea.

Table 4.9: Total entries and exits for Whittlesea and nearby stations

Station	Total entries and exits (2022/23)
Whittlesea	33,738
March	305,354
Peterborough	4,519,016

Source: Office of Rail and Road

Rail – implications for the scheme?

The difficulties in accessing the Whittlesea station via walking, cycling, public transport and car present a barrier to usage. Improving connectivity to the station from the town could encourage modal shift from private cars and on to rail, easing traffic flows in and out of Whittlesey. This could be achieved by providing a public transport link, or by greater car parking provision; however, this would need to avoid increasing overall bus journey times (e.g., if existing routes were diverted) or increasing local car journeys, thereby worsening local traffic conditions.

The Ely Area Capacity Enhancement programme provides the potential for more train services to stop at Whittlesea station, providing connections to both local and national destinations; however, this is unlikely to be completed in the near future.

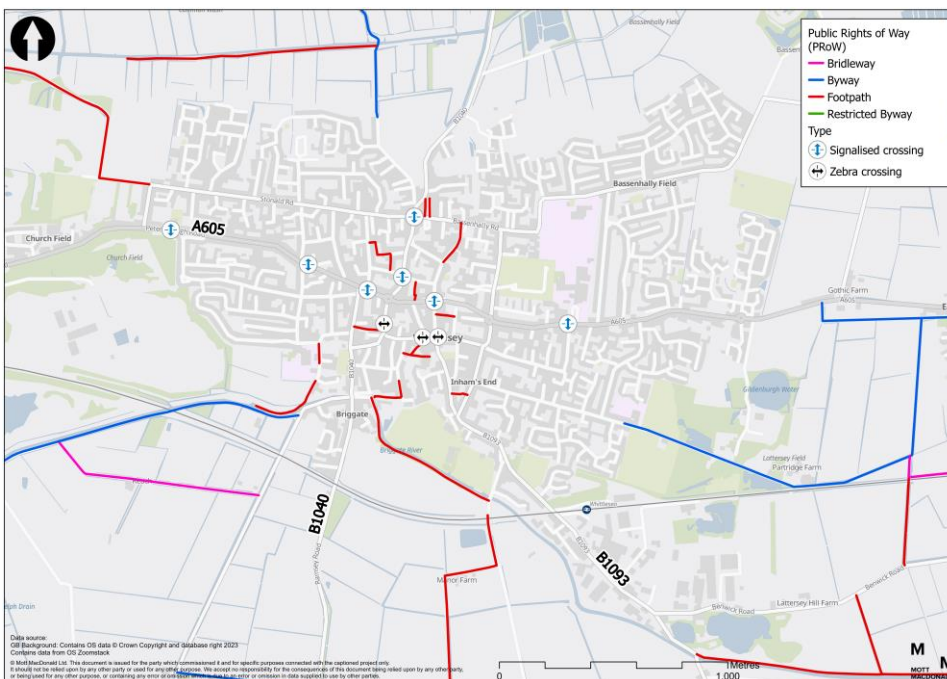
4.7 Active travel

4.7.1 Walking

Pedestrian provision in Whittlesey includes a number of Public Rights of Way (PRoW) extending from the town, allowing for traffic-free leisure routes into the surrounding countryside. Within the town, the car-dominated environment with flared junctions, narrow footways and pavement parking can present difficulties for pedestrians. In addition to this, designated crossing points for pedestrians are limited, with five signalised crossings of the A605, two signalised crossings of the B1040, and three zebra crossings within the town centre (see Figure 4.18). Outside of these locations, pedestrians can use unsignalised crossing points, however this may prove difficult given high traffic flows on some routes.

The two major roundabouts within the town centre offer little provision for pedestrians who may be required to cross up to three entry lanes before a refuge is provided. One pedestrian fatality was recorded at the A605/B1040 roundabout within the past six years (see Section 0), highlighting the dangers faced by pedestrians crossing the major roads in Whittlesey.

Figure 4.18: Public Rights of Way and pedestrian provision

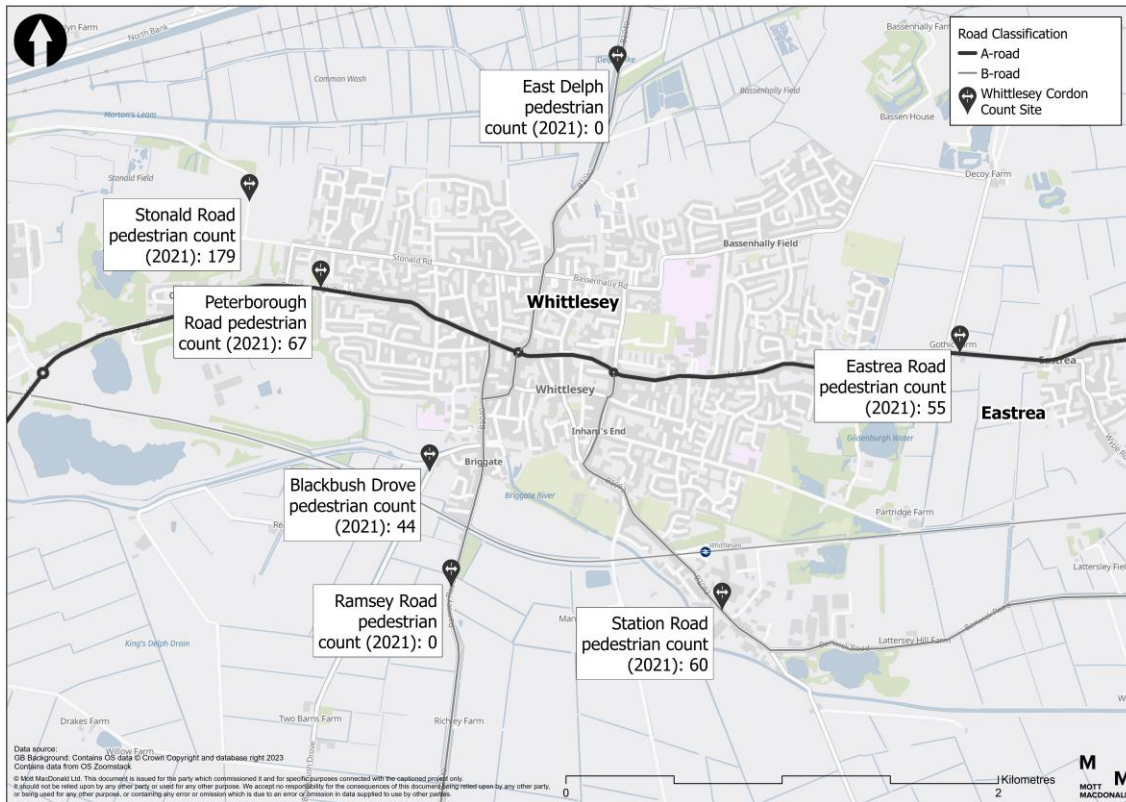


Source: OpenStreetMaps / Mott MacDonald

Figure 4.19 shows the 2021 pedestrian counts at Cambridgeshire County Council's (CCC) count sites. Due to the location of the sites on the outskirts of the Whittlesey built up area, these figures only provide an insight into people leaving and entering the town on foot, as opposed to pedestrian activity within the town itself. The greatest number of pedestrians are consistently seen at Stonald Road, with the site located on the walking and cycling route between Whittlesey and Peterborough. This provides a well-paved, traffic-free route, and is the most direct route for pedestrians wishing to travel to Peterborough.

Both B1040 routes to the north (East Delph) and south (Ramsey Road) show very low pedestrian levels. This is likely due to there being no formal pedestrian provision and the high-speed limits (60mph) at these locations, which create an unwelcoming environment for those travelling on foot. In addition to this, the closest settlements along the B1040 are Thorney (7km+) to the north and Pondersbridge (5km) to the south, with people more likely to make these journeys by car.

Figure 4.19: Whittlesey pedestrian counts (2021)



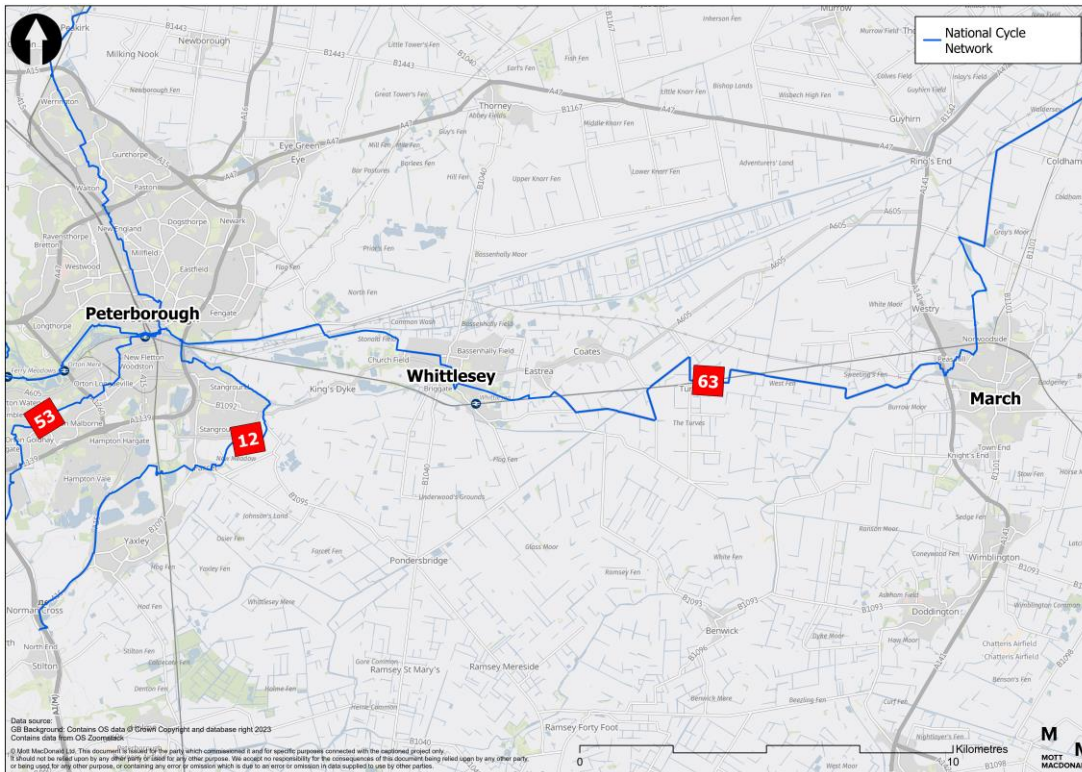
Source: CCC, Mott MacDonald

4.7.2 Cycling

Formal cycling infrastructure, such as advisory cycle lanes or dedicated cycle routes are limited in Whittlesey, with the National Cycle Network (NCN) (Figure 4.20) providing the main designated route for cyclists. NCN Route 63 links Whittlesey to Peterborough and March however, within the town, the route is primarily on-road, with no separation from traffic.

To the east, the route between Whittlesey and March is predominantly on-road, following several straight, narrow roads between the two towns. Where this route is traffic free, as seen in Figure 4.21, the surface quality is poor and may not be suitable for all users and will be less attractive during poor weather. To the west, there is a 7km traffic free cycle route which follows the River Nene to Peterborough. Although this section is wide and well-paved, the route lacks street lighting. Cyclists travelling from north to south, or along the A605, have no dedicated provision. There are also no road crossing points within Whittlesey that legally permit the use of cycles.

Figure 4.20: National Cycle Network



Source: Sustrans

Figure 4.21: NCN Route 63 near Wype Road



Source: Mott MacDonald

There are limited amenities for cyclists in Whittlesey. The only public bicycle parking in the town is located at the Grosvenor Road South Car Park, with space for eight cycles. There is one bike fitting service, Foot To Pedal Bike Fit, located on Guildenburgh Crescent, however, this does not sell bicycles, with the closest bicycle retailer located in Peterborough.

Table 4.10 shows the cycle counts recorded at Whittlesey cordon sites. These figures only provide an insight into people leaving and entering the town by bicycle, as opposed to cyclist activity within the town itself, however, the counts still provide a useful insight into cycle use.

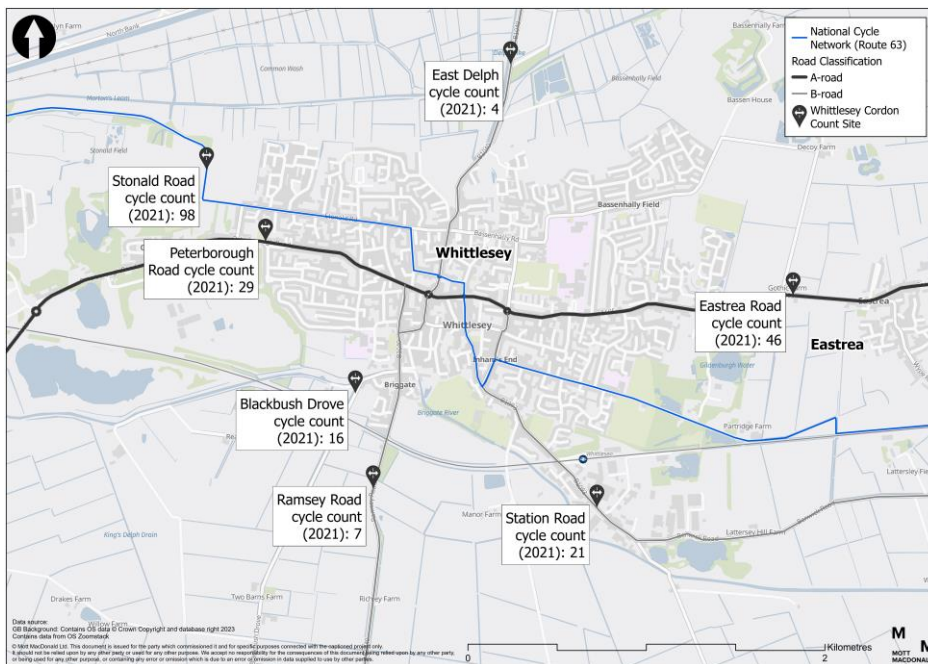
Table 4.10: Cycle counts at Whittlesey cordon sites

Location	A605 (Peterborough Road)	B1040 (East Delph)	A605 (Eastrea Road)	B1093 (Station Road)	B1040 (Ramsey Road)	Blackbush Drove	Stonald Road
Oct 2017	59	25	51	48	13	8	111
Oct 2018	37	7	45	53	7	4	106
Oct 2019	22	10	61	37	1	3	106
Oct 2020	16	16	39	34	2	4	73
Oct 2021	29	4	46	21	7	16	98

Source: Traffic Monitoring Report 2021, CCC

The figures show that there are low levels of cycling into and out of Whittlesey. The greatest number of cyclists are seen on the NCN route 63 at Stonald Road, with slightly fewer on the A605 Eastrea Road/Peterborough Road and B1093 Station Road over the time periods studied. Blackbush Drove and the B1040 East Delph/Ramsey Road have much fewer numbers of cyclists compared to the other sites. This is most likely due to the lack of cycling infrastructure, high speed limits, and long distances to the nearest settlements along these roads.

Figure 4.22: Whittlesey cycle counts (2021)



Source: CCC, Mott MacDonald

Active travel – implications for the scheme?

The limitations of the active travel network, such as poor cycling provision and lack of signalised crossing points of the A605, mean that walking and cycling are not an attractive mode of transport for many residents and employees within Whittlesey.

Whilst active travel on its own will not solve the traffic issues within Whittlesey, better provision, and greater participation, would contribute to reducing car dependency, and help reduce congestion levels.

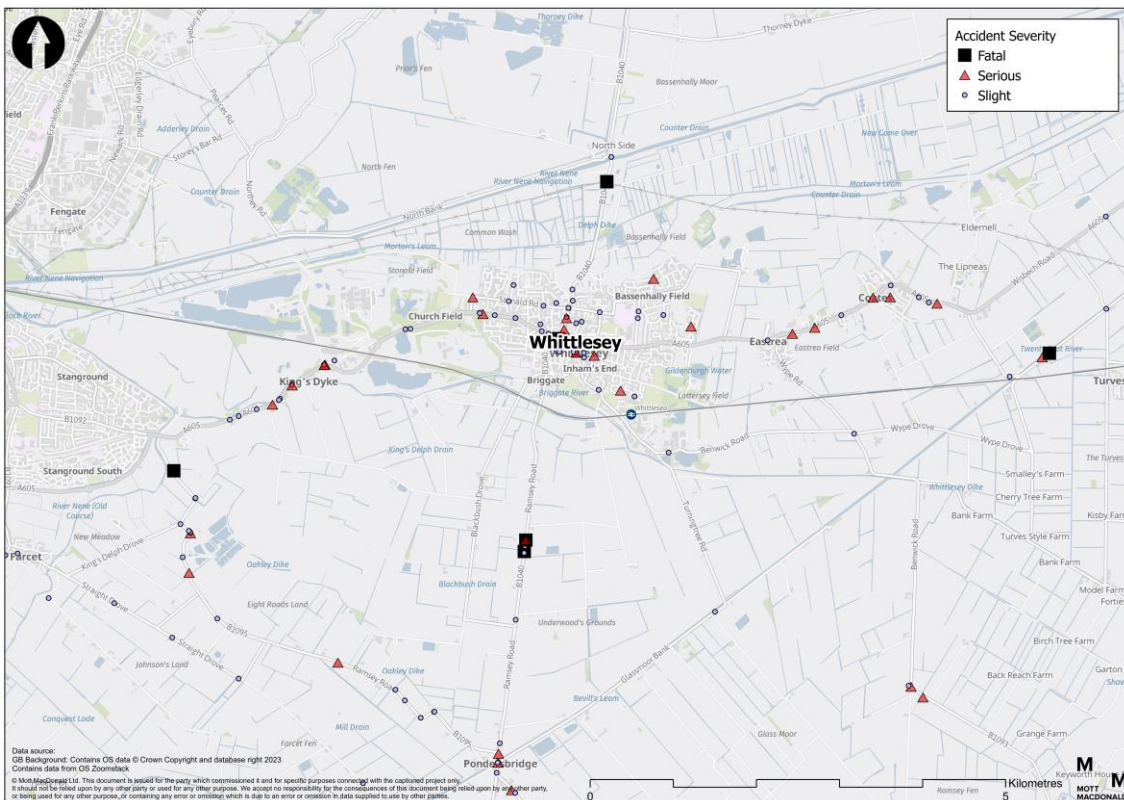
4.8 Road traffic collisions

The available data indicates there are traffic movements along and across the A605 throughout the day. The A605 acts a natural route for many trips across the town centre, particularly given that a majority of housing is located on the north side of the road and yet major trip attractors such as retail, leisure and healthcare, are located to the south. High car ownership levels also encourage people to drive more frequently. This combination of factors results in a higher likelihood of road collisions. Poor crossing provision also increases the risks for pedestrians and cyclists along the route.

Figure 4.23 and Figure 4.24 below show the locations of recorded collisions for the wider study area and Whittlesey town, respectively. This covers a six year and eight-month period from January 2017 to August 2023.

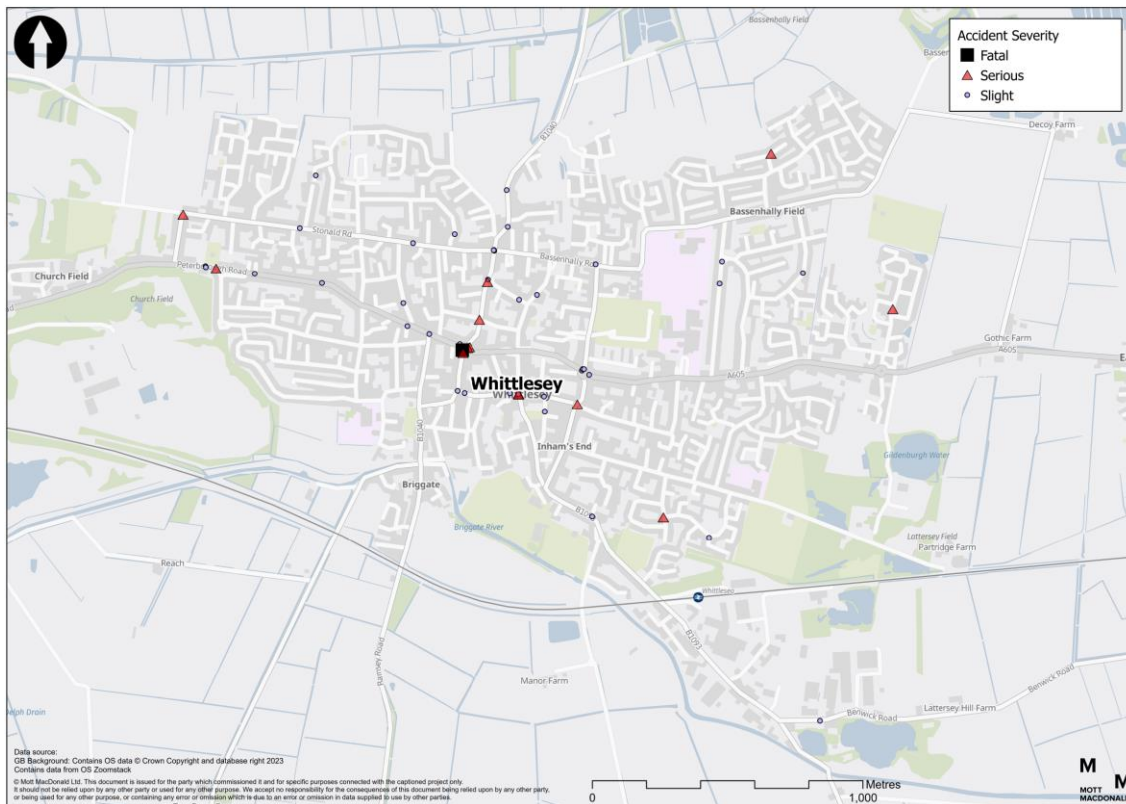
Serious and fatal collisions have occurred on the A605 both to the east and to the west of Whittlesey over the study period, however, these are not in specific clusters (Figure 4.23). On the A605, within the main built-up area of Whittlesey, there have been 12 slight, four serious and one fatal collision, with clusters at the junction between Peterborough Road and Snoots Road; the roundabout linking the A605 and B1093; and the roundabout linking the A605 and B1040. The latter has experienced three serious and one fatal collision in Whittlesey over the study period, indicating that the roundabout has room to improve safety. Regular accidents on the A605 can have negative impact on the flow of traffic in the town centre, potentially causing road closures and diversions.

Figure 4.23: Road traffic collisions around Whittlesey (January 2017 – August 2023)



Source: CCC / OS

Figure 4.24: Road traffic collisions in Whittlesey (January 2017 – August 2023)



Source: CCC / OS

Road traffic collisions – implications for the study?

High car ownership levels, poor pedestrian crossing provision, and the dominance of the A605 within Whittlesey increase the likelihood of collisions occurring within the town.

The A605 has experienced many slight and serious collisions, as well as one fatality, over the study period on the routes entering, exiting and traveling through Whittlesey. The main accident cluster is located on the A605/B1040 roundabout. Higher car use is likely to result in a higher number of collisions and, therefore, reducing traffic levels through the town may have a positive impact on safety.

By improving the safety on this route, it will ease the impact of road closures and diversions on traffic flow, while having the potential to save lives.

5 Future land use

This section examines the level of future residential and employment site allocations planned in the study area and within Whittlesey, as set out in the adopted Fenland Local Plan (2014), draft Fenland Local Plan (2022) and Peterborough Local Plan (2019), as well as the local vision stated in the Whittlesey Neighbourhood Plan (2023).

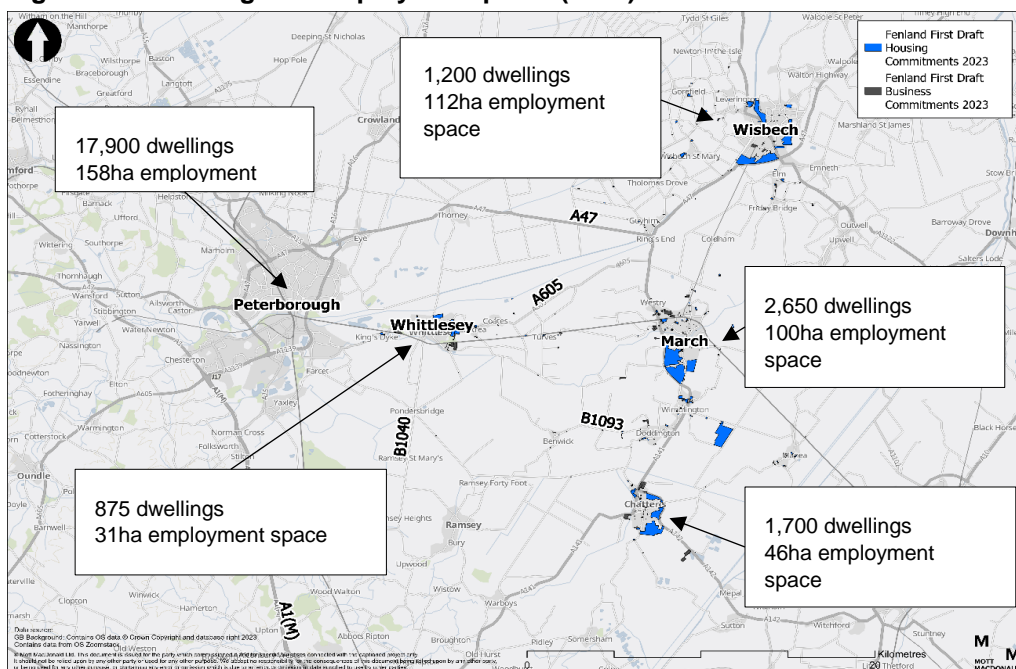
The current adopted Fenland Local Plan (2014) aimed to deliver 11,000 new homes between 2014 and 2031, with large new housing areas in the market towns of March, Wisbech, Chatteris and Whittlesey. In addition to this, there were aspirations for 85ha of new employment sites and 7,200 additional jobs. A regional rail freight interchange (132ha) is also outlined within the adopted Local Plan, with 33ha of this within Fenland.

Of the allocations in the Local Plan, 1,000 homes and five hectares of employment land were approximated for Whittlesey, with a majority of Whittlesey's housing allocation (500 dwellings) being supported by an extension to the urban area at land north and south of Eastrea Road to the east of the village. As of January 2024, this development has been partially completed and has contributed to the town seeing growth that exceeds the allocations set out in the Local Plan.

Currently a new draft Fenland Local Plan (2022) is being developed for the district, that along with the adopted Peterborough Local Plan (2019), sets out the future development strategies for the region. The overarching land allocations for future housing and employment contained within the Local Plans for the study area are shown in Figure 5.1.

Significant employment (158ha) and housing (17,900 dwellings) development is planned for Peterborough to the west of Whittlesey, whilst at the same time there are allocations for over 5,550 dwellings and 258ha of employment sites in March, Wisbech and Chatteris to the east. This is likely to result in a significant increase in demand for travel along the corridor between Peterborough and the market towns, with people benefiting from employment opportunities and new housing. The A605 is likely to play a key role in connecting these areas and new housing and employment sites, with Whittlesey at the centre.

Figure 5.1: Housing and employment plans (2023)



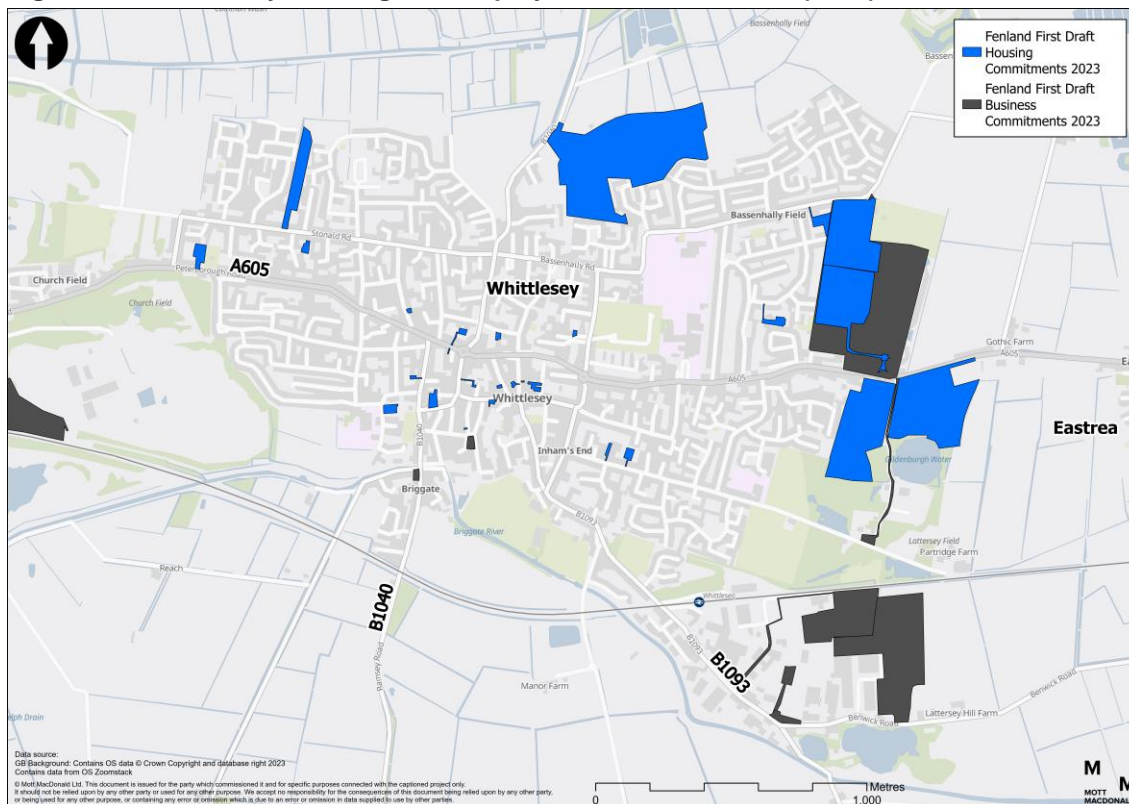
Source: FDC Draft Local Plan; Peterborough Local Plan* (*Includes City centre and urban area allocations only)

The extent of planned development within Whittlesey is not as extensive as the other towns, or Peterborough, however, it is still likely to impact upon the town. There are large developments along the A605, B1040 and B1093 (shown in Figure 5.2).

Whilst these developments will help Whittlesey to accommodate the predicted growth of the town, outlined previously in Section 3.1, flooding constraints to the north and west of Whittlesey mean that most of these developments are located to the east. The close relationship the town has with Peterborough means it is likely that many of the new trips generated by the developments will use the A605 to travel through Whittlesey town centre to Peterborough.

Significant employment (158ha) and housing (17,900 dwellings) development is planned for Peterborough to the west of Whittlesey, whilst at the same time there are allocations for over 5,550 dwellings and 258ha of employment sites in March, Wisbech and Chatteris to the east. This is likely to result in a significant increase in demand for travel along the corridor between Peterborough and the market towns, with people benefiting from employment opportunities and new housing. The A605 is likely to play a key role in connecting these areas and new housing and employment sites, with Whittlesey at the centre.

Figure 5.2: Whittlesey housing and employment commitments (2023)



Source: FDC

Future land use – implications for the study?

The Peterborough Local Plan (2019) and draft Fenland Local Plan (2014) outline significant housing and employment development in the region. Although the extent of planned development in Whittlesey is not as great as in Peterborough or the other market towns, Whittlesey has already exceeded the 2014 growth targets.

The draft Fenland Local Plan (2022) sets out future growth aspirations for the region, however, any increase in housing and employment is accompanied by an increase in

potential trips and, if current trends continue, congestion levels in the town will be further impacted.

Due to potential flooding issues, most developments within Whittlesey are planned to the east of the town. With high levels of employment development in Peterborough to the west, this will increase the number of trips across Whittlesey and exacerbate congestion issues within the town. In addition to this, the large number of houses planned for March and Chatteris will likely also result in increased traffic levels on the A605.

Local employment opportunities are likely to arise due to the developments within Whittlesey which could reduce the need for some people to travel further afield for work.

6 Environment

The following section considers the environmental baseline conditions for air quality, flood risk, the historic environment, people and communities, and biodiversity, in relation to Whittlesey, the surrounding area and the local highway network.

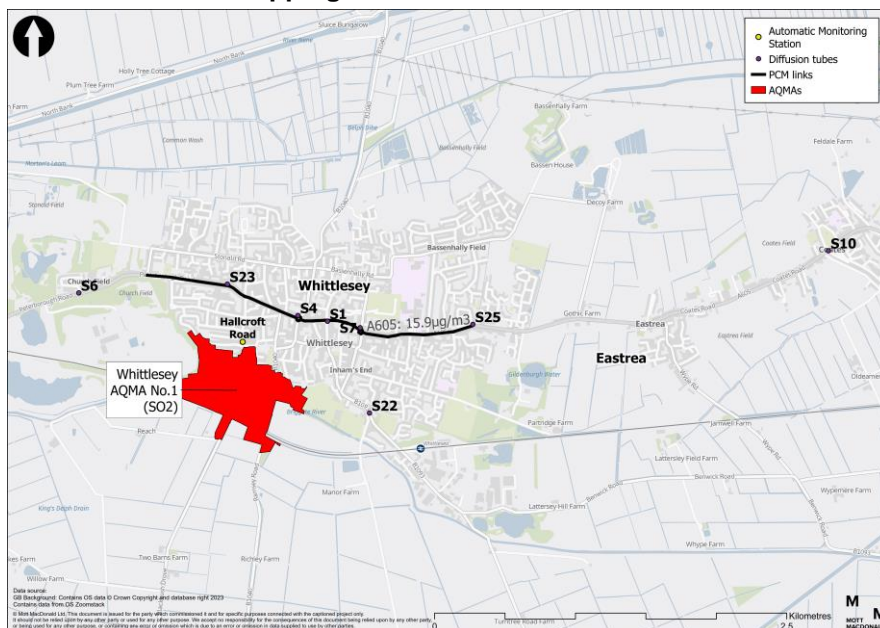
6.1 Air quality

Air quality is an important social and environmental issue that can lead to associated adverse health impacts when air quality exceeds objectives or limit values. Generally, air quality concerns in Whittlesey are primarily due to traffic congestion via the A605 and B1040 and industrial outputs from brickworks and other large-scale processes. Whittlesey has seen the introduction of new major residential developments, haulage yards and industrial processes, which have contributed to the town's increasing traffic levels along the A605²⁷, further impacting on air quality levels.

This review provides an overview of existing air quality in the town, specifically relating to pollutants associated with road traffic. This has been informed by existing publicly available data. Information on air quality in the UK can be obtained from a variety of sources including local authorities, national network monitoring sites and other published sources. For the purposes of this assessment, data has been obtained from Defra²⁸ and FDC²⁹.

The monitoring data for 2020 and 2021 is unlikely to be representative of 'normal' conditions at the monitoring sites, due to the effects associated with the COVID-19 pandemic during those years when England was subject to periods of lockdowns and the influences this had on traffic. Therefore, the data for 2020 and 2021 is presented for reference only and the most recent year with representative data is 2022.

Figure 6.1: Air Quality Management Areas, local authority monitoring locations and Pollution Climate Mapping links



Source: DEFRA / FDC

²⁷ Fenland District Council (2023) '2023 Air Quality Annual Status Report (ASR)'; Accessed; [ASR_Template_England_2023_Fenland.pdf](#)

²⁸ Air Defra (2023) 'Department for Environment Food and Rural Affairs. Air Quality Information Resource (Air) Website' Accessed; <http://uk-air.defra.gov.uk/>

²⁹ Air Defra (2023) 'Air Quality Management Areas (AQMA's); Accessed; [Air Quality Management Areas \(AQMA's\) - Defra, UK](#)

6.1.1 Air Quality Management Areas

There are four Air Quality Monitoring Areas (AQMAs) within the administrative area of FDC; three in Wisbech, and one in Whittlesey that was declared in 2006 for exceedances of the 15-minute sulphur dioxide (SO₂). The SO₂ concentrations are mainly associated with industrial process associated with brickworks³⁰. The primary pollutants from road traffic, however, are oxides of nitrogen (NO_x), of which nitrogen dioxide (NO₂) is a constituent part and particulate matter (PM₁₀ and PM_{2.5}). The AQMA in Whittlesey is currently being reviewed, with the potential for revocation following consecutive years of good air quality.

The AQMA in Whittlesey (Whittlesey AQMA No.2 (SO₂)) covers an area to the west and northwest of Whittlesey brickworks and does not intersect the main A605.

6.1.2 Local authority monitoring

6.1.2.1 Automatic monitoring

There are currently three automatic monitoring stations in operation within FDC's administrative boundary, all of which are in Whittlesey. One of the monitors measures NO₂, PM₁₀, PM_{2.5} and SO₂ and was installed in January 2023 on Hallcroft Road. The data recorded at this monitor is currently only provided online on Air Quality England's website³¹, due to the latest air quality annual status report (ASR) for FDC only providing monitoring data up to 2022. Concentrations available at the time of writing are based on recorded data between 2nd February 2023 and 30th November 2023.

Annual mean concentrations for NO₂, PM₁₀ and PM_{2.5}, which are the main pollutants associated with road traffic, are presented below in Table 6.1 and show that there have been no exceedances of any of the annual mean objectives which are 40 µg/m³ for NO₂ and PM₁₀ and 20 µg/m³ for PM_{2.5}. There have also been no exceedances of the short-term objectives (1-hour mean NO₂ and 24-hour PM₁₀). The location of this automatic monitoring station is displayed in Figure 6.1.

Table 6.1: Air quality automatic monitoring data

Name	British National Grid Coordinates		Site Type	Data Capture 2023 (%)	Annual Mean Concentration (µg/m ³)		
	X	Y			NO ₂	PM ₁₀	PM _{2.5}
Hallcroft Road	526461	297062	Suburban Industrial	90	30	15	9

Source: FDC - Air Quality monitoring service

The other two automatic monitoring stations in Whittlesey are operated by Whittlesey Brick Pits and measure SO₂. They are both located within Whittlesey AQMA No.2 (SO₂) AQMA. Elevated SO₂ concentrations in this AQMA are associated with the brickworks rather than road traffic and, as such, are not relevant to this scheme and have not been considered in this baseline.

6.1.2.2 Diffusion tube monitoring

FDC undertakes NO₂ diffusion tube monitoring at 41 locations across their administrative boundary. Annual mean NO₂ concentrations recorded at the diffusion tube sites between 2018 and 2022 within and in the vicinity of Whittlesey are presented in Table 6.2.

³⁰ Air Defra (2023) 'Air Quality Management Areas (AQMAs)'; Accessed; [Air Quality Management Areas \(AQMAs\) - Defra, UK](#)

³¹ Air Quality in England (2023) 'Fenland District Council Monitoring Data'. Accessed online; [Fenland District Council - Air Quality monitoring service \(airqualityengland.co.uk\)](#).

This consists of eight diffusion tubes, of which six are at roadside locations and two at kerbside locations, as shown in Table 6.2. All eight diffusion tubes are located along the A605 with the exception of site S22, which is located on the B1093.

Between 2018 and 2022, there were no exceedances of the annual mean NO₂ objective (40µg/m³) at any of the monitoring sites. Concentrations recorded in 2022 were all lower than those recorded in 2019, which is the next most recent year with representative monitoring data after 2022.

Table 6.2: Air quality diffusion tube monitoring data

Site ID	British National Grid Coordinates		Site Type	Data Capture 2022 (%)	Annual Mean NO ₂ Concentration (µg/m ³)				
	X	Y			2018	2019	2020	2021	2022
S1	527059	297205	Kerbside	100	21.7	21.3	15.8	17.8	17.6
S4	526849	297246	Roadside	100	22.2	22.1	17.2	16.9	18.2
S6	525293	297406	Roadside	100	16.1	19.0	15.1	15.4	12.8
S7	527291	297159	Roadside	100	20.6	18.3	16.2	16.1	16.4
S10	530615	297705	Kerbside	100	18.6	18.6	13.9	14.9	15.2
S22	527357	296554	Roadside	100	16.1	15.9	14.2	13.7	13.3
S23	526348	297468	Roadside	100	22.4	22.9	16.3	17.4	17.1
S25	528091	297183	Roadside	100	16.7	16.8	15.7	15.1	16.0

Source: 2023 Air Quality Annual Status Report (ASR), Fenland District Council

Note: Diffusion tube data is bias adjusted.

6.1.3 Defra projected background concentrations

Defra provides mapped future year projections of background pollution concentrations for NO_x, NO₂, PM₁₀ and PM_{2.5} for each 1 km grid square across the UK for all years between 2018 to 2030³². The maps include a breakdown of background concentrations by emission source, including road and industrial sources, which have been calibrated against 2018 (the baseline year) UK monitoring data.

Table 6.3 presents the maximum background concentrations across the 1 km grid squares containing the town of Whittlesey in the current year of 2023 for NO_x, NO₂, PM₁₀ and PM_{2.5}. The maximum background concentrations for all pollutants presented in Table 6.3 are all within the relevant objectives (40 µg/m³ for NO₂ and PM₁₀ and 20 µg/m³ for PM_{2.5}).

Table 6.3: Defra projected background concentrations of NO_x, NO₂, PM₁₀, PM_{2.5} in 2023 (µg/m³)

1km Grid Square Location (OS Grid Reference)		2023 background concentration (µg/m ³)			
X	Y	NO ₂	NO _x	PM ₁₀	PM _{2.5}
523500	297500	11.5	15.4	16.1	8.9
525500	297500	8.8	11.4	16.5	9.3
526500	297500	9.2	12.1	15.0	9.4
531500	298500	7.4	9.5	15.5	9.4

Source: DEFRA

Note: Highest background concentration for each pollutant is shown in **bold**.

³² Defra Background maps (2018) [Online]. Available at: <https://uk-air.defra.gov.uk/data/laqm-background-maps>

6.1.4 Pollution Climate Model

Defra uses the Pollution Climate Model (PCM) to report compliance with the limit values transposed into UK law from the Air Quality Directive³³. The PCM model provides NO₂ concentrations at locations 4m from the road, and projections are available for all years from 2018 to 2030 from the base year of 2018. In general, predicted NO₂ concentrations decline into the future, mainly in response to cleaner vehicles and technologies, and actions in air quality action plans (AQAPs) by local and combined authorities. The most recent PCM model results were published in 2020 and the projections represent the projected concentrations assuming no further action beyond the air quality measures that were committed by the reference year (2018).

There is one PCM link located in Whittlesey on the A605, as shown in Figure 6.1. The PCM model predicts an annual mean NO₂ concentration of 15.9µg/m³ for 2023, which is well below the annual mean limit value of 40µg/m³ for NO₂. This concentration is expected to be even lower in the future, due to the reasons detailed above.

Air quality – implications for the study?

The air quality baseline shows that air quality does not exceed relevant air quality objectives and limit values. Nonetheless, opportunities to redirect HGVs along industrial routes and relieve congestion in the town centre would encourage more sustainable modes of transport, such as walking and cycling, which would help to improve air quality and could be considered a benefit.

6.2 Noise

The information below is based upon a desktop analysis of mapping, aerial photography and review of Defra noise mapping³⁴ for major road and rail infrastructure that passes through the area.

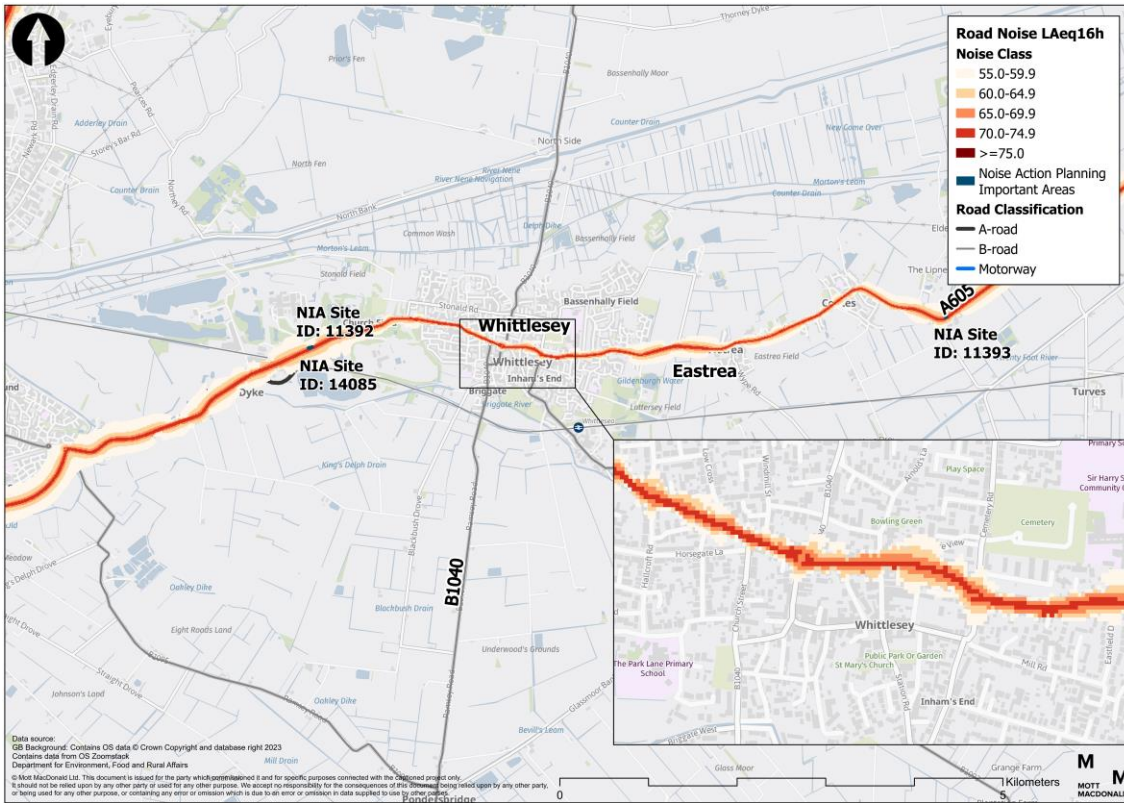
The noise climate within Whittlesey and the small villages of Eastrea and Coates situated along the A605 to the east is dominated by traffic noise emanating from the A605, as well as the B1040 and B1093 which form other significant traffic routes within the town. There are many noise and vibration sensitive receptors (NSR) in close proximity to these roads, predominantly residences but including schools, medical practice, places of worship and community halls, such as Coates Public Hall and the Eastrea Centre.

Defra round three noise mapping provides modelled traffic noise levels for the A605. The mapping indicates daytime noise levels for NSR in close proximity to the road exceeding LAeq,16hour 65.0dB in many locations and exceeding LAeq,16hour 70.0dB in some instances. The daytime noise mapping is illustrated in Figure 6.2. During the night-time the mapping indicates noise levels for NSR in close proximity to the road exceeding LAeq,8hour 55.0dB in many locations and exceeding LAeq,8hour 65.0dB in some instances. The night-time noise mapping is illustrated in Figure 6.3.

³³ European Union (April 2008) 'Directive on Ambient Air Quality and cleaner Air for Europe.', 152, 0001-0044.

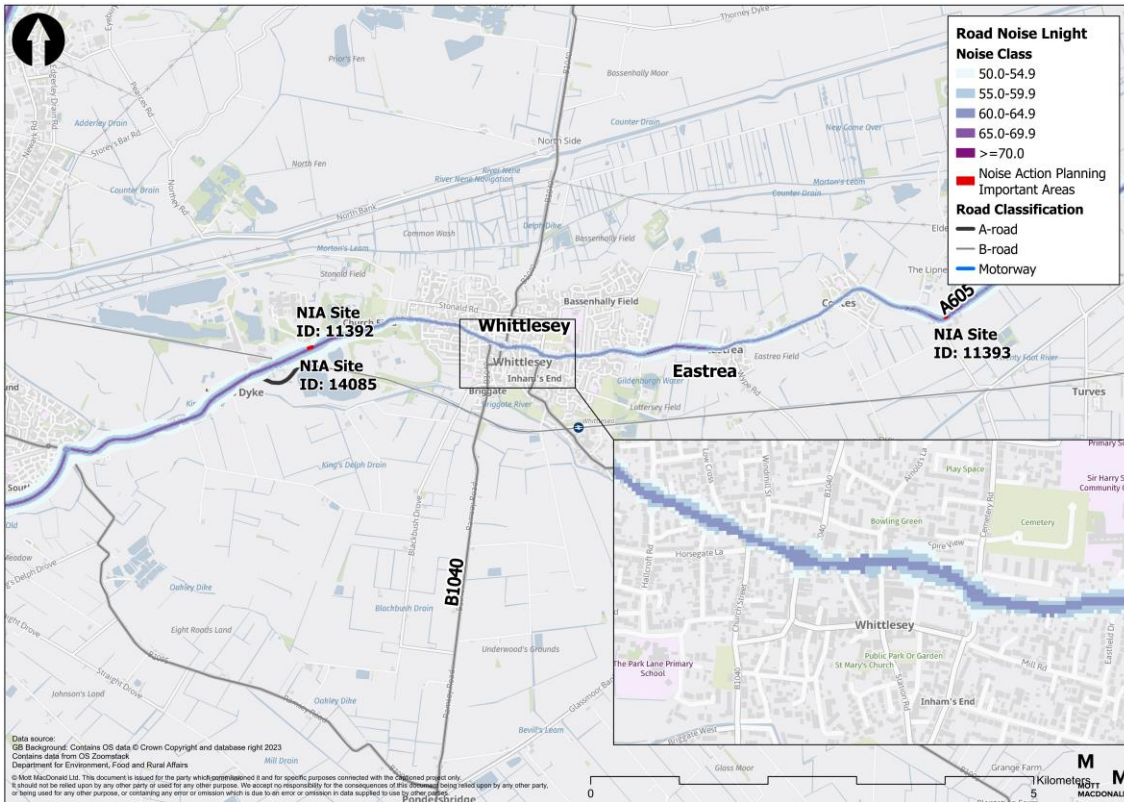
³⁴ DEFRA (2019) Strategic noise mapping Round 3 (2017) [online] available at: <https://www.gov.uk/government/publications/strategic-noise-mapping-2019>

Figure 6.2: Strategic noise mapping – daytime road noise levels L_{Aeq16h} (dB)



Source: DEFRA

Figure 6.3: Strategic noise mapping – nighttime road noise levels L_{night} (dB)



Source: DEFRA

Noise Important Areas (NIA) correspond to locations where the one percent of the population affected by the highest noise levels from major roads is situated, identified by strategic noise mapping. There are three NIAs situated along the A605 in the vicinity of Whittlesey:

- ID 11392 situated on the A605 immediately to the west of the junction with Ralph Butcher Causeway
- ID 14085 situated on the A605 at of the junction with Ralph Butcher Causeway
- ID 11393 situated on the A605 east of Coates

To the east of Whittlesey, along the A605 corridor, there are significant industrial developments, including brickworks with associated minerals extraction. Noise from these developments is likely to contribute to the noise climate, particularly where there is night-time operation when noise contribution from roads will be reduced.

Remote from the A605, noise levels are likely to be dominated by traffic noise from local roads with contribution from commercial premises, agricultural operations and the railway situated to the south.

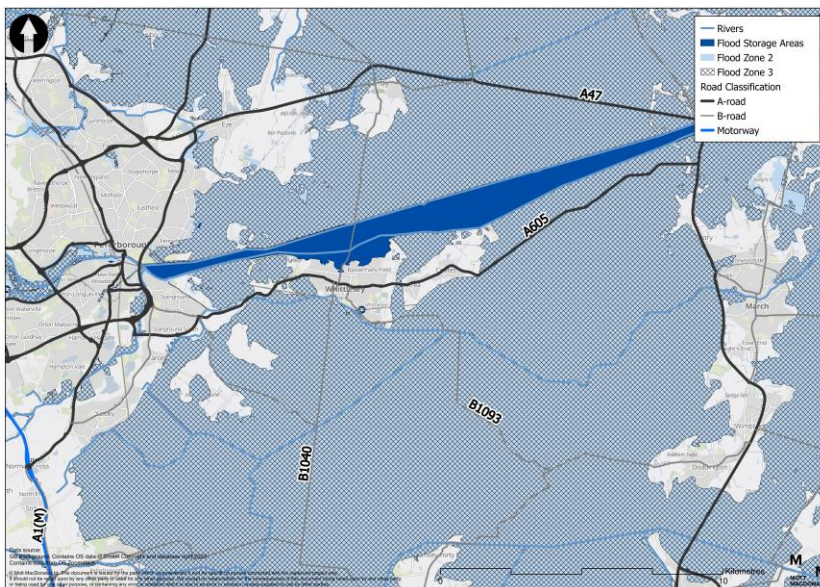
Noise – implications for the study?

There is an opportunity to significantly reduce traffic flows along the A605, B1040 and B1093, as well as rerouting of heavy goods vehicles (HGV) away from the centre of Whittlesey. This is likely to reduce traffic noise levels at noise sensitive receptors within the town.

6.3 Flood risk

The Fenland area surrounding Whittlesey is primarily within flood zone 3, as defined by the Environment Agency (EA) to have a high probability of flooding, as shown in Figure 6.4³⁵. The Whittlesey (Nene) Washes Flood Storage Reservoir, to the north of Whittlesey is within flood zone 3b as it is classified as a functional floodplain where there is a significant risk of flooding, whereas the south is located predominately within flood zone 3a³⁶.

Figure 6.4: Flood storage areas, flood zones and rivers



Source: EA

³⁵ gov.uk (2023) 'Get flood risk information for planning in England', Accessed; [Flood map for planning - GOV.UK \(flood-map-for-planning.service.gov.uk\)](https://www.gov.uk/flood-map-for-planning)

³⁶ Royal Haskoning (2021) 'Whittlesey Relief Road Study', Business Case Inception Report – Fenland District Council, Accessed; [Whittlesey Relief Road Study \(whittleseytowncouncil.gov.uk\)](https://www.whittleseytowncouncil.gov.uk).

The Whittlesey (Nene) Washes are located north of Whittlesey and lie south of the River Nene. The Whittlesey (Nene) Washes, formally registered under the Reservoirs Act (1975), protect adjacent land from flooding³⁷. The Nene Washes manage the risk of flooding to residential areas, roads, railways and surrounding agricultural land. As a result, the EA works with the internal drainage boards to manage water levels and reduce flood risk by assessing fluvial surface water, groundwater levels, failure of flood alleviation assets. The North Level District Internal Drainage Board manages flood risk north of the town³⁸, and the Whittlesey (Nene) Washes, whereas the Whittlesey Consortium of Internal Drainage Boards (WCIDB) manages the south and east of the town³⁹.

During times when high tides and high river levels coincide within the Whittlesey (Nene) Washes flood storage reservoir, the resulting seasonal flooding causes disruption to the road network⁴⁰. There are instances when flood water covers the North Bank Road/B1040, which leads to road closures. In the event that North Bank Road/B1040 are closed an alternative route between Whittlesey and Peterborough is used via the A605. Some additional 5,000 vehicles a day are displaced by this closure⁴¹.

Flood risk – implications for the study?

Flooding is significant for Whittlesey and its transport network, in particular the highway network. As well as having roads closed, the knock-on impact of redirected traffic adds to congestion issues for the A605 and the town centre.

There is an opportunity to create alternative diversion routes in the event of flooding to minimise the social and environmental impact of the additional traffic on the Whittlesey local community, as well as disruption to road users.

6.4 Historic environment

Whittlesey is an ancient market town with a variety of architecture spanning centuries, with references in Anglo-Saxon documents.

The Whittlesey area has a rich history with evidence of settlement and activity dating from the Neolithic, Bronze Age, Iron Age and Romano-British periods⁴². This is owing to the former wetlands conditions which prevailed in this area, leading to the exceptional preservation of prehistoric landscape, such as Flag Fen. To the west of Whittlesey, archaeological investigations as a result of quarrying has revealed are internationally important archaeological sites buried within palaeochannels. Bronze Age dwellings at Must Farm which have been described as the "best-preserved Bronze Age dwellings ever found"⁴³. There is also a Bronze Age round barrow cemetery (National Heritage List for England reference: 1020844) situated to the south of Whittlesey. Identification of palaeochannels suggests there is a high potential for significant geoarchaeological deposits. As such, there is potential for similar archaeological remains to be sealed by peats and clays which may be of equal value to a Scheduled Monument. Archaeological investigations in advance of proposed clay extraction, such as at Stonald Field, King's Dyke West to the east of Whittlesey, found a rich collection of artefacts

³⁷ Whittlesey Town Council (2022) 'Whittlesey (Nene) Washes Factsheet', Accessed; [Whittlesey \(Nene\) Washes Factsheet \(whittleseytowncouncil.gov.uk\)](https://www.whittleseytowncouncil.gov.uk)

³⁸ North Level IDB (2023) 'North Level District Internal Drainage Board', Accessed; [District map – North Level District Internal Drainage Board \(northlevelidb.org\)](https://www.northlevelidb.org)

³⁹ WCIDB (2021) 'Whittlesey & District Maps', Accessed; [Whittlesey & District Maps | Wcidb](https://www.wcidb.org)

⁴⁰ East Delph Lakes (2023) 'Flooding of the Northbank Road and Whittlesey Wash', Accessed; [Flooding | East Delph Lakes](https://www.eastdelphlakes.co.uk)

⁴¹ Cambridgeshire County Council (2019) 'Economy and Environment Committee – 15th August 2019', Accessed; [Document.ashx \(cmis.uk.com\)](https://www.cambridgeshire.gov.uk)

⁴² Oxford Archaeology (2011) 'Medieval pits at the old post office Whittlesey', Accessed; [Cover \(oxfordarchaeology.com\)](https://www.oxfordarchaeology.com)

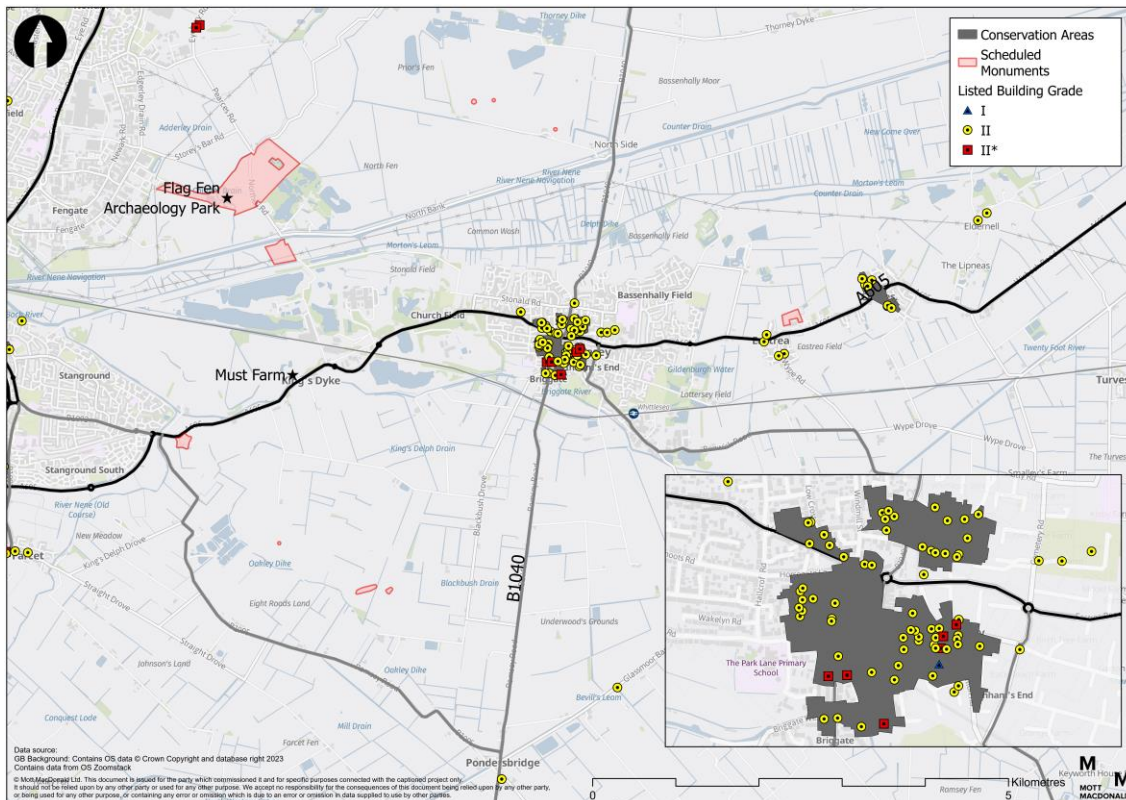
⁴³ Peterborough Archaeology 'Must Farm Bronze Age Settlement', Accessed; [Must Farm Bronze Age Settlement - Peterborough Archaeology](https://www.peterborougharchaeology.com)

dating from the end of the Neolithic (c. 2500 BC) through to the end of the Roman period (410 AD)⁴⁴.

The Fen Causeway Roman Road which ran between Denver, Norfolk in the east and Peterborough in the west is thought to have passed close to Whittlesey, overlying prehistoric monuments, burials and settlements⁴⁵. Its construction brought with it associated roadside development, such as paddocks and enclosures and some small workshops. To the north of Whittlesey, archaeological evidence thought to date back to the Iron Age and Romano-British periods has been recorded, most likely associated with the Fen Causeway along with evidence of Post Medieval land use⁴⁶.

Whittlesey itself appears in Anglo Saxon texts and developed as a Market Town through the medieval period. The historic centre of the town is designated as Whittlesey Conservation Area, with a large historic marketplace at its centre. A scheduled 17th century Buttercross is situated in the centre of the marketplace. Listed buildings in the town include two churches dating to the 14th century, and a range of houses which predominantly date to the 17th – 19th centuries. The location of designated heritage assets in the town and surrounding area are outlined in Figure 6.5.

Figure 6.5: Designated heritage assets



Source: Historic England

⁴⁴ Gibson, D. and M. Knight (2002) 'Prehistoric and Roman Archaeology at Stonald Field King's Dyke, Whittlesey', Accessed; [archive \(archaeologydataservice.ac.uk\)](https://archaeologydataservice.ac.uk)

⁴⁵ East Anglian Archaeology (1987) 'The Fenland Project, number 2', Accessed; [archive \(archaeologydataservice.ac.uk\)](https://archaeologydataservice.ac.uk)

⁴⁶ Patten, R. (2013) 'The Showfields, Whittlesey: An Archaeological', Accessed; [The Showfields, Whittlesey: An Archaeological \(archaeologydataservice.ac.uk\)](https://archaeologydataservice.ac.uk)

The historic environment inspires Whittlesey's local town culture by hosting events such as the Straw Beer Festival, Whittlesey Festival and their Christmas extravaganza⁴⁷. The importance of heritage is emphasised with the development of the Whittlesey Heritage Walk⁴⁸ and proposals for a heritage visitor centre to promote Bronze Age heritage⁴⁹.

Due to the rich prehistoric and historic landscape of the Whittlesey area and the wider Fenland region, any proposed relief road will have to consider the high likelihood of significant archaeological remains in particular, and the associated heritage impacts on the route taken. There is potential for remains of regional or national importance within the proposed relief road area. The construction phase may remove any archaeological deposits, should they be present, resulting in a permanent impact to archaeology. Should archaeological remains be identified, and design mitigation to avoid these remains cannot be carried out, then the remains will be recorded in order to advance the understanding of their value prior to loss.

Historic environment – implications for the study?

Whittlesey is a historic town that is being negatively impacted by traffic. Minimising road traffic congestion and HGVs within the centre of Whittlesey would reduce associated noise, air pollution and vibration, and thereby reduce the risk of damage to buildings, helping to preserve the historic market town. The reduction in traffic has the potential to attract more visitors to the town.

Equally, Whittlesey's rich geoarchaeology, archaeology and built heritage is a significant and important resource which must be taken into account when planning the Scheme.

6.5 People and communities

In Whittlesey, the local community are likely to be affected by road traffic along the A605, and B1040, including impacts associated with air quality and noise, especially at nighttime, linked with health concerns and wellbeing. These aspects can make it difficult for residents and tourists to enjoy the historic market town.

As noted in Section 4.7, with limited crossing facilities of the A605 and B1040, traffic can also separate communities, with potential effects on social cohesion. The collision risk for cyclists and pedestrians, as noted in Section 4.7, can reduce the propensity for walking and cycling, leading to a reduction in physical activity and levels of accessibility to local facilities, and ultimately to social exclusion. The B1040 routes to the north and south have no formal pedestrian provision and high-speed limits, and the north and south routes along the A605 have no cycling provision; (see Section 4).

People and communities – implications for the study?

Traffic conditions in Whittlesey are likely to be having a negative impact on people and the local community.

There is an opportunity to improve the conditions of Whittlesey by reducing traffic, improving the social experience and creating a safer more pleasant urban realm.

⁴⁷ Fenland District Council (2020) 'Growing Fenland – Whittlesey – A Market Town fit for the Future', Accessed; [Growing Fenland - Whittlesey Final Report.pdf](#)

⁴⁸ Whittlesey Town Council (2022) 'Fenland District Council – Press Release', Accessed; [WHWLAUNCH-AA211022.pdf \(whittleseytowncouncil.gov.uk\)](#)

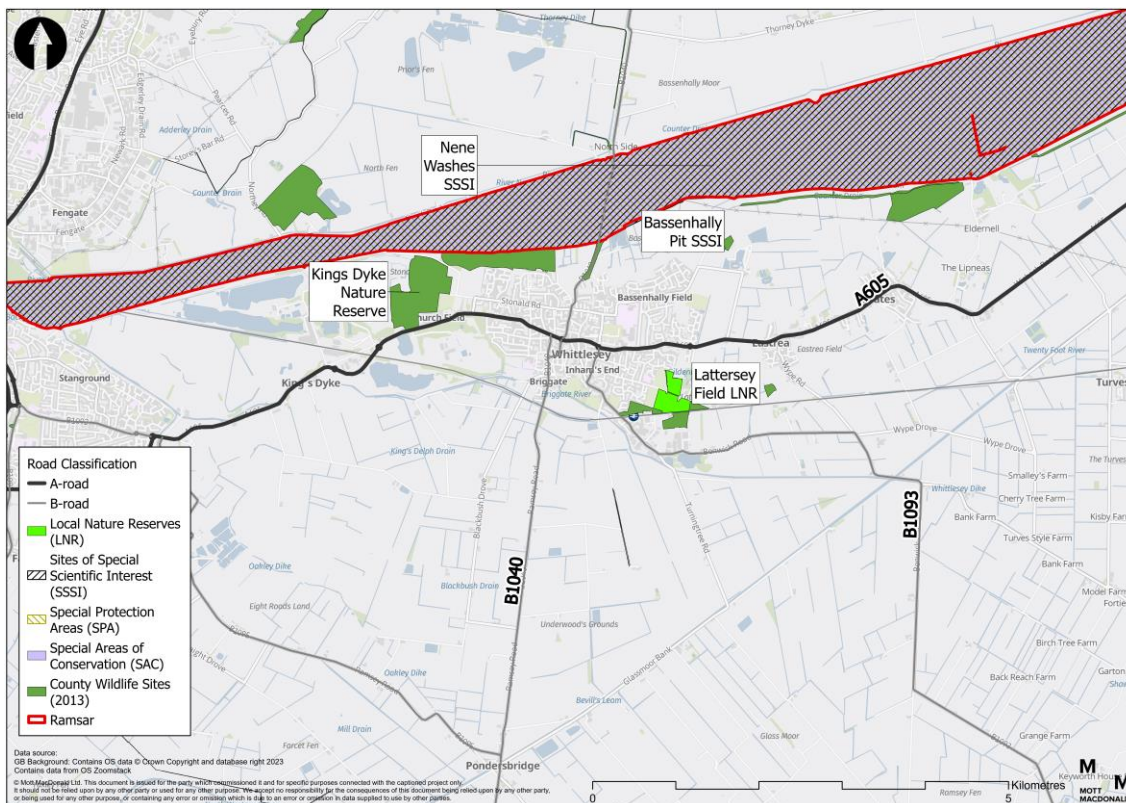
⁴⁹ Cambs Times (2021) 'Town secures £1million funding for masterplan to make it 'thrive'', Accessed; https://www.cambsimes.co.uk/news/22839877_town-secures-1million-funding-masterplan-make-thrive/

6.6 Biodiversity

The Whittlesey (Nene) Washes situated to the north of Whittlesey is designated as a Ramsar site, Special Area of Conservation (SAC), Special Protection Area (SPA) and as a Site of Special Scientific Interest (SSSI), (shown in Figure 6.6). The Whittlesey (Nene) Washes is an extensive area of wet grassland, usually flooded during the winter months. The site is important for various species of breeding and wintering waterbirds, notably internationally important numbers of wintering Bewick's Swans. In the summer months the land is covered in grasses and wildflowers, including nationally scarce plants⁵⁰.

In addition, the Kings Dyke Nature Reserve, a former brick pit located beside the A605 to the northeast of Whittlesey, has wildlife recorded including scarce breeding and wintering species and one of the largest populations of great crested newts in the UK⁵¹ (shown in Figure 6.6).

Figure 6.6: Nature conservation designations



Source: FDC / Mott MacDonald

Biodiversity – implications for the study?

Whittlesey has several important locations with regards to biodiversity close to the centre of the town or A605 which need protecting. Development of a more efficient and sustainable transport network has the potential to reduce existing direct and indirect impacts of the highway network on ecological receptors.

⁵⁰ RSPB (2023) 'Nene Washes', Accessed: [Nene Washes | The RSPB](#)

⁵¹ Ecology Surveys in Norfolk (2023) 'Kings Dyke Nature Reserve', Accessed: [Kings Dyke Nature Reserve - Ecology surveys in Norfolk](#)

7 Conclusion

7.1 Overview

This baseline evidence report explored the current situation within Whittlesey, including a review of the existing transport network and traffic conditions within the town and surrounding area to determine any issues and opportunities.

Whittlesey is a historic market town in Fenland that, whilst providing an attractive place to live for residents, faces several transport challenges. The town is well connected by road, with the A605 running directly through the town, as well as the A47 to the north and A1(M) to the west, all allowing for good connections within Fenland, as well as to the city of Peterborough and destinations further afield.

In contrast, non-car modes are less attractive in the town, with two low-frequency bus services, a two-hourly train service, limited cycling infrastructure and a walking network that present challenges to users such as narrow pavements, pavement parking and few crossing points.

Car ownership in the area is high with relatively low levels of deprivation across the study area, although the town has a lower employment rate than the national average and a high proportion of retired residents. This, along with the limitations of non-car travel within the town, is likely to create car dependency amongst residents, increasing vehicle trips within and around the study area.

Stakeholders have raised concerns around the traffic levels within the town and whilst HGV and LGV use is necessary to access key employment sites and stimulate the local economy, the highway network within the town is not built for large vehicles and their use of narrow, residential streets is of particular concern.

Congestion along the A605 is also regarded to be a problem in Whittlesey, with the A605 seeing slower speeds at the A605/B1040 roundabout and the A605/Dandelion Drive/Tayberry Way roundabout in particular. These key junctions are already operating close to, or over, capacity thereby limiting the ability of Whittlesey to grow sustainably. Whittlesey has already exceeded the growth allocated in the Fenland Local Plan (2014) and future developments in the town are likely to further exacerbate the delays faced by road users.

The primary environmental issue in Whittlesey is flooding, with the Whittlesey (Nene) Washes Flood Storage Reservoir located to the north of the town. During times when high tides and high river levels coincide, the reservoir can flood, leading to the closure of North Bank Road/B1040 and the displacement of over 5,000 vehicles per day.

Air quality monitoring, noise monitoring and a review of the historic environment and biodiversity around Whittlesey do not currently show any exceedance of monitoring objectives. However, high traffic levels within the town still affect the natural environment and Whittlesey would benefit from a reduction in through traffic.

7.2 Next steps

Following the identification of the issues and opportunities set out in this report, the next steps are to develop a robust case for change for the Scheme. This will form a key part of the process to determine whether a scheme is required and, if so, the options that could be considered that would address the issues outlined in this report.





Whittlesey Relief Road SOBC

Stakeholder Engagement Plan

October 2023

This page left intentionally blank for pagination.

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
mottmac.com

Whittlesey Relief Road SOBC

Stakeholder Engagement Plan

October 2023

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	September 2023	M Hoggard	C Payne	M Reville	First Issue
B	October 2023	M Hoggard	C Payne	M Reville	Update to address client comments
C	October 2023	M Hoggard	C Payne	M Reville	Update to address client comments

Document reference: 100114563-MMD-ENG-01-DC-N/A-001 | C |

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Overview	1
1.2	The Scheme	1
2	Stakeholder Engagement and Consultation Plan Objectives	2
2.1	Principles	2
2.2	Objectives of this plan	2
3	Stakeholders	3
3.1	Stakeholder identification	3
3.2	Stakeholder mapping	3
3.3	Stakeholder tracking	4
4	Approach to Engagement and Communications	5
4.1	Overview	5
4.2	Consultation narrative	5
4.3	Stakeholder workshops	5
	Workshop 1 - Initial Workshop	5
	Workshop 2 – Stakeholder Workshop	5
	Workshop 3 - Optioneering Technical Workshop	6
	Workshop 4 - Optioneering Technical Workshop	6
	Workshop 5 – Stakeholder Workshop	6
	Project Board	7
4.4	Wider public consultation	7
	Public Consultation Event 1	7
	Public Consultation Event 2 and 3	8
A.	Stakeholder List	9
B.	Engagement Plan	11
Tables		
	Table 3.1: Stakeholder tiering	3
	Table 4.1: Stakeholders and Roles/Interests	9

1 Introduction

1.1 Overview

This Stakeholder Engagement and Communications Plan (SECP) has been prepared to support the Whittlesey Relief Road Strategic Outline Business Case (SOBC). The purpose of the SECP is to set out the planned approach to engagement and consultation with stakeholders and members of the public to inform the development of the SOBC.

1.2 The Scheme

The idea for a relief road for Whittlesey has existed for several decades, with the aim of reducing through traffic to improve the conditions of the market town centre for businesses, residents, and visitors, thereby contributing to its growth in keeping with its market town status. Whilst the concept of a relief road is well established locally, Fenland District Council (FDC) wishes to fully understand the issues that the scheme is proposed to address, and whether alternative options could be considered alongside the relief road proposals, thereby enabling a robust case to be made for investment in a solution that meets the needs of Whittlesey and its residents.

A draft set of primary objectives has been developed as part of the initial study (Whittlesey Relief Road Inception Study, 2021)¹, which are:

1. **Economy** – Deliver economic growth and opportunity for communities in Fenland, Peterborough, and the wider Combined Authority area.
2. **Society** – Provide an accessible transport system to ensure the Whittlesey community can thrive and be healthy.
3. **Environment** – Preserve and enhance the local built, natural, and historic environments and facilitate measures to achieve net zero targets.
4. **People** – Ensuring the local community has a good level of access to facilities, services, and opportunities.
5. **Quality of Life** – enhancing the Whittlesey area as an enjoyable place to live and to visit.
6. **Place** – Making the most of Whittlesey's physical, environmental, and cultural assets and infrastructure.
7. **Business** – Focusing on business in Whittlesey with good opportunities for growth.

These high-level objectives will be reviewed as part of the SOBC development.

The current stage of work is the development of the SOBC, for which engagement and consultation is central to inform understanding of the issues. This allows for a strong case for change to be developed, and aids in the identification of potential solutions. Engagement with stakeholders and wider public consultation will also be central to the assessment of any proposed solutions, to ensure those solutions that are short listed both address the needs of Whittlesey, whilst securing broad support and buy in.

¹ [Whittlesey Relief Road Study \(whittleseytowncouncil.gov.uk\)](http://whittleseytowncouncil.gov.uk)

2 Stakeholder Engagement and Consultation Plan Objectives

2.1 Principles

The aim of this SECP is to set out the proposed approach to stakeholder and public engagement and how it will meet each individual or group's specific needs. The proposed approach aligns to the following principles:

- Consultation will enable informed opinion;
- Consultation will be well planned and timely;
- Consultation will be inclusive;
- Consultation will be professionally managed and undertaken using appropriate methods; and
- Consultation inputs will be acknowledged and fully considered.

2.2 Objectives of this plan

The objectives of this plan are as follows:

- Develop a strategy for engaging with all stakeholders to raise awareness and advocacy and progressing the proposals as part of the SOBC.
- Ensure that the messaging portrayed through engagement means all audiences understand the benefits and disbenefits of the different proposals across Whittlesey, Fenland and Cambridgeshire.
- Ensure that all stakeholders are given the opportunity to provide feedback on the proposals providing reassurance that their views have been listened to and have been given due consideration as any proposal progresses.
- Make sure that all stakeholder engagement activity is logged, and that all feedback is appropriately captured and responded to.
- Establish a platform for future stakeholder communications activities, making sure that changes and developments in the proposals are shared with stakeholders.

3 Stakeholders

3.1 Stakeholder identification

A stakeholder identification exercise was undertaken early in the development of proposals to establish the organisations, groups, and individuals with an interest in the proposals. The list of stakeholders is a live document and will be reviewed as the project progresses to enable additional stakeholders to be added as and when required. The list, including roles and interests of each stakeholder, is shown in Appendix A.

3.2 Stakeholder mapping

The way in which the stakeholders will be engaged in the process depends on their relationship with the proposals. To provide appropriate levels of information and engagement with each stakeholder group, a mapping exercise has been undertaken to classify how stakeholders should be engaged with.

A tiering approach is used to classify the level of interest and influence of stakeholders according to their ability to impact the project. Stakeholders are broadly classified in four tiers as shown in Table 3.1.

Table 3.1: Stakeholder tiering

Tier	Description	Examples	Methods of engagement
1	Key stakeholders need to be actively and closely managed through frequent communications to keep this group fully engaged with the project.	Local MPs, local authorities, portfolio holders, road user groups, including bus and active travel user groups, and impacted businesses and residents (once known), including impacted landowners.	Will include scheduled workshops that allow for active discussion and consultation (as set out in Section 4 of this plan). In addition, tailored communications will be offered as required that maintain an open dialogue between those closely involved with the project. <ul style="list-style-type: none"> • Invite to Stakeholder workshop(s) • Direct invitation to public consultation / respond to consultation
2	Relationships with higher profile stakeholders who may not have a direct interest in the project should be focussed on keeping the stakeholders satisfied.	Regional and local interest groups, environmental bodies (such as Environment Agency), and national bodies (such as the DfT, National Highways and Network Rail)	May include tailored communications offered as and when required to share appropriate level of information. Proactive communications on specific areas of interest may be appropriate and can increase these stakeholders' interest and support for the project, e.g., via email or the project website. <ul style="list-style-type: none"> • Invitation to public consultation / respond to consultation.
3	Stakeholders in this group will be kept informed of developments through regular communications providing general updates and relevant information. Information will be accessible and general, with opportunities for stakeholders to share views on specific areas of interest as required.	The media, and the public including local residents.	Will include project updates through press releases, social media and the FDC website. <ul style="list-style-type: none"> • Invitation to public consultation / respond to consultation
4	Stakeholders in this group are unlikely to be actively seeking information about the project but may require general, accessible communications of the key messages.	Wider public and businesses who are unlikely to be directly impacted by the Scheme.	Will include wider communications techniques. <ul style="list-style-type: none"> • Online publicity / newsletters • Media advertising • Digital consultation emphasis • Invitation to public consultation / respond to consultation

Source: Mott MacDonald

3.3 Stakeholder tracking

The stakeholder management tracking process will record all stakeholder interaction and engagement progress.

Contact details for stakeholders will be entered into the tracker alongside any key issues they identify, their relationship with the proposal, and status of engagement. The tracker will be a Microsoft Excel database.

Mott MacDonald and FDC will work together to ensure any stakeholder correspondence received is logged and tracked accordingly with an appropriate response. Communication with most stakeholders will be managed by FDC, with support from Mott MacDonald.

4 Approach to Engagement and Communications

4.1 Overview

This section sets out the planned approach to engagement with stakeholders and the wider public to inform the development of the SOBC.

4.2 Consultation narrative

A positive, aspirational tone will be used in all high-level messaging and the language and imagery will be clear and concise to be easily understood.

The narrative will be agreed with the FDC. It is important that the consultation narrative outlines that the purpose of the SOBC is to identify potential solutions to the issues experienced in Whittlesey, whether that be in the form of a relief road or other means.

4.3 Stakeholder workshops

Five stakeholder workshops are planned to support the development of the SOBC. This plan outlines the details of these, including the purpose of each session, and intended attendees. An outline of the proposed stakeholder engagement programme is shown in Appendix B.

Workshop 1 - Initial Workshop

Purpose: An initial stakeholder workshop will be held to establish a solid foundation for stakeholder engagement, and to begin to develop a shared understanding of the strategic objectives and insights from key stakeholders.

The session will be used as a form of knowledge transfer to make sure the project team has a broad understanding of the constraints and aspirations for the proposals, and a clear understanding of the regional context and aspirations for Whittlesey.

As well as being used as an initial knowledge transfer opportunity, Mott MacDonald will present its proposed approach to the development of the SOBC, and the planned steps in undertaking the development for the Case for Change, options identification and assessment.

Planned for: October 2023

Method: Session held virtually. Led by Mott MacDonald, using PowerPoint presentation and the use of Miro Boards (online digital whiteboard platform) to capture feedback.

Attendees: Focused as an initial knowledge sharing session, the stakeholders will be drawn from representatives from a selection of key officers from the Tier 1 classification (presented in Appendix A), including from FDC, Cambridgeshire & Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC) and Peterborough City Council (PCC).

Output: Minutes of the Initial Stakeholder Workshop will be shared to ensure all relevant stakeholders have access to a record of the discussion and that all inputs have been captured correctly.

Workshop 2 – Stakeholder Workshop

Purpose: The second stakeholder workshop will be held to build on the inputs gathered during the Initial Workshop, with the aim to obtain further understanding of the issues underpinning the

need for intervention. During this session, the project team will present initial findings from the Baseline Data Report that will have been completed, to help inform the discussions.

Planned for: December 2023

Method: Session held virtually. Led by Mott MacDonald, using PowerPoint presentation and the use of Miro Boards to capture feedback, and support by FDC project team officers.

Attendees: The intention for this workshop is to draw on a wider pool of stakeholders than Workshop 1 to gain insights from a diverse range of participants. This will include local members from Whittlesey Town Council, Fenland District Council and Cambridgeshire County Council, and representatives from wider interest groups, such as local businesses, cycle groups, and public transport operators. The exact attendees list will be agreed with the Project Board.

Output: The findings from this session will be used to inform the Case for Change, along with the conclusions of the Baseline Data Report.

Workshop 3 - Optioneering Technical Workshop

Purpose: Using the Case for Change and Baseline Data Report, an optioneering workshop will be held to discuss and identify all potential options for the Scheme that may address the issues identified, and the established objectives.

Planned for: May 2024

Method: Session will be held virtually. Led by Mott MacDonald, using PowerPoint presentation and the use of Miro Boards to capture feedback, and support by FDC project team officers.

Attendees: Attendees will be drawn from the pool of stakeholders who attended Workshop 1, drawing on the experience and knowledge of officers to develop the long list of options. In addition, individuals from Mott MacDonald's technical design team will be in attendance.

Output: Long list of options.

Workshop 4 - Optioneering Technical Workshop

Purpose: Following the sifting of the long-listed options, a short list will be presented to the project board for agreement. This short list of options, along with initial designs, modelling and cost estimates will be presented at this workshop with the intention to seek the views of stakeholders to inform the assessment of the final short list that will ultimately be taken out to public consultation.

Planned for: Summer 2024

Method: Session will be held virtually. Led by Mott MacDonald, using PowerPoint presentation and the use of Miro Boards to capture feedback, and support by FDC project team officers.

Attendees: Attendees will be drawn from the same pool of stakeholders who attended Workshop 3.

Output: Short list of options

Workshop 5 – Stakeholder Workshop

Purpose: This workshop will be used to present the outcomes from the short list options assessment, along with summary of the Options Assessment Report, and core themes from public consultation.

Planned for: Autumn 2024

Method: Session will be held virtually. Led by Mott MacDonald, using PowerPoint presentation and the use of Miro Boards to capture feedback, and support by FDC project team officers.

Attendees: Attendees will be drawn from the same pool of stakeholders who attended Workshop 4.

Output: Views on options assessment, and outcomes from public consultation. Views will be captured to feed into final recommendations for any future stages of work.

Project Board

A Project Board is in place to oversee and guide the governance and delivery of the project from inception to completion. The Board will represent the interests of their organisations (FDC, Whittlesey Town Council and Cambridgeshire Council Council) whilst also disseminating information, progress updates and key decisions back to those bodies. Board members may engage directly with the public when appropriate, which will help to foster transparency and accountability of the project with the wider community.

The Project Board Members will be involved with the project through bi-monthly board meetings. These meetings will be used as appropriate to update Members with stakeholder engagement activities and findings, as well as other project updates. A list of Project Board members is included in the stakeholder list in Appendix A.

4.4 Wider public consultation

This plan supports a round of public consultation currently scheduled to take place over a 4-week period in late Summer/early Autumn 2024. This date is not fixed and may be subject to change. A mixture of in-person and virtual consultation methods will be used over three planned events. There will also be ongoing opportunities to engage with the consultation online or by post throughout the 4-week period.

The aim of the public consultation is to ascertain feedback from stakeholders, residents and members of the public on general support and public acceptability for the proposals, including views on the proposed short-listed options for intervention. These views will add a further layer of detail to the options assessment and be used to directly inform the SOBC and the potential preferred way forward.

Advertisement of the engagement sessions will be undertaken by the FDC and will include social media and the FDC website.

Public Consultation Event 1

An in-person public consultation event will be held at a central location in Whittlesey, which will be determined to ensure suitability and accessibility. This engagement will include appropriate visualisations, an explanation of the presented options, and an engagement questionnaire. Details of these will be developed as the project progresses.

It is expected that this will be led by Mott MacDonald with support from the FDC.

Public Consultation Event 2 and 3

Two digital public consultation events will be held and supported using tools such as Microsoft Teams and the online whiteboard software Miro. For consistency the same engagement materials as used in Public Engagement Event 1 will be adapted to be used in online engagement events.

These two events will be arranged to be held on different days and at different times to ensure the best chance of ensuring a diverse range of stakeholders can attend.

Following the stakeholder engagement and consultation process a Consultation Summary Report will be produced to present the findings of the consultation.

A. Stakeholder List

Table 4.1: Stakeholders and Roles/Interests

Stakeholder Body	Tier	Representative - including role
CPCA	1	Active Travel Officer
	Project team	Project officer and funder
	1	Interim Head of Transport
	2	Business Board Manager
	2	Finance
	2	Public Affairs
	2	Communications
Whittlesey Town Council	Project Board	TBC
	Project Board	TBC
	1	Councillor
	1	Councillor
	1	Councillor
	1	Councillor
	1	Councillor
	1	Councillor
	1	Councillor
	1	Councillor
	1	Councillor
Fenland District Council	1	Planning Policy Officer
	1	Development Services
	1	Engineering Manager
	2	Senior Environmental Health Officer
	Project Board	Councillor and Portfolio Holder for Transport and Social Mobility
	Project Board	Leader of the Council, Portfolio Holder for Finance
	Project Board	Deputy Mayor of Whittlesey Town Council, Portfolio Holder for Planning
	Project team	Senior Transport Officer & Technical Lead
	Project team	Transport Development Manager
	Project team	Transport Officer
	Project team	Corporate Growth and Regeneration Advisor
Cambridgeshire County Council	1	Councillor
	Project Board	TBC
	External Project Officer	Transport Strategy Manager
	External Project Officer	Principal Transport and Infrastructure Officer
	1	Interim District Highways Manager
	2	Flood risk manager
1	Active Travel	

Stakeholder Body	Tier	Representative - including role
	1	Heritage
	1	Ecology
	3	Transport Modelling Manager
Peterborough City Council	1	Transport and Environmental Manager
	1	Highway Maintenance and Schemes Commissioning Manage
Milestone Infrastructure	3	Senior Transport Planner
Steer	3	SOBC Reviewer
Steer	3	SOBC Reviewer
Central Government	1	Local MP (NE Cambridgeshire)
Department for Transport	2	Karl Murphy
Whittlesey Business Forum	1	WBF representative, also a Whittlesey Town Councillor
National Highways	2	NH representative
Environment Agency	3	TBC
Natural England	3	TBC
Anglian Water	3	TBC
Network Rail	3	Public Affairs Manager
Greater Anglia	2	Relationship Manager, Asset Management
Stagecoach East	2	Business Development Director
Stagecoach East Midlands	2	Interim Managing Director
McCains	2	TBC
Fonterra	2	TBC
Middle Level Commissioners	3	TBC
Sustrans	2	Head of Partnerships
CamCycle	2	Communications and Community Officer
The Wildlife Trust	3	Senior Reserves Manager

B. Engagement Plan



Source: Mott MacDonald



Whittlesey Relief Road

Long List Options Assessment



Content

1

Introduction

2

Section 1: Identifying the Long List

3

Section 2: Long List Options Assessment

4

Section 3: Emerging Short Listed Options

5

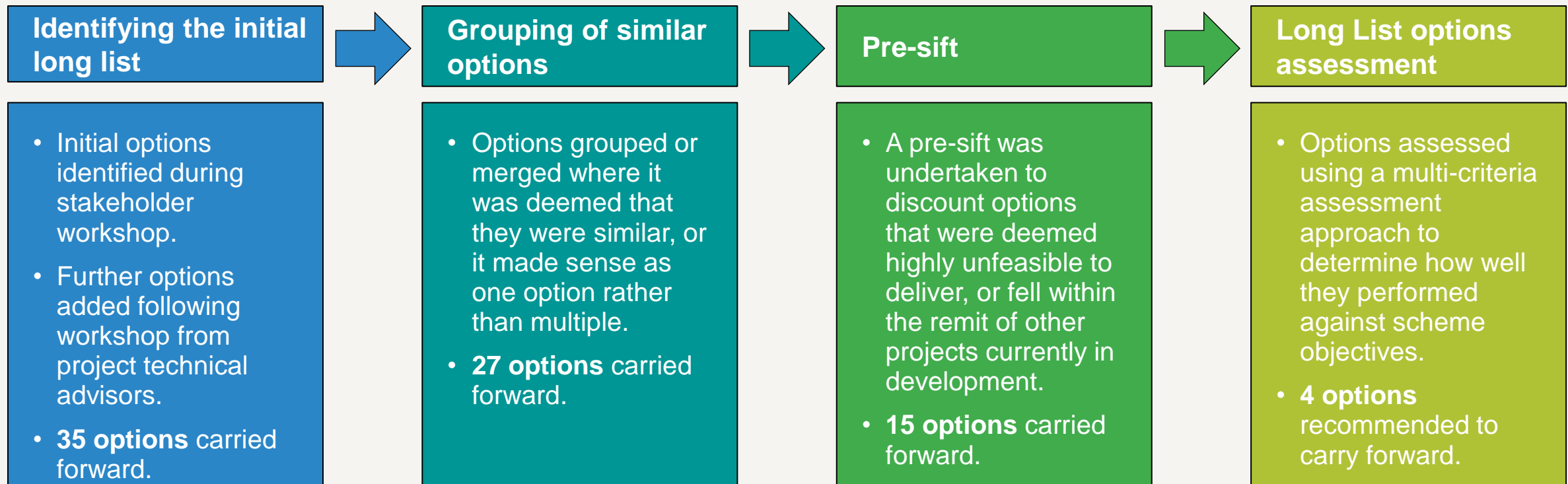
Section 4: Next Steps







Introduction

Introduction

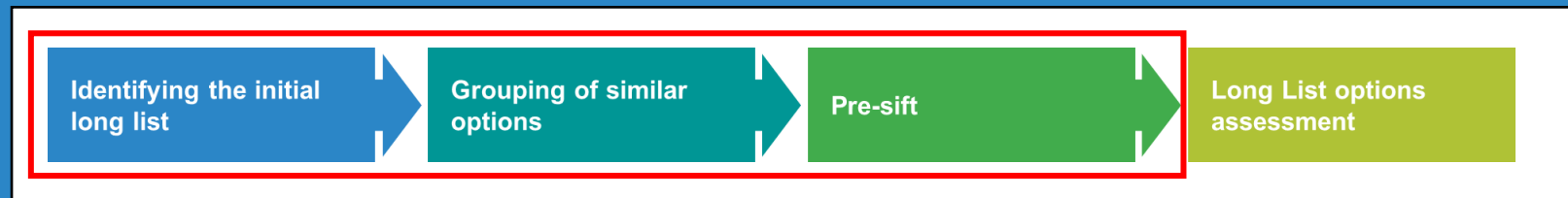
- **This report sets out how the long listed options for the Whittlesey Relief Road have been identified and assessed; concluding with the emerging short listed options.**
- The development of a long list of options is a crucial step in scheme development and the business case development process, ensuring that a wide range of options are considered and assessed. The long list optioneering process thus demonstrates that a robust decision-making process has been carried out in arriving at a long list of appropriate and suitable options.
- The process adopted for identifying the long list of options for the Whittlesey Relief Road, and the assessment of these options to arrive at a short list of options, is shown below.



Reminder of scheme objectives (adopted by Project Board in April 2024)

Objective theme	Main objective	Sub-objective
Sustainable growth 	1. Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
		1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.
Connectivity and access to opportunity 	2. Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
		2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
		2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.
Health, wellbeing and sense of community 	3. Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
		3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
		3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.
Environment 	1. Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.

Section 1: Identifying the Long List





Identifying the initial long list

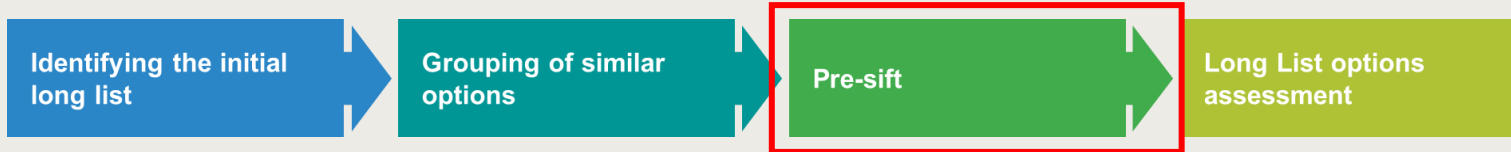
Stakeholder Workshop – 15th May 2024

- **Purpose** – Building off the Case for Change and review of baseline evidence, the purpose of this workshop was to discuss and identify all potential options for the Scheme that could meet the Whittlesey Relief Road scheme objectives.
- **Attendees:** Stakeholders included representatives from Fenland District Council (FDC), Cambridgeshire & Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC) and Peterborough City Council (PCC), Sustrans, Environment Agency, Stagecoach, Network Rail and Greater Anglia. In addition, individuals from Mott MacDonald’s technical design team and business case specialists were in attendance.
- **Outcome:** **35 options** were identified, covering a wide range of solutions, including but not limited to:
 - **Relief Roads** – various alignments, including to the north and south of the town.
 - **Public transport enhancements** – both infrastructure provision and service enhancements for bus and rail.
 - **Active travel enhancements** – including improved connections within the town and to Peterborough.
 - **Parking management** – including Park & Ride solutions, and parking control measures within the town.
 - **HGV re-routing** – based on both weight and time restrictions.
 - **Alterations to the A605** – speed limit restrictions, junction enhancements, pedestrian crossing enhancements.
- The full list of options captured are set out in **Appendix A**.



Grouping of similar options

- Due to the large number of options, and high similarity between options, a decision was made to consolidate some options in advance of any sifting or assessment.
- Options were grouped where it was deemed that the sifting process was unlikely to differentiate between options. This included:
 - Options related to restricting car use e.g. clean air zone and congestion charging, grouped into **Driving disincentives**
 - Options related to car parking management e.g. introducing car park charging and reducing car parking spaces grouped into **Park & Ride**
 - Options related to HGVs e.g. HGV restrictions based on weight or time grouped into **HGV re-routing**
 - Options related to local bus offer e.g. Demand Responsive Travel and local circular bus service grouped into **Localised Public Transport enhancements**
 - Various options for active travel enhancements grouped into **Active Travel infrastructure improvements**
- This resulted in the initial long list of options being reduced from 35 to **27 options**.
- The grouped options are shown in **Appendix B**.



Pre-sift

➤ A pre-sift was undertaken to discount options that were out of scope; against policy aspirations; do not sufficient address scheme objectives, are highly unfeasible; or fell within the remit of other projects and/or organisations. The options discounted, and the rational, is set out below:

Option	Reasons for discounting
Northern Relief Road	<ul style="list-style-type: none"> There are significant environmental constraints to the north of Whittlesey, such as the Whittlesey (Nene) Washes, that would likely result in significant challenges to delivery, including likely significant opposition from key stakeholders such as Environment Agency. Costs to implementing a northern relief road is likely to incur significant costs to mitigate negative environmental impacts. In addition, a northern relief road does not serve the industrial estates to the south of the town, so would fail to address a key issue for the town which is HGV through traffic.
Clean Air Zone / Congestion Charging	<ul style="list-style-type: none"> These options were considered unlikely to be deliverable on a small scale. Examples of congestion charging in the UK are extremely limited, and no immediate example for a town. Similarly with Clean Air Zones, these are used for large cities where there are issues with air quality exceeding legal limits. In Whittlesey, air quality legal limits are not currently exceeded and, therefore, it is unlikely that a Clean Air Zone would be warranted.
Removing traffic generators	<ul style="list-style-type: none"> Removing traffic generators from Whittlesey, i.e. not building new housing or employment sites, and moving existing employment sites out of the town, would greatly impact the upon the towns economy and housing needs and would be extremely unlikely to be deliverable. This approach is not within the existing Fenland Local Plan and would require significant changes to existing planning policy.
Improved signage	<ul style="list-style-type: none"> Improving signage to direct traffic away from the town, for example via the A47, is consider to have limited impact in achieving the objectives of the WRR Scheme on its own.
Improvements to the A47	<ul style="list-style-type: none"> Improvements to the A47 which is part of the Strategic Road Network is within National Highways scope, and outside of scope and influence of the WRR Scheme.



Pre-sift

Option	Reasons for discounting
Improved bus service frequency	<ul style="list-style-type: none"> Service frequency is largely within control of bus operators who operate services on a commercial basis. For them to increase frequencies would require certainty over increased patronage that would cover the costs of the additional services. The alternative to increasing frequencies would require funding from the CPCA to support additional buses: however currently there is limited funding and scope for this.
Improved rail service frequency	<ul style="list-style-type: none"> The ability to influence and change the frequency of rail services at Whittlesea is deemed out of scope, as this would require wider changes to the rail network such as the Ely Capacity Enhancements. This is within the remit of Network Rail.
Promoting Whittlesea Station as a parkway station	<ul style="list-style-type: none"> Works to improve the station and its car parking facilities are being progressed separately to the WRR Scheme. FDC have received funding from CPCA to deliver £3m of improvements as part of the Whittlesea Station Enhancement Programme. Building a large parkway station would likely require a link road to serve it. Otherwise, there is a risk that traffic would be drawn down Station Road, thereby not alleviating issues on the A605 from through traffic and potentially adding more traffic to an unsuitable road. Access to a parkway site from the A605 via a new link road to avoid traffic having to go through Whittlesey would be extremely difficult to deliver due to environmental and land constraints, i.e. access would have to go via Lattersey Local Nature Reserve
New river bridges	<ul style="list-style-type: none"> This option is likely to have limited impact in addressing the scheme objectives due to the location of the river south of Whittlesey and the population it would serve.
Increase highway capacity by widening the A605 within Whittlesey	<ul style="list-style-type: none"> To deliver this would require significant intrusive construction, reducing kerb space, and the need to acquire land or property for demolition. This is considered significantly unfeasible and, whilst it would increase highway capacity on the A605, it would not address the issues of through traffic and associated impacts of traffic within the town.
Level crossing improvements	<ul style="list-style-type: none"> As the level crossing is within Network Rail ownership, any changes would be in their remit, therefore out of scope for the WRR Scheme. However, changes to the level crossing are proposed as part of the Whittlesea Station Enhancement Programme.

Identifying the initial long list

Grouping of similar options

Pre-sift

Long List options assessment

Sifted long listed options

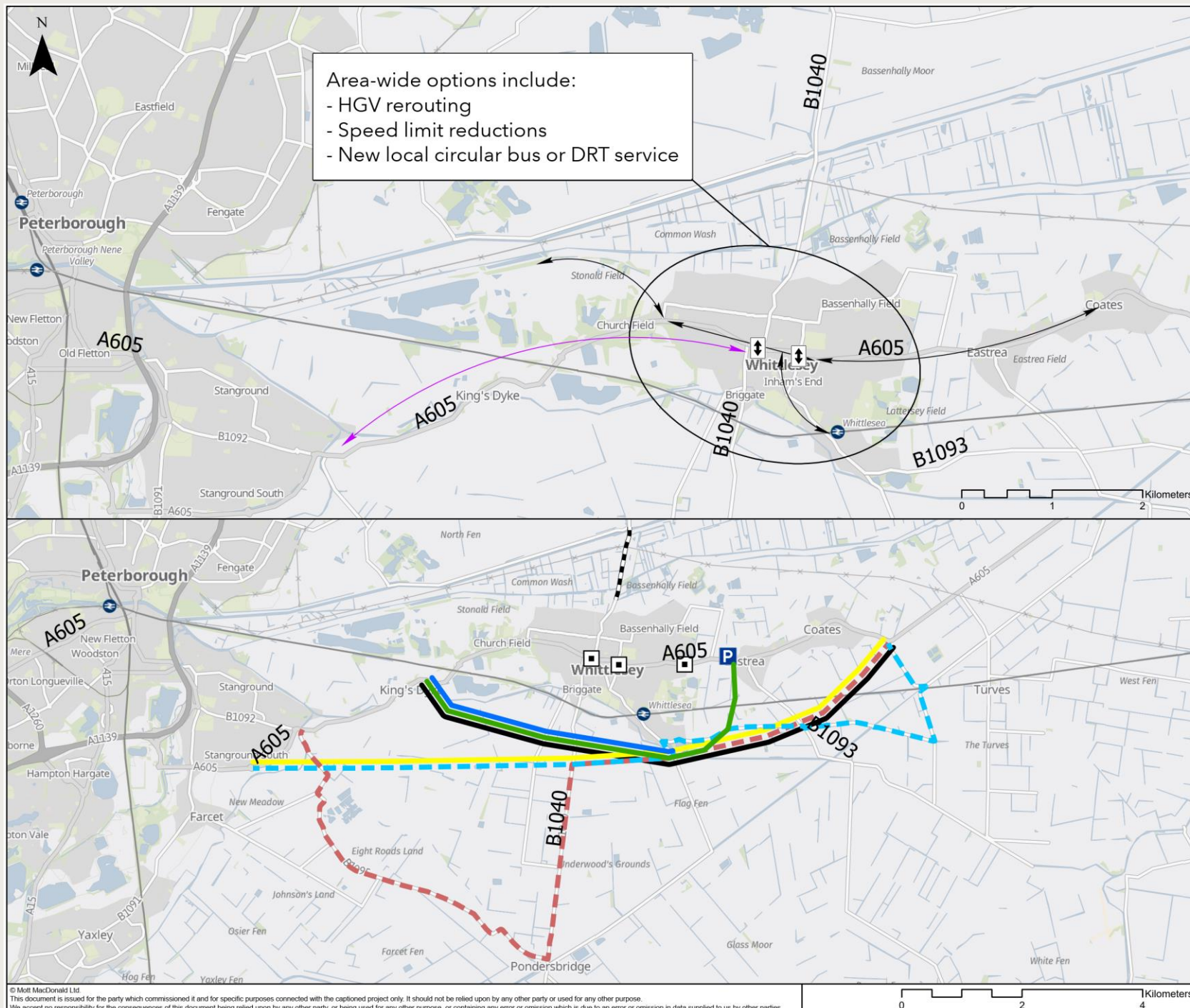
➤ The outcome from the pre-sift resulted in **15 options** being identified as the long list. These were progressed to more detailed assessment.

No.	Option name	Option description	Rationale for carrying forward
2	Southern Relief Road A (Blue route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and B1093, near Whittlesea Station, linking to industrial areas.	Option could help to divert through traffic away from Whittlesey and serve industrial sites to the south and west.
3	Southern Relief Road B (Grey route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 Eastrea Road, west of Eastrea.	Option could help to divert through traffic away from Whittlesey and serve industrial sites to the south and west.
4	Southern Relief Road C (Black route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 March Road, east of Coates.	Option could help to divert through traffic away from Whittlesey and serve industrial sites to the south and west.
5	Southern Relief Road D (Yellow route alignment)	Relief road to the south of Whittlesey between A605 Whittlesey Road at Cardea Morrisons roundabout and A605 March Road, east of Coates.	Option could help to divert through traffic away from Whittlesey and serve industrial sites to the south and west.
6	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	Upgrade of existing roads to the south east (e.g. B1093) and construction of new relief road linking these to the A605 west of Whittlesey.	Option could help to divert through traffic away from Whittlesey.
7	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	Upgrade of existing roads to the south west (e.g. Ramsey Road and B1040) and construction of new relief road linking these to the A605 east of Whittlesey.	Option could help to divert through traffic away from Whittlesey.
19	Improved bus priority measures	Improving the attractiveness of bus services within Whittlesey through the introduction of bus priority measures along the A605, helping to improve journey time reliability and speeds.	Option would encourage greater use of public transport and reduce the need for people to travel by car.

Sifted long listed options

No.	Option name	Option description	Rationale for carrying forward
20	Bus based Park and Ride	Park and Ride site to the east of Whittlesey, providing parking provision for car journeys from the east (Eastrea/Coates/March) with direct bus service into Whittlesey and Peterborough.	Option would encourage greater use of public transport and reduce the need for people to travel through Whittlesey by car to access Peterborough.
28	New and improved active travel road crossings of the A605	Additional signalised crossing points of the A605 to reduce severance for pedestrians and cyclists.	Option would shorten travel times and improve safety for those walking and cycling within Whittlesey, encouraging people to undertake active travel rather than driving.
29	Speed limits	Reduce speed limits along the A605 to improve safety for road users.	Option would improve safety for those walking and cycling within Whittlesey whilst increasing journey times slightly, encouraging people to undertake active travel rather than driving.
31	Increase highway capacity at junctions	Increase capacity of the main junctions through Whittlesey on the A605 (e.g. through roundabout signalisation).	Option would improve the flow of traffic through Whittlesey, therefore reducing congestion within the town.
33	Raised road/causeway road to the north	Construction of a raised road/causeway along existing B1040 road to limit impact of flood events.	Option would increase the resilience of the road network in Whittlesey, reducing the impact of flooding on the B1040 and eliminating need for affected road users to use A605.
36	Active travel infrastructure improvements	Improvements to the active travel infrastructure within Whittlesey to improve connectivity (e.g. shared-use paths; footway improvements; cycleways). Consolidation of options 22, 23, 24, 25 and 26.	Option would improve walking and cycling infrastructure within Whittlesey, encouraging people to undertake active travel rather than driving.
37	HGV rerouting	Rerouting of HGV travel within Whittlesey to limit the impact on the network. (e.g. time/weight restrictions). Consolidation of options 12 and 13.	Option could reduce the impact of HGVs on Whittlesey, encouraging HGVs to use alternative routes.
38	New local circular bus or DRT service within Whittlesey	Introduction of a local circular bus route within Whittlesey, providing connection between key locations. This includes the potential for the service to be demand-responsive. Consolidation of Options 15 and 16.	Option could encourage use of public transport for residents and reduce the need to have/use a private car.

Map of long listed options



Area-wide options include:
 - HGV rerouting
 - Speed limit reductions
 - New local circular bus or DRT service

Key to Symbols

- Southern Relief Road A
- Southern Relief Road B
- Southern Relief Road C
- Southern Relief Road D
- Southern Relief Road E
- - - Southern Relief Road F
- Raised road causeway
- P Park and Ride
- Increased highway capacity at junctions
- New and improved active travel road crossings
- HGV rerouting
- New local circular bus or DRT service
- Speed limit reductions
- Improved active travel infrastructure
- Improved bus priority measures

Notes
 Add data licences and copyright here.
 Service layer credits will appear from base mapping used
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

Rev	Date	Drawn	Description	Ch'kd	App'd
01	24/06/2024	JVS	For Information	CP	JB

M M
MOTT MACDONALD

Mott MacDonald
 22 Station Road
 Cambridge, CB1 2JD
 United Kingdom
 T +44 (0)1223 463500
 W mottmac.com

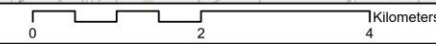
Client
 Fenland District Council

Title
 Whittlesey Relief Road
 Options Assessment Report
 Long listed options

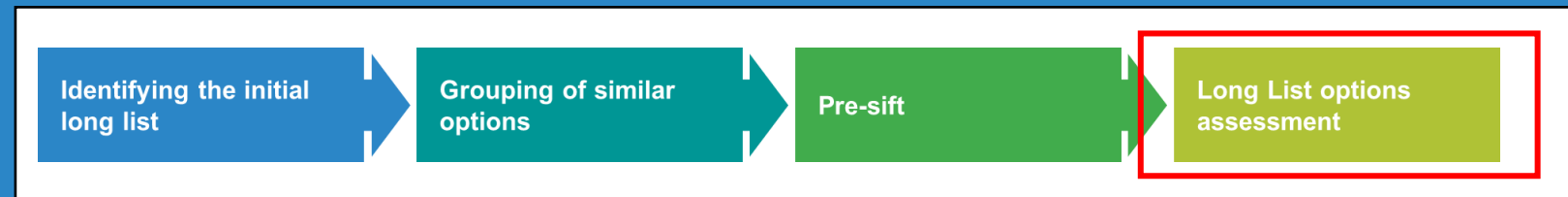
Designed	Check	Coordination	Security
J Vickers Strutt	C Payne	J Bunney	STD
GIS Check	Approved	Rev	01
Scale at A3	Status	INF	1:60,000

Drawing Number

© Mott MacDonald Ltd.
 This document is issued for the party which commissioned it and for specific purposes connected with the captioned project only. It should not be relied upon by any other party or used for any other purpose.
 We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.



Section 2: Options Assessment



Assessment of the long list

- Sifted long listed options have been assessed against a Multi-Criteria Assessment framework built using Mott MacDonald's in-house Investment Sifting and Evaluation Tool (INSET).
- INSET is a decision support process that helps manage information on investment options and to evaluate them. It is designed to be simple, flexible, replicable and transparent.
- Principally, INSET uses a set of assessment themes that group together homogenous criteria to appraise each of the options.
- The themes and criteria used for Whittlesey Relief Road match the scheme themed objectives and measurable sub-objectives.
- All scoring for the criteria were weighted the same, generally applying a 5-point scale.
(note – the carbon assessment criteria was scored on 7-point scale to accommodate additional granularity between the options to be scored).

Assessment criteria scoring used

Sub-objective	Large negative -2	Small negative -1	Neutral 0	Small positive +1	Large positive +2
1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.	Option would result in a significant reduction in capacity	Option would result in a small reduction in capacity	Option will result in no change in capacity	Option will increase capacity, but unlikely to accommodate 16% growth in trips	Option will increase capacity to accommodate 16% growth in trips or greater
1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.	Option will increase car journey times by 10% or more	Option will increase car journey times by up to 10%	Option will result in no change in car journey times	Option will reduce car journey times, but up to 10%	Option will reduce car journey times by 10% or more.
2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.	Option will significantly worsen access to education and employment opportunities	Option will slightly worsen access to education and employment opportunities	Option will not increase the number of accessible education and employment opportunities	Option will slightly improve access to education and employment opportunities	Option will significantly improve access to education and employment opportunities
2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.	Option will significantly reduce public transport patronage by 25% or more	Option will slightly reduce public transport patronage between 1% and 25%	Option will result in no change in public transport patronage	Option will slightly increase public transport patronage, between 1% and 25%	Option will significantly increase public transport patronage by 25% or more
2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.	Traffic speeds likely to decrease between 75% and 100% during road closure event	Traffic speeds likely to decrease between 50% and 75% during road closure event	Traffic speeds likely to decrease between 25% and 50% during road closure event	Traffic speeds likely to decrease by less than 25% during road closure event	Traffic speeds do not change during road closure event

Sub-objective	Large negative	Small negative	Neutral	Small positive	Large positive
	-2	-1	0	+1	+2
3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.	Option will contribute to a large increase in NO2 concentrations	Option will contribute to a small increase in NO2 concentrations	Option will contribute to annual NO2 concentrations remaining at current levels	Option will contribute to a small decrease in NO2 concentrations	Option will contribute to a large decrease in NO2 concentrations
3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.	Large increase in the number of collisions and personal injuries, likely to be 50% or greater	Small increase in number of collisions and personal injuries, likely to be between 1% and 50%	No reduction in the number of collisions and personal injuries	Small reduction in number of collisions and personal injuries, likely to be between 1% and 50%	Large reduction in the number of collisions and personal injuries, likely to be 50% or greater
3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.	Perception of the public realm in Whittlesey likely to significantly worsen	Perception of the public realm in Whittlesey likely to marginally worsen	Perception of the public realm in Whittlesey unlikely to change	Perception of the public realm in Whittlesey likely to marginally improve	Perception of the public realm in Whittlesey likely to significantly improve
4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	General through traffic levels increase by 15% or more	General through traffic levels increase by 1-15%	No change in General through traffic levels	General through traffic levels reduced by 1-15% or more	General through traffic levels reduced by 15% or more
4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	HGV through traffic levels increase by 15% or more	HGV through traffic levels increase by 1-15%	No change in HGV through traffic levels	HGV through traffic levels reduced by 1-15% or more	HGV through traffic levels reduced by 15% or more

Sub-objective	Very large negative -3	Large negative -2	Small negative -1	Neutral 0	Small positive +1	Large positive +2	Very large positive +3
4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.	Significant increase in tail pipe carbon emissions and significant capital carbon emissions from implementing option	Slight increase in tail pipe carbon emissions and significant capital carbon emissions from implementing option	Slight increase in tail pipe carbon emissions and slight capital carbon emissions from implementing option	No reduction in tail pipe carbon emissions and small level of capital carbon emissions from implementing option	Small reduction in tail pipe carbon emissions, with a small level of additional capital carbon emissions from implementing option	Significant reduction in tail pipe carbon emissions, but with small level of additional capital carbon emissions from implementing option	Significant reduction in tail pipe carbon emissions and no additional capital carbon emissions from implementing option



Long listed options assessment results

Rank	Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Total Score
1	Southern Relief Road B (Green route alignment)	1.00	0.33	0.67	0.33	0.58
1	Southern Relief Road C (Black route alignment)	1.00	0.33	0.67	0.33	0.58
1	Southern Relief Road D (Yellow route alignment)	1.00	0.33	0.67	0.33	0.58
4	Bus based Park and Ride	0.50	0.50	0.83	0.28	0.53
5	HGV rerouting	0.50	0.17	1.00	0.39	0.51
6	Improved bus priority measures	0.50	0.50	0.50	0.28	0.44
6	New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.44
8	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	0.38
8	Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.38
10	Southern Relief Road A (Blue route alignment)	0.50	0.00	0.50	0.28	0.32
11	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.50	0.00	0.33	0.28	0.28
11	New and improved active travel road crossings of the A605	0.00	0.17	0.83	0.11	0.28
13	Speed limit reductions	-0.50	-0.17	0.50	0.00	-0.04
14	Raised road/causeway road to the north	0.50	0.33	-0.50	-0.56	-0.06
15	Increase highway capacity at junctions	0.50	0.50	-1.00	-0.56	-0.14

Long listed options assessment results

- The options assessment outputs suggest that **no single option delivers strongly against all objectives**, instead the best performing options each have different areas of strength against individual themed objectives.
- A more detailed examination of how the options perform against each themed objective is presented on the following pages to help inform the overall process of decision-making for the shortlist.

Theme analysis

Objective theme	Main objective	Sub-objective
Sustainable growth	1. Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
		1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.

Rank	Scheme	Sustainable Growth
1	Southern Relief Road B (Green route alignment)	1.00
1	Southern Relief Road C (Black route alignment)	1.00
1	Southern Relief Road D (Yellow route alignment)	1.00
4	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75
5	Southern Relief Road A (Blue route alignment)	0.50
5	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.50
5	Improved bus priority measures	0.50
5	Bus based Park and Ride	0.50
5	Increase highway capacity at junctions	0.50
5	Raised road/causeway road to the north	0.50
5	HGV rerouting	0.50
5	New local circular bus or DRT service within Whittlesey	0.50
13	Active travel infrastructure improvements	0.25
14	New and improved active travel road crossings of the A605	0.00
15	Speed limit reductions	-0.50

- The best performing options for sustainable growth is the **Southern Relief Road**. These options score well as they could provide the significant additional capacity whilst also allowing for reduced journey times along the A605. Analysis of ANPR data suggested that 20% of all traffic and 45% of HGV traffic could potentially utilise a Southern Relief Road which exceeds the 16% growth in future trips.
- Options that do not perform as well for this objective tend to be those focused on improving other modes such as active travel infrastructure and bus-based options. These options do not offer the potential to accommodate the predicted growth in trips as a result of new developments.
- Speed limit reductions scores poorly for this option as it may result in lower road capacity and throughput and could increase car journey times.

Theme analysis

Objective theme	Main objective	Sub-objective
Connectivity and access to opportunity	2. Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
		2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
		2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.

Rank	Scheme	Connectivity and Access to Opportunity
1	Improved bus priority measures	0.50
1	Bus based Park and Ride	0.50
1	Increase highway capacity at junctions	0.50
1	New local circular bus or DRT service within Whittlesey	0.50
5	Southern Relief Road B (Green route alignment)	0.33
5	Southern Relief Road C (Black route alignment)	0.33
5	Southern Relief Road D (Yellow route alignment)	0.33
5	Raised road/causeway road to the north	0.33
5	Active travel infrastructure improvements	0.33
10	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.17
10	New and improved active travel road crossings of the A605	0.17
10	HGV rerouting	0.17
13	Southern Relief Road A (Blue route alignment)	0.00
13	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.00
15	Speed limit reductions	-0.17

- The best performing options for connectivity and access to opportunity are **bus-based options** as these provide benefits in accessing opportunities and are likely to result in increased public transport patronage. Increased highway capacity at junctions may also result in improved bus reliability as well as providing additional resilience and therefore also scores well.
- Whilst the relief road options score well against improving access to opportunities (2a) and improving the resilience of the network (2c), they do not score as well for supporting the integration of public transport and supporting the use of sustainable modes (2b), therefore the overall score against the main objective for connectivity is not as high.

Theme analysis

Objective theme	Main objective	Sub-objective
Health, wellbeing and sense of community	3. Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
		3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
		3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.

Rank	Scheme	Health, Wellbeing and Sense of Community
1	HGV rerouting	1.00
2	Bus based Park and Ride	0.83
2	New and improved active travel road crossings of the A605	0.83
2	Active travel infrastructure improvements	0.83
5	Southern Relief Road B (Green route alignment)	0.67
5	Southern Relief Road C (Black route alignment)	0.67
5	Southern Relief Road D (Yellow route alignment)	0.67
5	New local circular bus or DRT service within Whittlesey	0.67
9	Southern Relief Road A (Blue route alignment)	0.50
9	Improved bus priority measures	0.50
9	Speed limit reductions	0.50
12	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.33
12	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.33
14	Raised road/causeway road to the north	-0.50
15	Increase highway capacity at junctions	-1.00

- **HGV rerouting** is the best performing option for improved health wellbeing and sense of community.
- HGVs are large, loud and polluting and therefore rerouting these away from the centre of Whittlesey could see great improvements to public health and perceptions within Whittlesey.
- Highway options such as the relief road could result in traffic being taken away from Whittlesey, resulting in benefits along the A605. In comparison the raised road/causeway and increased highway capacity at junctions score very poorly as they could increase traffic levels, therefore contributing to increases in NO2 concentrations, reduced safety, and worse public perceptions of the town centre.

Theme analysis

Objective theme	Main objective	Sub-objective
Environment	1. Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.

Rank	Scheme	Environmental
1	HGV rerouting	0.39
2	Southern Relief Road B (Green route alignment)	0.33
2	Southern Relief Road C (Black route alignment)	0.33
2	Southern Relief Road D (Yellow route alignment)	0.33
5	Southern Relief Road A (Blue route alignment)	0.28
5	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.28
5	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.28
8	Improved bus priority measures	0.28
8	Bus based Park and Ride	0.28
10	New and improved active travel road crossings of the A605	0.11
10	Active travel infrastructure improvements	0.11
10	New local circular bus or DRT service within Whittlesey	0.11
13	Speed limit reductions	0.00
14	Increase highway capacity at junctions	-0.56
14	Raised road/causeway road to the north	-0.56

- The **rerouting of HGV traffic** is likely to reduce the level of HGV traffic through Whittlesey and therefore this option scores well. It is noted that emissions may increase elsewhere as HGVs undertake alternative (and potentially longer) routes and therefore this option does not score as well against carbon impact (4c).
- The three main **relief road options** also score well against the environment objective as these may contribute to the diversion of traffic away from the centre of Whittlesey. These options may have a high carbon impact (4c) however which reduces their overall performance against this objective.
- Options to provide increased highway capacity at junctions and a raised road score poorly as these could encourage additional tail-pipe emissions and may be carbon intensive to construct.
- Although active travel options may be thought to score well against an environmental objective, it is thought that these options may have no impact on general through traffic (4a) or HGV through traffic (4b).

Consideration of deliverability

- In providing an overall assessment of the long listed options, the case of Deliverability has also been considered.
- The results are included as a sensitivity test to consider what impact matters such as cost, land take, planning requirements, and environmental constraints may have on the overall scoring of the options and their feasibility to deliver.

Rank	Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Deliverability	Total Score
1	HGV rerouting	0.50	0.17	1.00	0.39	0.50	0.51
2	New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.67	0.49
3	Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.56	0.42
4	Bus based Park and Ride	0.50	0.50	0.83	0.28	-0.25	0.37
5	Improved bus priority measures	0.50	0.50	0.50	0.28	-0.06	0.34
6	Southern Relief Road C (Black route alignment)	1.00	0.33	0.67	0.33	-0.64	0.34
7	Southern Relief Road D (Yellow route alignment)	1.00	0.33	0.67	0.33	-0.67	0.33
8	Southern Relief Road B (Green route alignment)	1.00	0.33	0.67	0.33	-0.72	0.32
9	New and improved active travel road crossings of the A605	0.00	0.17	0.83	0.11	0.42	0.31
10	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	-0.61	0.18
11	Southern Relief Road A (Blue route alignment)	0.50	0.00	0.50	0.28	-0.58	0.14
12	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.50	0.00	0.33	0.28	-0.64	0.09
13	Speed limit reductions	-0.50	-0.17	0.50	0.00	0.58	0.08
14	Increase highway capacity at junctions	0.50	0.50	-1.00	-0.56	-0.22	-0.16
15	Raised road/causeway road to the north	0.50	0.33	-0.50	-0.56	-0.78	-0.20

Theme analysis

Criteria		
Deliverability	a. Cost	d. Buildability
	b. Delivery timescales	e. Planning requirements
	c. Land requirements	f. Environmental constraints

Rank	Scheme	Deliverability
1	New local circular bus or DRT service within Whittlesey	0.67
2	Speed limit reductions	0.58
3	Active travel infrastructure improvements	0.56
4	HGV rerouting	0.50
5	New and improved active travel road crossings of the A605	0.42
6	Improved bus priority measures	-0.06
7	Increase highway capacity at junctions	-0.22
8	Bus based Park and Ride	-0.25
9	Southern Relief Road A (Blue route alignment)	-0.58
10	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	-0.61
11	Southern Relief Road C (Black route alignment)	-0.64
11	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	-0.64
13	Southern Relief Road D (Yellow route alignment)	-0.67
14	Southern Relief Road B (Green route alignment)	-0.72
15	Raised road/causeway road to the north	-0.78

- **Localised Public Transport, speed limit reductions, Active Travel Infrastructure and HGV rerouting** all score well due to their potential for quicker implementation times, lower costs and limited land acquisition requirements.
- Although HGV rerouting scores relatively well, it would be difficult to deliver this option without significantly affecting businesses in Whittlesey as there are no real viable alternative routes currently serving the industrial estates to the west or south of the town.
- Larger scale interventions, such as a relief road and causeway, score poorly for deliverability due to high assumed costs, land requirements and complexity of their construction.
- Of the relief road options, the black route is deemed the most deliverable.

Packaging options to enhance outcomes

- The options assessment shows that **no single option delivers strongly against all of the objectives**, with the better performing options each having specific areas of strength and weakness.
- By packaging the better performing options that complement each other across the themed objectives, the overall outcomes from investment can potentially be improved.

Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Total Score
Southern Relief Road	1.00	0.33	0.67	0.33	0.58
Bus based Park and Ride	0.50	0.50	0.83	0.28	0.53
HGV rerouting	0.50	0.17	1.00	0.39	0.51
Improved bus priority measures	0.50	0.50	0.50	0.28	0.44
New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.44
Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	0.38
Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.38

Packaging options to enhance outcomes

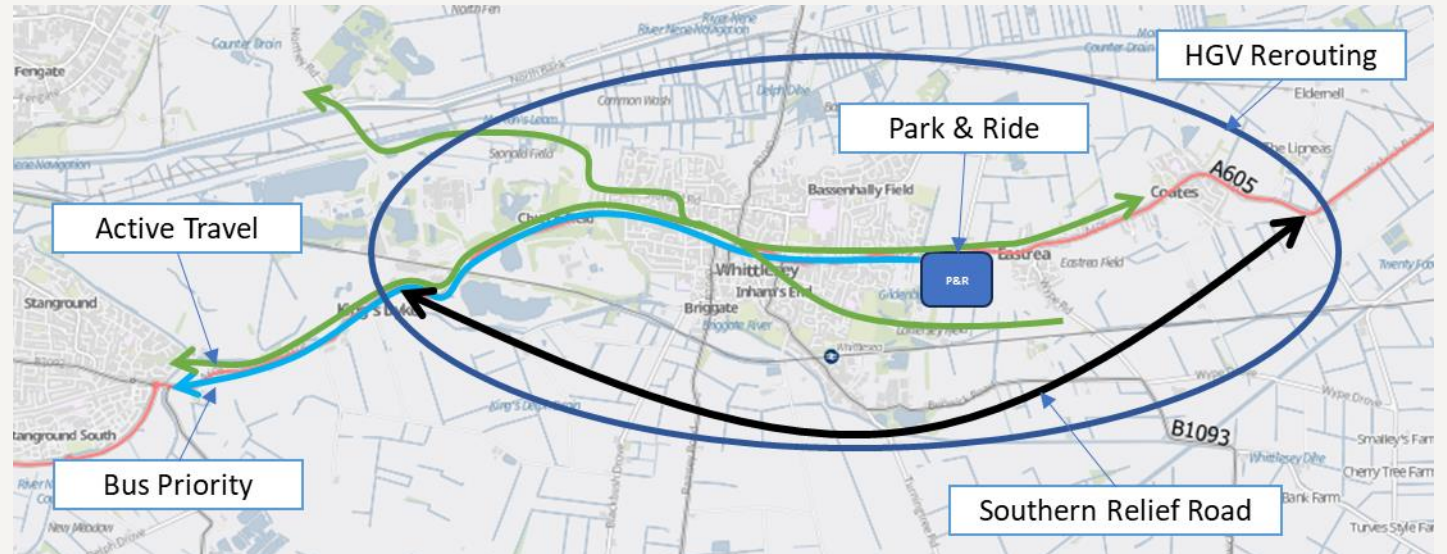
- The **Southern Relief Road** may achieve the sustainable growth ambition but performs less strongly across the other three themes. **HGV rerouting** scores higher against Health, Wellbeing and Sense of Community, as well as the Environmental themed objective, but there are challenges with the viability of the option without a clear alternative route for HGV traffic.
 - ❑ Combining these two options helps to strengthen overall outcomes.
- The delivery of a **relief road** would also release road capacity to enable complementary public transport improvements, such as improved **bus priority**, and/or **active travel infrastructure** enhancements.
 - ❑ By packing these measures together, the overall scheme outcomes would improve in relation to Connectivity and Access to Opportunity, as well as Enhanced Health, Wellbeing and a Sense of Community and improved Environmental conditions for the town.
- For the purpose of packaging, the best performing relief road route alignment (Black route) is proposed to be taken forward. Further investigation of exact routing options will take place at later stages of the scheme development process.

Section 3: Emerging Short Listed Options

Emerging short listed options

For progression to concept design, more detailed appraisal and consultation:

1. **Option 1** - Relief road (black route alignment) including HGV re-routing
2. **Option 2** - Relief road (black route alignment) including HGV re-routing and bus improvements
3. **Option 3** - Relief road (black route alignment) including HGV re-routing and active travel improvements
4. **Option 4** - Bus based Park & Ride



Section 4: Next Steps

Next Steps

Following the completion of the long listing stage, and Project Board approval, the following activities will be undertaken:

- **Concept designs** – for each of the short listed options a high level concept design will be produced.
- **Economic appraisal** – each option will be tested using the available modelling and appraisal tools to undertake a high level economic appraisal to understand performance of each option and their likely value for money.
- **High level costings** – building off the concept designs, high level cost estimates for each option will be produced.
- **Public consultation** – drawing together the outputs from above, the concept designs for the short listed options will be presented to members of the public for consultation.

Appendicies

Appendix A: Full list of initial long listed options

Option no.	Option	Description
1	Northern Relief Road (Red route alignment)	Relief road to the north of Whittlesey between Ralph Butcher Causeway and A605 March Road, east of Coates.
2	Southern Relief Road A (Blue route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and B1093, near Whittlesea Station, linking to industrial areas.
3	Southern Relief Road B (Green route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 Eastrea Road, west of Eastrea.
4	Southern Relief Road C (Black route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 March Road, east of Coates.
5	Southern Relief Road D (Yellow route alignment)	Relief road to the south of Whittlesey between A605 Whittlesey Road at Cardea Morrisons roundabout and A605 March Road, east of Coates.
6	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	Upgrade of existing roads to the south east (e.g. B1093) and construction of new relief road linking these to the A605 west of Whittlesey.
7	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	Upgrade of existing roads to the south west (e.g. Ramsey Road and B1040) and construction of new relief road linking these to the A605 east of Whittlesey.
8	Clean air zone	Introduction of a cordon with charges for vehicles entering that do not meet emissions standards.
9	Congestion charging	Introduction of a cordon with charges for vehicles entering at certain times of the day.
10	Parking charging	Introduction of car parking charges at Fenland District Council car parks within Whittlesey Town Centre.
11	Parking management	Altering the number or location of parking spaces within Whittlesey
12	HGV weight restrictions	Introduction of additional weight restrictions to manage where HGVs can travel within the town.
13	HGV time restrictions	Introduction of time restrictions to manage when HGVs can travel within the town.
14	Removing traffic generators	Removing traffic generators such as industrial sites from the town to reduce the traffic accessing these.
15	Local circular bus	Circular bus route within Whittlesey, providing connection between Whittlesea Station, town centre, employment sites and residential areas.
16	Demand Responsive Transport (DRT)	Introduction of DRT to provide on-demand public transport service for residents to travel within Whittlesey.
17	Improved bus service frequency	Increasing frequency of bus services in Whittlesey.
18	Improved rail service frequency	Increasing frequency of trains serving Whittlesey.
19	Improved bus priority measures	Improving the attractiveness of bus services within Whittlesey through the introduction of bus priority measures along the A605, helping to improve journey time reliability and speeds.

Appendix A: Full list of initial long listed options

Option no.	Option	Description
20	Bus based Park and Ride	Park and Ride site to the east of Whittlesey, providing parking provision for car journeys from the east (Eastrea/Coates/March) with direct bus service into Whittlesey and Peterborough.
21	Promoting Whittlesea Station as a parkway station	Improved car parking provision at Whittlesea Station and promoting use as an option to Park and Ride. Including connection route (e.g. upgrading route between A605 and New Road via Aqua Park).
22	Shared use path along A605 in Whittlesey town centre	Shared use path along A605 in Whittlesey town centre to provide East-West connectivity and better link NCN 63 through the town.
23	Improvements to NCN Route 63 through Whittlesey	Upgrades to the existing NCN Route 63 within Whittlesey to improve attractiveness, wayfinding and accessibility.
24	Improved active travel connections to the station	Active travel improvements along Station Road to improve access and connectivity between Whittlesey town centre and the station.
25	Shared use path along A605 between Whittlesey, Coates and Eastrea	Shared use path along A605 between Whittlesey, Coates and Eastrea to provide better East-West connectivity.
26	PRoW Improvements	Improvement to the Public Rights of Way along the rivers to the south of Whittlesey.
27	New river bridges	Additional bridges across the rivers to the south of Whittlesey to reduce severance for pedestrians and cyclists.
28	New and improved active travel road crossings of the A605	Additional signalised crossing points of the A605 to reduce severance for pedestrians and cyclists.
29	Speed limits	Reduce speed limits along the A605 to improve safety for road users.
30	Increase highway capacity within Whittlesey	Upgrade of existing roads within Whittlesey to increase highway capacity.
31	Increase junction capacity	Increase capacity of the main junctions through Whittlesey on the A605 (e.g. through roundabout signalisation).
32	Level crossing improvements	Improvements/removal of the level crossing near Whittlesea Station to improve the operation of the highway.
33	Raised road/causeway road to the north	Construction of a raised road/causeway along existing B1040 road to limit impact of flood events.
34	Improved signage	Signage/wayfinding to encourage use of A47 over A605.
35	Improvements to the A47	Increasing resilience of A47 to reduce level of closures that may impact A605, and so people choose the A47 as preferred route over the A605.

Appendix B: Grouping of similar options

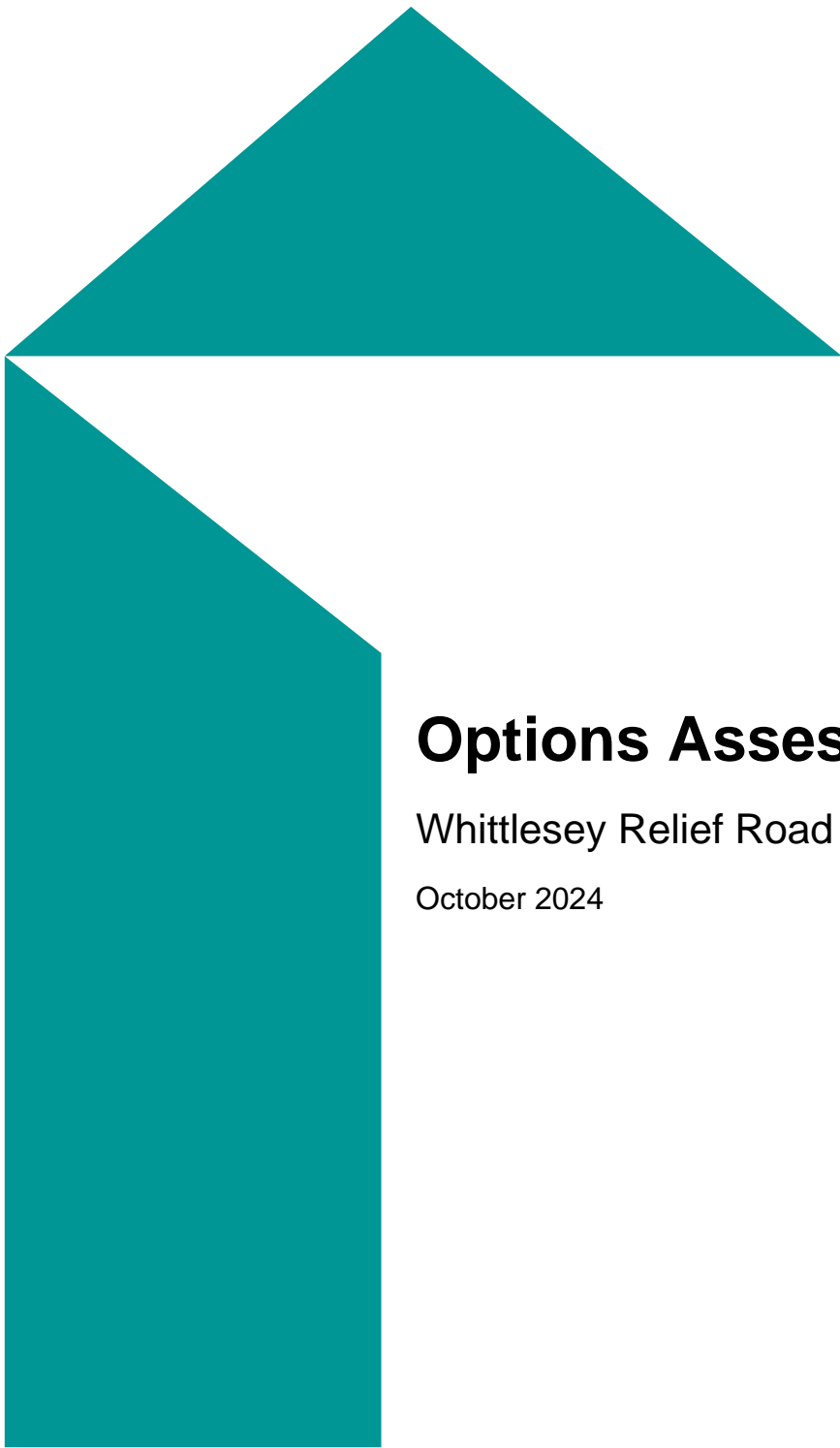
Option no.	Grouped option	Description	Options formed from
20	Bus based Park and Ride	Park and Ride site to the east of Whittlesey, providing parking provision for car journeys from the east (Eastrea/Coates/March) with direct bus service into Whittlesey and Peterborough.	10 / 11 / 20
36	Active travel infrastructure improvements	Improvements to the active travel infrastructure within Whittlesey to improve connectivity (e.g. shared-use paths; footway improvements; cycleways).	22 / 23 / 24 / 25 / 26
37	HGV restrictions	Restrictions on HGV travel within Whittlesey to limit the impact on the network. (e.g. time/weight restrictions).	12 / 13
38	New local circular bus or DRT service within Whittlesey	Introduction of a local circular bus route within Whittlesey, providing connection between key locations. This includes the potential for the service to be demand-responsive.	15 / 16

Appendix C: Pre-sift - discounted options

Option no.	Option	Reason for sifting out
1	Northern Relief Road (Red line route alignment)	There are significant environmental constraints to the north of Whittlesey such as the Whittlesey (Nene) Washes that would likely result in significant opposition to any scheme as well as high costs and negative environmental impacts.
8	Clean air zone	Discount as option is unlikely to be deliverable on a small scale. Air quality also not currently an issue to such an extent that it would warrant this.
9	Congestion charging	Discounted as option is unlikely to be deliverable due to small scale.
10	Parking charging	Discounted as similar to option 11 (parking management)
11	Parking management	Discounted as parking management included within option 20 (bus-based park and ride). This could include parking charges; a reduction in parking spaces and/or relocation of parking to the outskirts of the town centre instead.
12	HGV weight restrictions	Consolidated with HGV time restrictions (see Option 37).
13	HGV time restrictions	Consolidated with HGV weight restrictions (see Option 37).
14	Removing traffic generators	Removing traffic generators from Whittlesey would impact the town greatly. This is not in the Fenland Local Plan and would require significant changes to existing planning documents.
15	Local circular bus	Option has been consolidated with Option 16 for the Initial Sift (see Option 38).
16	Demand Responsive Transport (DRT)	Option has been consolidated with Option 15 for the Initial Sift (see Option 38).
17	Improved bus service frequency	Service frequency is within control of bus operators and therefore this is likely out of scope.
18	Improved rail service frequency	Rail frequency is out of scope. Would require wider changes to the network such as the Ely Capacity Enhancements.
21	Promoting Whittlesea Station as a parkway station	Separate to this scheme, FDC have received funding from CPCA to deliver £3m pound improvements to Whittlesea Station as part of the Whittlesea Station Enhancement Programme.

Appendix C: Pre-sift - discounted options

Option no.	Option	Reason for sifting out
22	Shared use path along A605 in Whittlesey town centre	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
23	Improvements to NCN Route 63 through Whittlesey	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
24	Improved active travel connections to the station	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
25	Shared use path along A605 between Whittlesey, Coates and Eastrea	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
26	PRoW Improvements	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
27	New river bridges	Option would have a high cost and low impact. Location of the river to the south of Whittlesey means benefits would be limited
30	Increase highway capacity by widening the A605 within Whittlesey	Significant construction would be required, including potential demolition of houses which was determined to be unfeasible and have large impact on local character.
32	Level crossing improvements	As this is within Network Rail ownership, any changes would be in their remit, therefore out of scope for this project. Separate to this scheme, FDC have received funding from CPCA to deliver £3m pound improvements to Whittlesea Station as part of the Whittlesea Station Enhancement Programme.
34	Improved signage	This would have limited impact in achieving objectives on its own.
35	Improvements to the A47	As this is within National Highways operations, any changes would be in their remit, therefore out of scope for this project.



Options Assessment Report

Whittlesey Relief Road

October 2024

This page left intentionally blank for pagination.

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
mottmac.com

Options Assessment Report

Whittlesey Relief Road

October 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
P01	October 2024	J Vickers Strutt	C Payne	J Bunney	First draft for client

Document reference: 100114563 | P01 | 100114563-MMD-APP-03b-RP-BC-016

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Purpose	1
1.2	Scheme background	1
1.3	Strategic context	1
1.4	Report structure	3
2	Case for Change	4
2.1	The current situation	4
2.2	The future situation	5
2.3	Objectives and outcomes	7
2.3.1	Logic map	8
3	Optioneering Process	10
3.1	Overview	10
4	Long List Optioneering	11
4.1	Identifying the initial long list	11
4.2	Grouping of similar options	11
4.3	Pre-sift	12
4.4	Long List options assessment	13
4.4.1	Sensitivity test	16
4.5	Arriving at the short list	17
5	Short List Appraisal	22
5.1	Highway appraisal	22
5.1.1	Highway impacts	23
5.1.2	Accident impacts	23
5.1.3	Highway appraisal summary	24
5.2	Bus appraisal	24
5.2.1	Bus appraisal summary	25
5.3	Mobility hub demand appraisal	25
5.3.1	Mobility hub appraisal summary	26
5.4	Active travel appraisal	26
5.4.1	Walking demand uplift	27
5.4.2	Cycling demand uplift	28
5.4.3	Active travel appraisal summary	29
5.5	Environmental appraisal	31
5.5.1	Environmental appraisal summary	35
5.6	Social appraisal	35

5.6.1	Social appraisal summary	39
5.7	Wider economic appraisal	40
5.7.1	Wider economic appraisal summary	41
5.8	Carbon impact appraisal	41
5.8.1	Carbon impact appraisal summary	42
6	Summary	44
6.1	Option 1 – Summary	44
6.2	Option 2 – Summary	46
6.3	Option 3 – Summary	48
6.4	Option 4 – Summary	51
7	Conclusion	54
8	Appendices	59
A.	Long List Options Assessment Report	60
B.	Appraisal Specification Report	61
C.	Highway Appraisal Technical Note	62
D.	Social Impact Appraisal Report	63
E.	Wider Economic Impacts Technical Note	64

Tables

Table 2.1: Scheme objectives	8
Table 3.1: Stage 1 of the Transport Appraisal Process ('Option Development')	10
Table 4.1: Discounted options	12
Table 4.2: Long listed options	13
Table 5.1: Short list appraisal undertaken for each short listed option	22
Table 5.2: COBALT Casualty Numbers	24
Table 5.3: Summary of Highway Appraisal	24
Table 5.4: Summary of bus appraisal results	25
Table 5.5: Summary of mobility hub appraisal results	26
Table 5.6: Assumed pedestrian uplift	27
Table 5.7: ATF4 Uplift Tool output for pedestrian demand	28
Table 5.8: Disaggregate mode choice model uplift	28
Table 5.9: ATF4 Uplift Tool output for cyclist demand	28

Table 5.10: AMAT components for each option	29
Table 5.11: Monetised costs and Benefits (in £,000s)	30
Table 5.12: Summary of Active Travel Appraisal	30
Table 5.13: Summary of expected environmental impacts for Option 1	32
Table 5.14: Summary of expected environmental impacts for Option 2	32
Table 5.15: Summary of expected environmental impacts for Option 3	33
Table 5.16: Summary of expected environmental impacts for Option 4	34
Table 5.17: Summary of expected environmental impacts for all options	35
Table 5.18: Summary of expected social impacts for Option 1	36
Table 5.19: Summary of expected social impacts for Option 2	37
Table 5.20: Summary of expected social impacts for Option 3	38
Table 5.21: Summary of expected social impacts for Option 4	39
Table 5.22: Summary of expected social impacts for all options	39
Table 5.23: Summary of carbon impact (tCO ₂ e over appraisal period) for Option 1	41
Table 5.24: Summary of carbon impact (tCO ₂ e over appraisal period) for Option 2	42
Table 5.25: Summary of carbon impact (tCO ₂ e over appraisal period) for Option 3	42
Table 5.26: Summary of carbon impact (tCO ₂ e over appraisal period) for Option 4	42
Table 5.27: Summary of carbon impact for each option (tCO ₂ e over appraisal period)	43
Table 6.1: Summary of Option 1 results	44
Table 6.2: Option 1 performance against objectives	45
Table 6.3: Summary of Option 2 results	46
Table 6.4: Option 2 performance against objectives	47
Table 6.5: Summary of Option 3 results	49
Table 6.6: Option 3 performance against objectives	49
Table 6.7: Summary of Option 4 results	51
Table 6.8: Option 4 performance against objectives	52
Table 7.1: Overall summary of options against scheme objectives	55
Table 7.2: Overall summary of appraisal	56

Figures

Figure 1.1: Whittlesey road network	2
Figure 2.1: Whittlesey housing and employment commitments (2023)	6
Figure 2.2: Housing and employment plans (2023)	7
Figure 2.3: Logic Map	9
Figure 4.1: Long list options identification and assessment process	11
Figure 4.2: Long listed options	14
Figure 4.3: Long listed options assessment results	15
Figure 4.4: Long listed options assessment results - deliverability	16
Figure 4.5: Best performing long listed options by theme	17
Figure 4.6: Option 1	18
Figure 4.7: Option 2	19

Figure 4.8: Option 3	20
Figure 4.9: Option 4	21
Figure 5.1: AMAT sections	27

Photos

Photo 2.1: A605 / B1040 Junction	4
Photo 2.2: Street view of Church Street and Cemetery Road	5

1 Introduction

1.1 Purpose

This Options Assessment Report (OAR) sets out how the options have been identified and shortlisted as part of the Strategic Outline Case (SOC) for the Whittlesey Relief Road scheme, hereafter referred to as 'the Scheme'.

The report will:

- Provide background on the Scheme;
- Describe the process of how options were generated;
- Detail the sifting criteria used and the appraisal techniques in the assessment of these options, and;
- Present the findings for both the long list and short list options appraisal.

1.2 Scheme background

Previous studies examining the issues within the town of Whittlesey have identified growing pressures from the growth in new housing and employment sites within and around the town. In particular the issues arising from traffic on the historic nature of the town and its people, and how this is leading to constraints on growth and the benefits of this growth being felt by residents and businesses.

The idea for a relief road as a solution that could help alleviate traffic in the town, in particular heavy goods vehicles, has been around for a number of years. However, whilst the background to this scheme is based on the concept that a relief road could be delivered; it has been highlighted by Fenland District Council (FDC) as the current Scheme promoter, and their partners, including Cambridgeshire County Council (CCC) and the Cambridgeshire and Peterborough Combined Authority (CPCA) that there is still a need to fully explore the issues and opportunities underpinning the concept of a relief road, and to explore more widely if there are other solutions that should be considered.

As such, an SOC is being developed to present the case for the Scheme and set out options that have been identified and considered, that could meet the needs of Whittlesey.

1.3 Strategic context

Whittlesey is a historic market town with an approximate population of 18,000 and is situated in Fenland to the east of Peterborough. The town has a rich heritage and culture, with a long-established history, even being mentioned in Anglo-Saxon documents that precede the Domesday Book. The town has many historical features at its heart, such as the 17th Century Buttercross, and Mud Walls dotted across the town that date back 200 years.

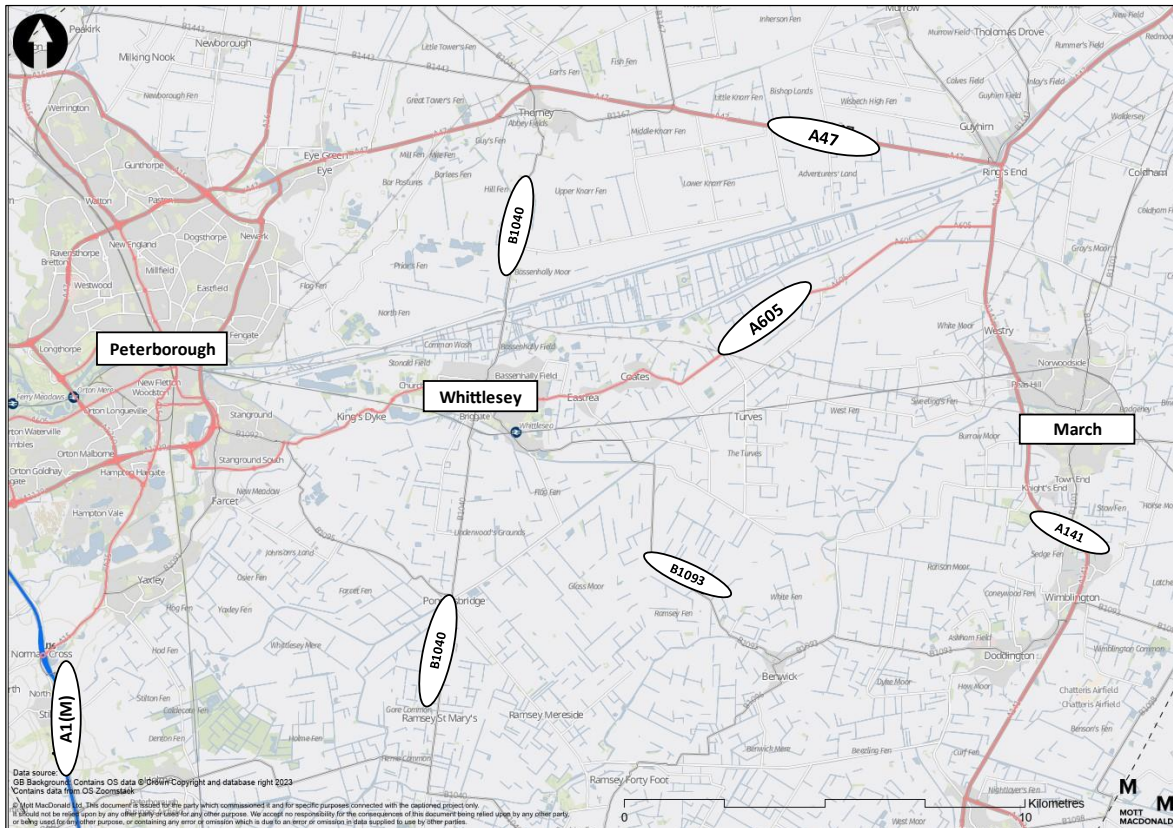
With its historic nature and many historic buildings and narrow streets, the town has a distinctive and attractive offer to those who live there, and those who choose to travel there for work and leisure opportunities. However, these same features that make the town attractive, also create some impacts that are less conducive with modern day living, particularly in relation to access and transport.

To the east there are the Fenland market towns of March and Wisbech, with the smaller villages of Coates, Eastrea, Pondersbridge and Turves situated in the area immediately surrounding Whittlesey. A lot of the surrounding area to the town is farmland, although closer to the edges of the town are

substantial industrial areas. To the north lies the Fenland washes, which act as a natural flood water storage area.

The A47 and A605 are the most significant links between Peterborough and the Fenlands area, with the latter passing directly through Whittlesey. The B1040 is the main north-south route through the town, connecting to the A605 at one of the key town centre junctions, whilst the B1093 provides further connections to the southeast.

Figure 1.1: Whittlesey road network



The town benefits from its proximity to Peterborough, which lies approximately 8km to the west. This is reflected in the Cambridgeshire and Peterborough Independent Economic Review (CPIER)¹ 2018 which recognised that Whittlesey is considered much more a part of the Greater Peterborough economic geography, compared to the rest of Fenland. This creates opportunities for residents to work, study, and shop in Peterborough, whilst still maintaining a proudly independent identity and distinct local culture.

Whittlesey can offer the ‘best of both worlds’ to current and future residents: the sense of community, calm and proximity to the countryside offered by a market town, alongside the benefits of being situated so close to a bustling and vibrant city, with everything that it has to offer. A key focus for the town is how it can further benefit from that connection, while also offering something distinct as a place to visit and spend time.

¹ CPIER is a review of the economy in the Cambridgeshire and Peterborough area to create a single strategic position and coherent economic growth that can be used as the basis for future investment and delivery of major infrastructure projects.

1.4 Report structure

The remainder of this report is structured as follows:

- Section 2 – Case for Change
- Section 3 – Optioneering Process
- Section 4 – Long List Appraisal
- Section 5 – Short List Appraisal
- Section 6 – Summary
- Section 7 – Conclusion

2 Case for Change

The case for change helps to set out a clear rationale for investment, highlighting the key issues with the existing situation; the impact of doing nothing; and the opportunities that could be realised, thereby helping to underpin the justification for investment.

2.1 The current situation

At present, Whittlesey experiences a multitude of transport related issues that is having an impact on the daily activities of the town and could potentially stunt local growth, which is likely to worsen if left unchecked.

The location of Whittlesey and its amenities, including Peterborough to the west, Whittlesey Washes to the north, large industrial sites to the south and March to the east all pose their own issues to the transport system in the town. Whittlesey sits on the A605 which is one of the key routes for east-west traffic between Peterborough and the Fenland market towns. Whilst the A47 to the north of the town offers an alternative route, it is not necessarily always more convenient, and itself can suffer from congestion, leading to traffic travelling across the region choosing to travel along the A605 and through Whittlesey.

Car trips dominate travel within Whittlesey with 75% of all traffic along the A650 through the town being made up of cars². Whilst there are local schools, shops and health centres within the town, there are also significantly larger trip attractors outside of the town in places such as Peterborough that induce trips. These are not well connected by alternative modes to private vehicles, with limited rail (12 trains per day to Peterborough) and bus services (14 per day to Peterborough) serving the town.

Overall, there is a clear need for intervention in Whittlesey to improve sustainable access and reduce HGV and general traffic levels to improve journeys and protect the historic nature of the town.

Photo 2.1: A605 / B1040 Junction

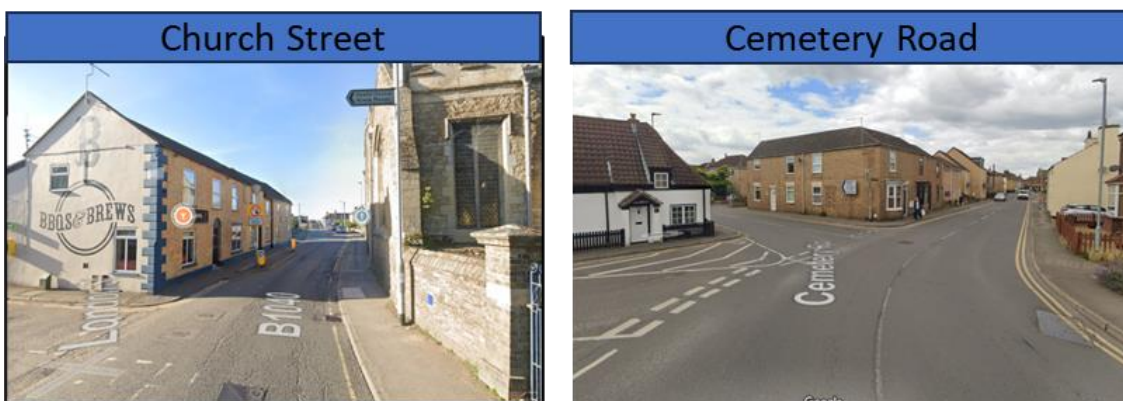


Source: Mott MacDonald – Site Visit October 2023

² CCC - Traffic Monitoring Report (2021)

- As well as vehicle trips originating from the town, around 40% of general highway traffic is recorded as passing through and not stopping during AM Peak³. For Heavy Goods Vehicles (HGVs) this is even greater, with 68% of HGVs not stopping in the centre itself⁴.
- The cause for the HGV movements is due to there being a number of large industrial employment sites located around the town, with access to some of these sites requiring HGVs to travel through the town. In addition to this, the A605 forms a part of the National Highways diversion route, therefore being a key route for freight, with few restrictions.
- A key issue with the traffic moving along the A605 through Whittlesey, is that the road network in the town is not best suited to the high level of car and HGV movements. The images below show the types of roads that HGVs transverse through the town.

Photo 2.2: Street view of Church Street and Cemetery Road



Source: Google Street View

- The A605 segregates the town, and does not contribute to the sense of place, the historic environment and market town identity, important factors for a market town such as Whittlesey that encourage people to visit and spend time in the area.
- Further to this, the negative impact of this traffic can be seen at key junctions in the town, whereby clusters of collisions can be found. Of particular note is the A605/B1040 junction, which has seen 1 fatal pedestrian accident in past 5 years, and 3 serious accidents involving cyclists⁵.
- Road closures are also an issue on the wider network that impact the A605, including on the A47 when there are road traffic accidents, and the B1040 when there are flooding events. These are reported as contributing to higher levels of traffic diverting through the town further contributing to the negative impacts associated with traffic.

2.2 The future situation

Considering the current issues, it is important to examine the future situation, and ask the question how the town of Whittlesey may be impacted. The key points to highlight that will impact on the future situation are as follows:

- Since the start of the Fenland Local Plan period (2011/12), 1,000 new homes were planned to be built in Whittlesey between 2011 and 2031. However, as of 2024, 918 new homes have already been built, and there is permission for an additional 488 homes, with around an additional 400 homes as part of windfall sites.

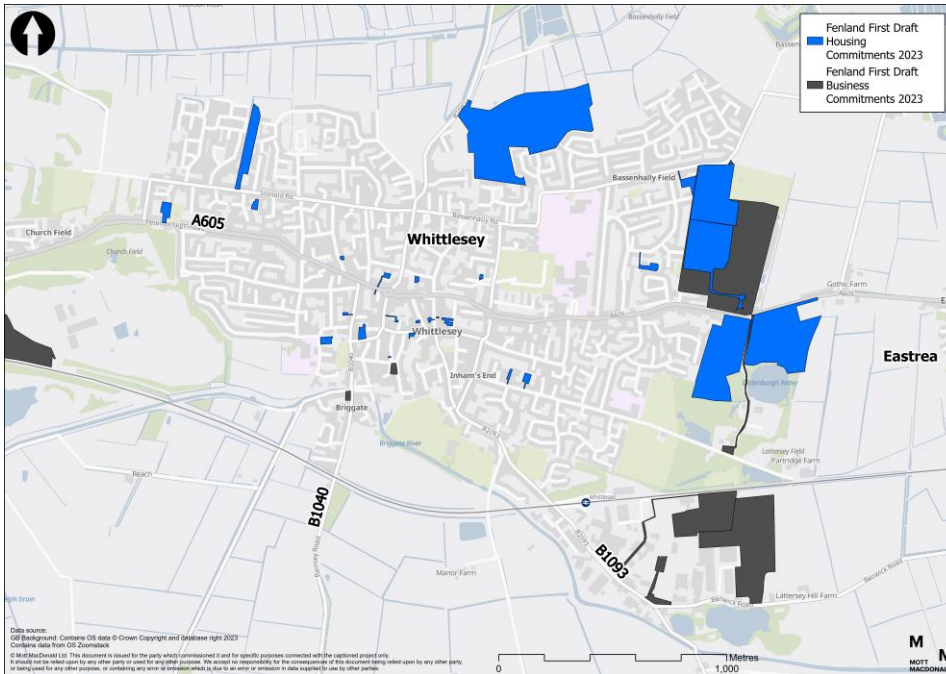
³ Automatic Number Plate Recognition (ANPR) Surveys (November/December 2023)

⁴ ANPR Surveys (November/December 2023)

⁵ CCC - Road traffic collision records in Whittlesey (January 2017 – August 2023)

- There is large growth planned within the region during the next decade. This includes 5,550 new houses and 212ha of new employment to the east of Whittlesey, and 875 new houses and 31ha of new employment planned for the town itself, as shown in Figure 2.1 and Figure 2.2.⁶

Figure 2.1: Whittlesey housing and employment commitments (2023)



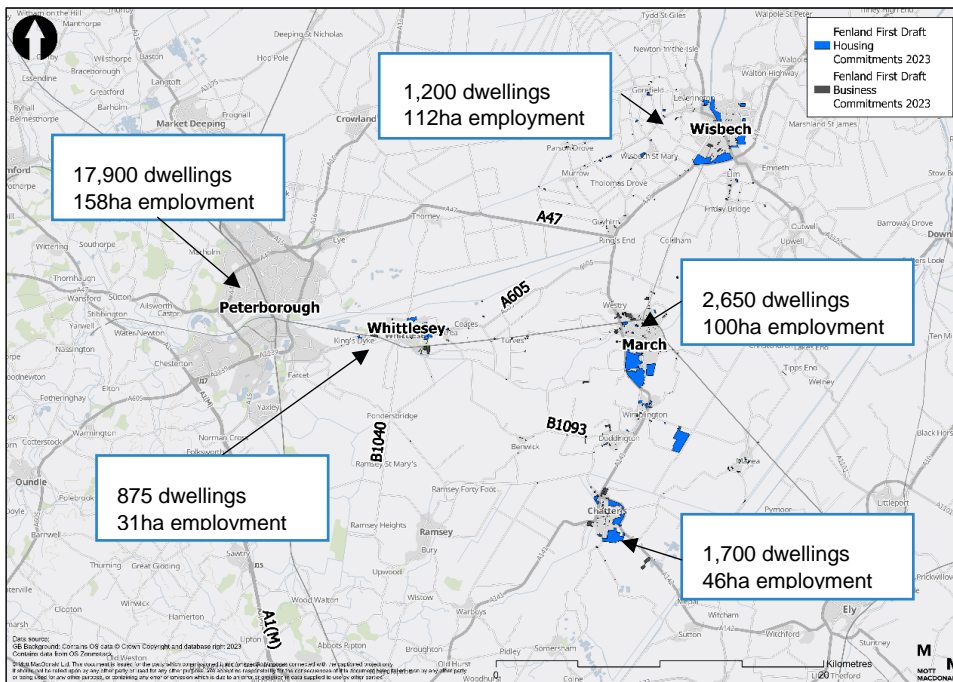
Source: FDC Draft Local Plan

- Fenland's population is forecast to grow by 16% by 2040.⁷ This growth is likely to exacerbate known issues on the transport network due to scale and the location of proposed development, which is primarily located to the east of town, furthest from Peterborough which is a key destination for trips.
- Whilst there is currently a high proportion of people aged 65+, the growth in new housing and employment sites offer great opportunities for employment and for younger families to relocated to the town. This is likely to result in a change in local demographics, and whilst this will contribute to the economic growth of the local area will place more strain on the local transport system.

⁶ FDC Draft Local Plan

⁷ ONS - Population projections for local authorities: Table 2 - Office for National Statistics

Figure 2.2: Housing and employment plans (2023)



Source: FDC Draft Local Plan; Peterborough Local Plan* (*Includes City centre and urban area allocations only)

- Key junctions along the A605 through Whittlesey are currently reaching capacity and are unlikely to cope with significant further growth of vehicle trips. Previous studies have identified capacity issues at the A605/B1040 roundabout. A Transport Assessment for new development in Whittlesey has forecast that junction of A605 Syers Lane and B1040 Broad Lane will be over capacity by 2025, resulting in delays increasing from 48 seconds to over 4 minutes during peak times⁸. These delays would likely lead to larger queues and more congestion in the centre of Whittlesey.
- Whilst air quality as a result of traffic is not a significant issue at present, air quality could worsen if future growth in the demand for travel from / to and through the town increases, and the dependency on private vehicles as the main mode of transport persists.

2.3 Objectives and outcomes

Scheme objectives have been established to provide the overarching direction of the Scheme. For each scheme objective a series of measurable sub-objectives have been identified that inform the assessment criteria used to test the options and identify the best performing solution. These are set out in Table 2.1.

⁸ F/YR20/0357/O Planning Application - Churchfields Farm Transport Assessment - Traffic modelling for the A605/B1040 Orchard Street/Broad Street roundabout (WSP/Kings Dyke Business Park Ltd 2020)

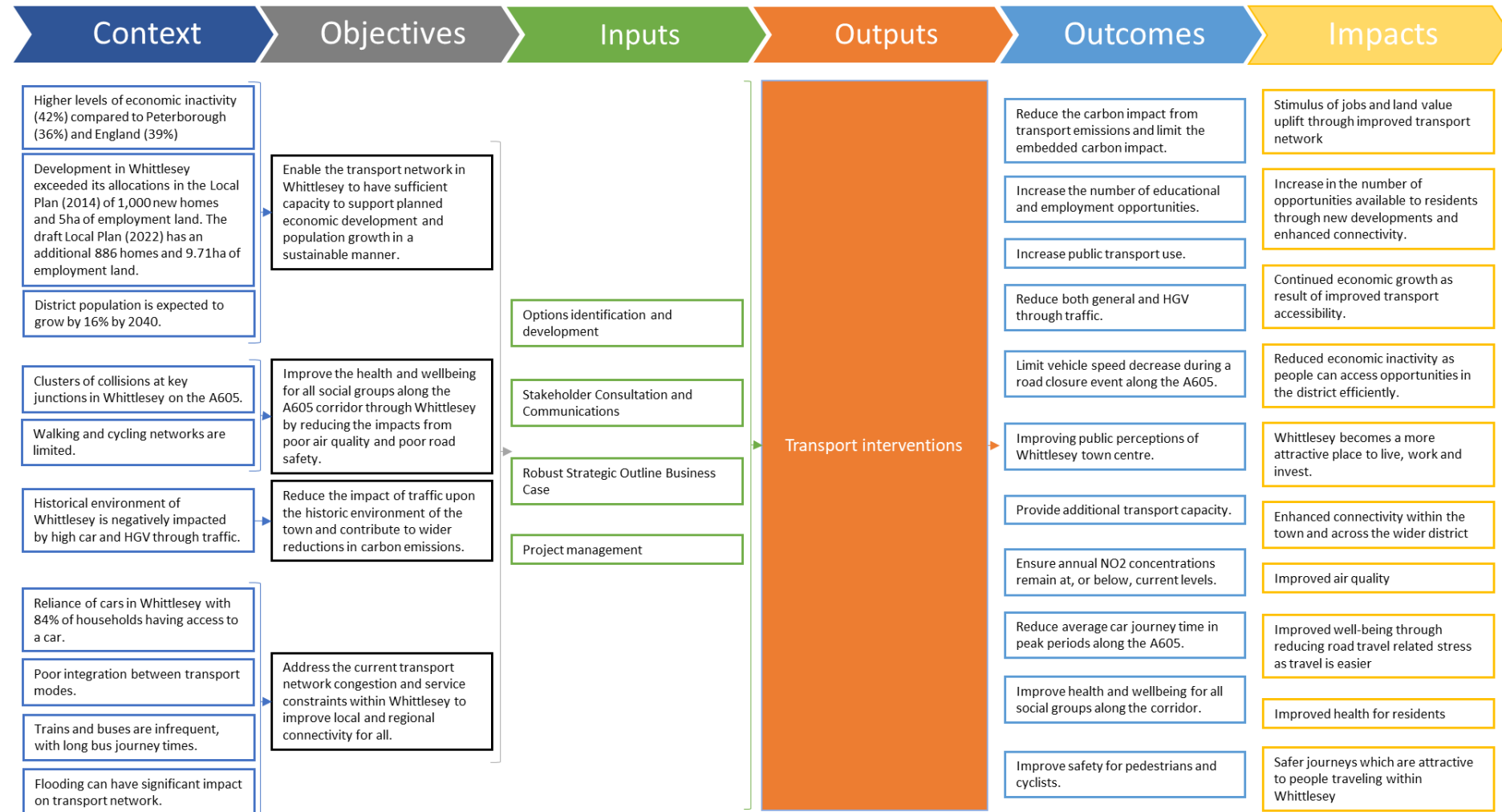
Table 2.1: Scheme objectives

Objective Theme	Main Objective	Sub-objective
Sustainable Growth:	1. Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
		1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.
Connectivity and access to opportunity:	2. Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
		2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
		2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.
Health, wellbeing and sense of community:	3. Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
		3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
		3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.
Environment:	4. Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.

2.3.1 Logic map

A Logic Map has been developed to show the linkages between the scheme objectives, and the scheme outcomes and impacts, this is presented below in Figure 2.3.

Figure 2.3: Logic Map



Source: Mott MacDonald

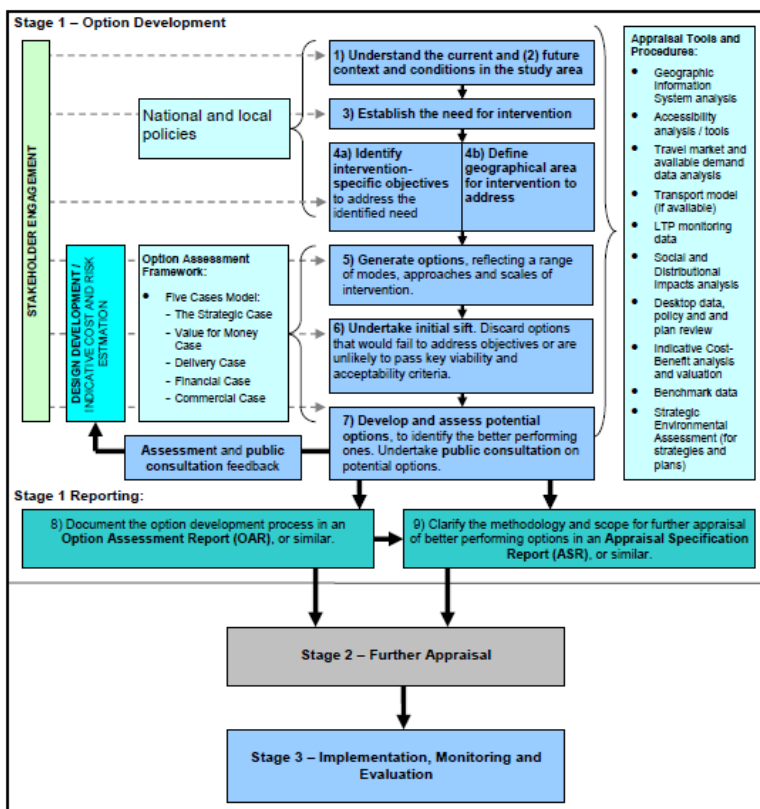
3 Optioneering Process

3.1 Overview

The following section summarises the details of the assessment and sifting processes used during the multi-stage optioneering process to narrow down the options long list before setting out the appraisal of the short listed options. The aim of this process was to identify a recommended option for further development. The detailed options assessment process, including the results are set out in the sections below.

The options assessment for this Scheme followed Stage 1 of the DfT’s guidance ‘The Transport Appraisal Process’, which provides detailed guidance on appraisal and the requirements needed for transport intervention. A structured approach sets out the necessary steps from initial intervention through to detailed appraisal. The approach taken is designed to support the preparation of business or investment cases to subsequent approval stages and post implementation evaluation (see Figure 2.30 which illustrates the DfT Stage 1 process).

Table 3.1: Stage 1 of the Transport Appraisal Process (‘Option Development’)



Source: DfT (2018), Transport Analysis Guidance: The Transport Appraisal Process

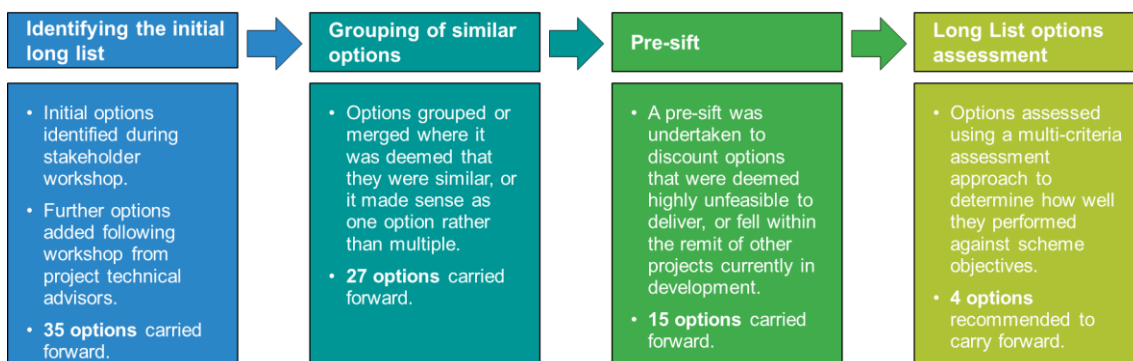
Stage 1 Option Development involves identifying the need for intervention and developing options to address a clear set of locally developed objectives that express desired outcomes. The options are then sifted to identify the better performing options, which are progressed to a further detailed appraisal in Stage 2.

4 Long List Optioneering

The development of a long list of options is a crucial step in scheme development and the business case development process, ensuring that a wide range of options are considered and assessed. The long list optioneering process demonstrates that a robust decision-making process has been carried out in arriving at a long list of appropriate and suitable options.

The process for identifying and assessing the long listed options is set out in this section, capturing how a long list of potential options was identified through stakeholder engagement, and with advisory input. These options were sifted before an assessment against the sub-objectives was carried out using a multi-criteria scoring approach, as shown in Figure 4.1.

Figure 4.1: Long list options identification and assessment process



4.1 Identifying the initial long list

Building off the Case for Change and utilising the review of the baseline evidence, a stakeholder workshop was held to discuss and identify all potential options for the Scheme that could meet the Whittlesey Relief Road scheme objectives. Stakeholders included representatives from Fenland District Council (FDC), Cambridgeshire & Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC) and Peterborough City Council (PCC), Sustrans, Environment Agency, Stagecoach, Network Rail and Greater Anglia.

A total of 35 options were initially identified, covering a wide range of solutions including relief roads; public transport enhancements; active travel enhancements; parking management; HGV re-routing; and alterations to the A605. The full list of initial long listed options is set out in Appendix A.

4.2 Grouping of similar options

Due to the large number of options, and high similarity between options, a decision was made to consolidate some options in advance of any sifting or assessment. Options were grouped where it was deemed that the sifting process was unlikely to differentiate between options. This included:

- Options related to restricting car use e.g. clean air zone and congestion charging, grouped into Driving disincentives.
- Options related to car parking management e.g. introducing car park charging and reducing car parking spaces grouped into Park & Ride.
- Options related to HGVs e.g. HGV restrictions based on weight or time grouped into HGV re-routing.

- Options related to local bus offer e.g. Demand Responsive Travel and local circular bus service grouped into Localised Public Transport enhancements.
- Various options for active travel enhancements grouped into Active Travel infrastructure improvements.

This resulted in the initial long list of options being reduced from 35 to 27 options, as shown in Appendix A.

4.3 Pre-sift

A pre-sift was undertaken to discount options that were out of scope; against policy aspirations; do not sufficiently address scheme objectives, are highly unfeasible; or fell within the remit of other projects and/or organisations.

Table 4.1: Discounted options

Option name	Rationale for discounting
Northern Relief Road	There are significant environmental constraints to the north of Whittlesey, such as the Whittlesey (Nene) Washes, that would likely result in significant challenges to delivery, including likely significant opposition from key stakeholders such as Environment Agency. Costs to implementing a northern relief road is likely to incur significant costs to mitigate negative environmental impacts. In addition, a northern relief road does not serve the industrial estates to the south of the town, so would fail to address a key issue for the town which is HGV through traffic.
Clean Air Zone / Congestion Charging	These options were considered unlikely to be deliverable on a small scale. Examples of congestion charging in the UK are extremely limited, and no immediate example for a town. Similarly with Clean Air Zones, these are used for large cities where there are issues with air quality exceeding legal limits. In Whittlesey, air quality legal limits are not currently exceeded and, therefore, it is unlikely that a Clean Air Zone would be warranted.
Removing traffic generators	Removing traffic generators from Whittlesey, i.e. not building new housing or employment sites, and moving existing employment sites out of the town, would greatly impact the town's economy and housing needs and would be extremely unlikely to be deliverable. This approach is not within the existing Fenland Local Plan and would require significant changes to existing planning policy.
Improved signage	Improving signage to direct traffic away from the town, for example via the A47, is considered to have a limited impact in achieving the objectives of the WRR Scheme on its own.
Improvements to the A47	Improvements to the A47 which is part of the Strategic Road Network is within National Highways scope, and outside of scope and influence of this Scheme.
Improved bus service frequency	Service frequency is largely within control of bus operators who operate services on a commercial basis. For them to increase frequencies would require certainty over increased patronage that would cover the costs of the additional services. The alternative to increasing frequencies would require funding from the CPCA to support additional buses: however currently there is limited funding and scope for this.
Improved rail service frequency	The ability to influence and change the frequency of rail services at Whittlesea is deemed out of scope, as this would require wider changes to the rail network such as the Ely Capacity Enhancements. This is within the remit of Network Rail.

Option name	Rationale for discounting
Promoting Whittlesea Station as a parkway station	Works to improve the station and its car parking facilities are being progressed separately to the WRR Scheme. FDC have received funding from CPCA to deliver £3m of improvements as part of the Whittlesea Station Enhancement Programme. Building a large parkway station would likely require a link road to serve it. Otherwise, there is a risk that traffic would be drawn down Station Road, thereby not alleviating issues on the A605 from through traffic and potentially adding more traffic to an unsuitable road. Access to a parkway site from the A605 via a new link road to avoid traffic having to go through Whittlesey would be extremely difficult to deliver due to environmental and land constraints, i.e. access would have to go via Lattersey Local Nature Reserve
New river bridges	This option is likely to have limited impact in addressing the Scheme objectives due to the location of the river south of Whittlesey and the population it would serve.
Increase highway capacity by widening the A605 within Whittlesey	To deliver this would require significant intrusive construction, reducing kerb space, and the need to acquire land or property for demolition. This is considered significantly unfeasible and, while it would increase highway capacity on the A605, it would not address the issues of through traffic and associated impacts of traffic within the town.
Level crossing improvements	As the level crossing is within Network Rail ownership, any changes would be in their remit, therefore out of scope for the WRR Scheme. However, changes to the level crossing are proposed as part of the Whittlesea Station Enhancement Programme.

4.4 Long List options assessment

The outcome from the pre-sift resulted in 15 options being identified as the long list. These were progressed to more detailed assessment.

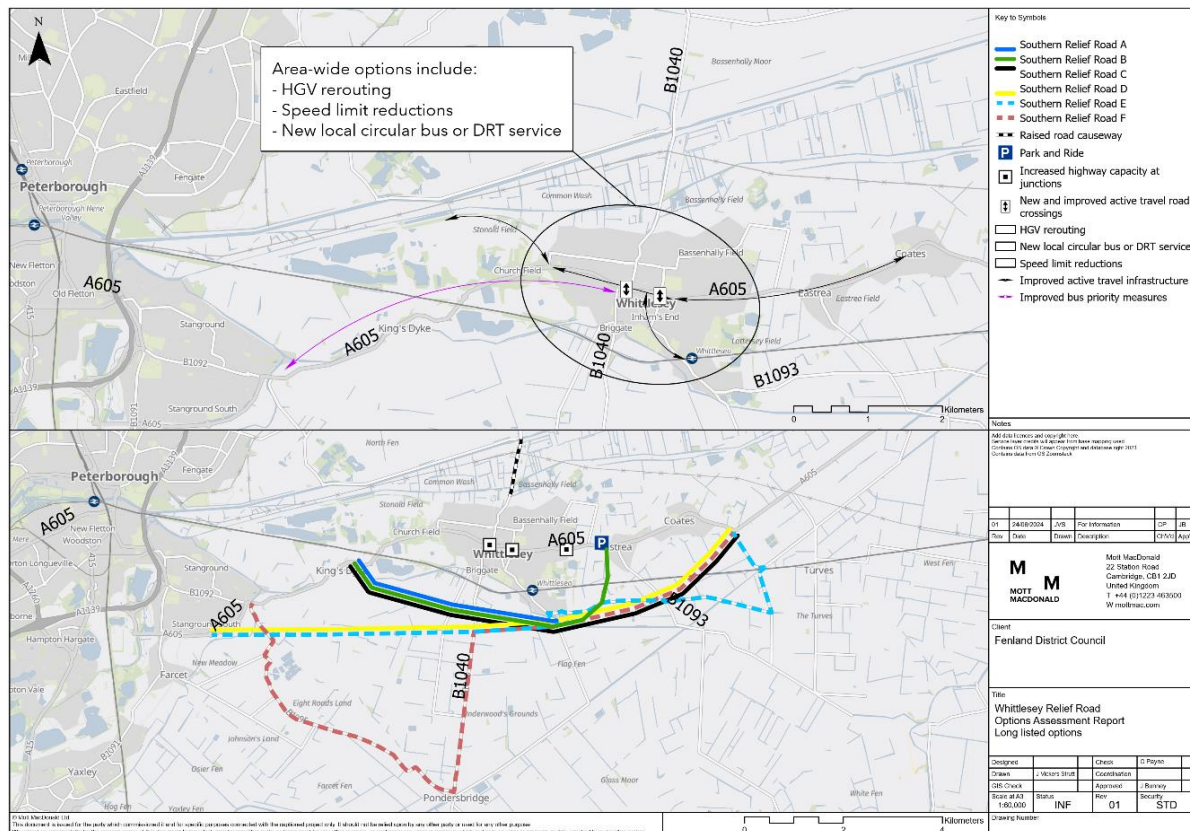
Table 4.2: Long listed options

No.	Option name	Option description
2	Southern Relief Road A (Blue route alignment)*	Relief road to the south of Whittlesey between Ralph Butcher Causeway and B1093, near Whittlesea Station, linking to industrial areas.
3	Southern Relief Road B (Grey route alignment)*	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 Eastrea Road, west of Eastrea.
4	Southern Relief Road C (Black route alignment)*	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 March Road, east of Coates.
5	Southern Relief Road D (Yellow route alignment)*	Relief road to the south of Whittlesey between A605 Whittlesey Road at Cardea Morrisons roundabout and A605 March Road, east of Coates.
6	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	Upgrade of existing roads to the south east (e.g. B1093) and construction of new relief road linking these to the A605 west of Whittlesey.
7	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	Upgrade of existing roads to the south west (e.g. Ramsey Road and B1040) and construction of new relief road linking these to the A605 east of Whittlesey.
19	Improved bus priority measures	Improving the attractiveness of bus services within Whittlesey through the introduction of bus priority measures

		along the A605, helping to improve journey time reliability and speeds.
20	Bus based Park and Ride	Park and Ride site to the east of Whittlesey, providing parking provision for car journeys from the east. (Eastrea/Coates/March) with direct bus service into Whittlesey and Peterborough.
28	New and improved active travel road crossings of the A605	Additional signalised crossing points of the A605 to reduce severance for pedestrians and cyclists.
29	Speed limits	Reduce speed limits along the A605 to improve safety for road users.
31	Increase highway capacity at junctions	Increase capacity of the main junctions through Whittlesey on the A605 (e.g. through roundabout signalisation).
33	Raised road/causeway road to the north	Construction of a raised road/causeway along existing B1040 road to limit impact of flood events.
36	Active travel infrastructure improvements	Improvements to the active travel infrastructure within Whittlesey to improve connectivity (e.g. shared-use paths; footway improvements; cycleways).
37	HGV rerouting	Rerouting of HGV travel within Whittlesey to limit the impact on the network. (e.g. time/weight restrictions).
38	New local circular bus or DRT service within Whittlesey	Introduction of a local circular bus route within Whittlesey, providing connection between key locations. This includes the potential for the service to be demand-responsive.

*Note the colour referenced in the name of options corresponds to the coloured lines shown in Figure 4.2.

Figure 4.2: Long listed options



Source: Mott MacDonald

The sifted long listed options were assessed against a Multi-Criteria Assessment framework built using Mott MacDonald’s in-house Investment Sifting and Evaluation Tool (INSET). INSET is a decision support process that helps manage information on investment options and to evaluate them, using a set of assessment themes that group together homogenous criteria to appraise each of the options.

The long listed options were assessed using a five-point scale against the four main themes and SMART sub-objectives as set out in Section 2.3. The full assessment criteria scoring can be found in Appendix A.

The options assessment outputs (Figure 4.3) suggest that no single option delivers strongly against all objectives, instead the best performing options each have different areas of strength against individual themed objectives.

Figure 4.3: Long listed options assessment results

Rank	Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Total Score
1	Southern Relief Road B (Green route alignment)	1.00	0.33	0.67	0.33	0.58
1	Southern Relief Road C (Black route alignment)	1.00	0.33	0.67	0.33	0.58
1	Southern Relief Road D (Yellow route alignment)	1.00	0.33	0.67	0.33	0.58
4	Bus based Park and Ride	0.50	0.50	0.83	0.28	0.53
5	HGV rerouting	0.50	0.17	1.00	0.39	0.51
6	Improved bus priority measures	0.50	0.50	0.50	0.28	0.44
6	New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.44
8	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	0.38
8	Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.38
10	Southern Relief Road A (Blue route alignment)	0.50	0.00	0.50	0.28	0.32
11	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.50	0.00	0.33	0.28	0.28
11	New and improved active travel road crossings of the A605	0.00	0.17	0.83	0.11	0.28
13	Speed limit reductions	-0.50	-0.17	0.50	0.00	-0.04
14	Raised road/causeway road to the north	0.50	0.33	-0.50	-0.56	-0.06
15	Increase highway capacity at junctions	0.50	0.50	-1.00	-0.56	-0.14

Source: Mott MacDonald – Appendix B: Long List Options Assessment Report

The best performing options for **sustainable growth** are the Southern relief road variants. These options score well as they could provide the significant additional capacity while also allowing for reduced journey times along the A605. Analysis of ANPR data suggested that 20% of all traffic and 45% of HGV traffic could potentially utilise a Southern relief road which exceeds the 16% growth in future trips. Options that do not perform as well for this objective tend to be those focused on improving other modes such as active travel infrastructure and bus-based options. These options do not offer the potential to accommodate the predicted growth in trips as a result of new developments. Speed limit reductions scores poorly for this option as it may result in lower road capacity and throughput and could increase car journey times.

The best performing options for **connectivity and access to opportunity** are bus-based options as these provide benefits in accessing opportunities and are likely to result in increased public transport patronage. Increased highway capacity at junctions may also result in improved bus reliability as well as providing additional resilience and therefore also scores well. While the relief road options score well against improving access to opportunities and improving the resilience of the network, they do not score as well for supporting the integration of public transport and supporting the use of sustainable modes, therefore the overall score against the main objective for connectivity is not as high.

For **improved health, wellbeing and sense of community**, HGV rerouting is the best performing option. HGVs are large, loud and polluting and therefore rerouting these away from the centre of Whittlesey could see great improvements to public health and perceptions within Whittlesey. Highway options such as the relief road could result in traffic being taken away from Whittlesey,

resulting in benefits along the A605. In comparison the raised road/causeway and increased highway capacity at junctions score very poorly as they could increase traffic levels, therefore contributing to increases in NO2 concentrations, reduced safety, and worse public perceptions of the town centre.

When assessed against **environmental** objectives, the rerouting of HGV traffic scores well as it is likely to reduce the level of HGV traffic through Whittlesey. It is noted that emissions may increase elsewhere as HGVs undertake alternative (and potentially longer) routes and therefore this option does not score as well against carbon impact. The three main relief road options also score well against the environment objective as these may contribute to the diversion of traffic away from the centre of Whittlesey. These options may have a high carbon impact however which reduces their overall performance against this objective. Options to provide increased highway capacity at junctions and a raised road score poorly as these could encourage additional tail-pipe emissions and may be carbon intensive to construct. Although active travel options may be thought to score well against an environmental objective, it is thought that these options may have no impact on general through traffic or HGV through traffic.

4.4.1 Sensitivity test

Deliverability was included as a sensitivity test to consider what impact matters such as cost, land take, planning requirements, and environmental constraints may have on the overall scoring of the options and their feasibility to deliver.

Figure 4.4: Long listed options assessment results - deliverability

Rank	Scheme	Deliverability
1	New local circular bus or DRT service within Whittlesey	0.67
2	Speed limit reductions	0.58
3	Active travel infrastructure improvements	0.56
4	HGV rerouting	0.50
5	New and improved active travel road crossings of the A605	0.42
6	Improved bus priority measures	-0.06
7	Increase highway capacity at junctions	-0.22
8	Bus based Park and Ride	-0.25
9	Southern Relief Road A (Blue route alignment)	-0.58
10	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	-0.61
11	Southern Relief Road C (Black route alignment)	-0.64
11	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	-0.64
13	Southern Relief Road D (Yellow route alignment)	-0.67
14	Southern Relief Road B (Green route alignment)	-0.72
15	Raised road/causeway road to the north	-0.78

Source: Mott MacDonald

The options considered to have the highest **deliverability** are Localised Public Transport, speed limit reductions, Active Travel Infrastructure and HGV rerouting, which all score well due to their potential for quicker implementation times, lower costs and limited land acquisition requirements. Although HGV rerouting scores relatively well, it would be difficult to deliver this option without significantly affecting businesses in Whittlesey as there are no real viable alternative routes currently serving the industrial estates to the west or south of the town. Larger scale interventions, such as a relief road and causeway, score poorly for deliverability due to high assumed costs, land requirements and complexity of their construction. Of the relief road options, the black route is deemed the most deliverable.

4.5 Arriving at the short list

A more detailed examination of how the options perform against each themed objective is presented in Appendix B, however the conclusion of the options assessment is that no single option delivers strongly against all of the Scheme objectives, with each option having specific areas of strength and weakness. Therefore, the conclusion of the long listing stage was that by packaging the better performing options together, where they complement each other across the themed objectives, the overall outcomes from investment could be improved. The final short listed options therefore reflect this packaging approach.

Figure 4.5: Best performing long listed options by theme

Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Total Score
Southern Relief Road	1.00	0.33	0.67	0.33	0.58
Bus based Park and Ride	0.50	0.50	0.83	0.28	0.53
HGV rerouting	0.50	0.17	1.00	0.39	0.51
Improved bus priority measures	0.50	0.50	0.50	0.28	0.44
New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.44
Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	0.38
Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.38

Source: Mott MacDonald – Appendix B: Long List Options Assessment Report (note: for the purpose of this table, the relief road options have been grouped and presented as one)

The Southern relief road may achieve the sustainable growth ambition but performs less strongly across the other three themes. HGV rerouting scores higher against Health, Wellbeing and Sense of Community, as well as the Environmental themed objective, but there are challenges with the viability of the option without a clear alternative route for HGV traffic. Combining these two options helps to strengthen overall outcomes.

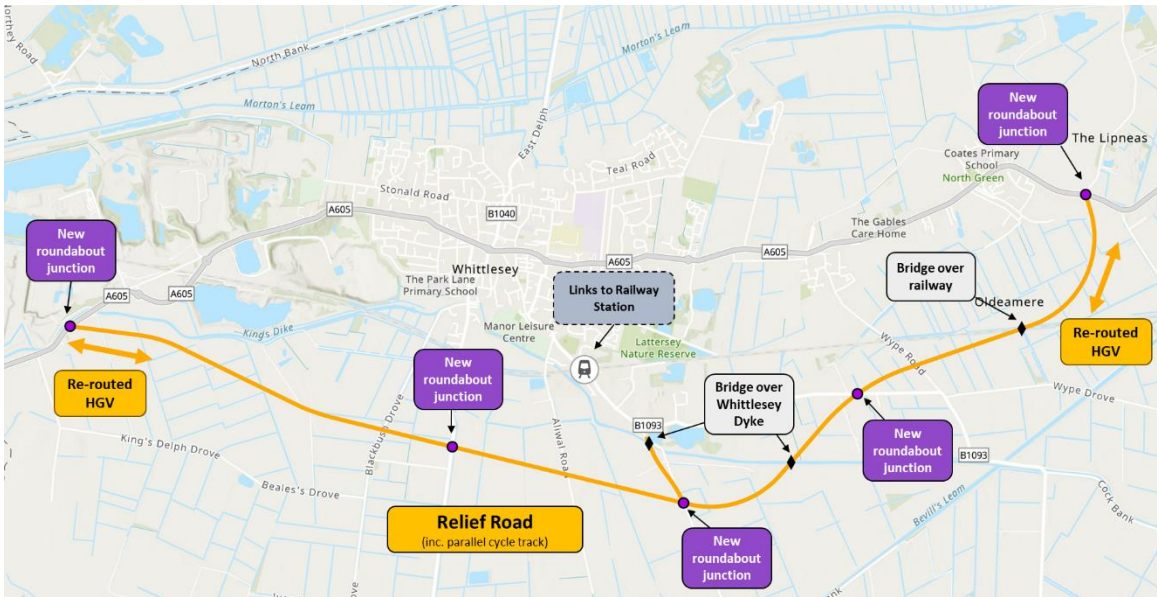
The delivery of a relief road would also release road capacity to enable complementary public transport improvements, such as improved bus priority, and/or active travel infrastructure enhancements. By packing these measures together, the overall scheme outcomes would improve in relation to Connectivity and Access to Opportunity, as well as Enhanced Health, Wellbeing and a Sense of Community and improved Environmental conditions for the town.

For the purpose of packaging, the best performing relief road route alignment (Black route) is proposed to be taken forward. It is proposed that further investigation of exact routing options will take place at later stages of the Scheme development process.

The outcome of this packaging process resulted in 4 options to be progressed to concept design, more detailed appraisal and consultation:

1. **Option 1** - Relief road with HGV re-routing
2. **Option 2** - Relief road with HGV re-routing and bus priority improvements
3. **Option 3** - Relief road with HGV re-routing and active travel improvements
4. **Option 4** – Mobility Hub with active travel improvements

Figure 4.6: Option 1



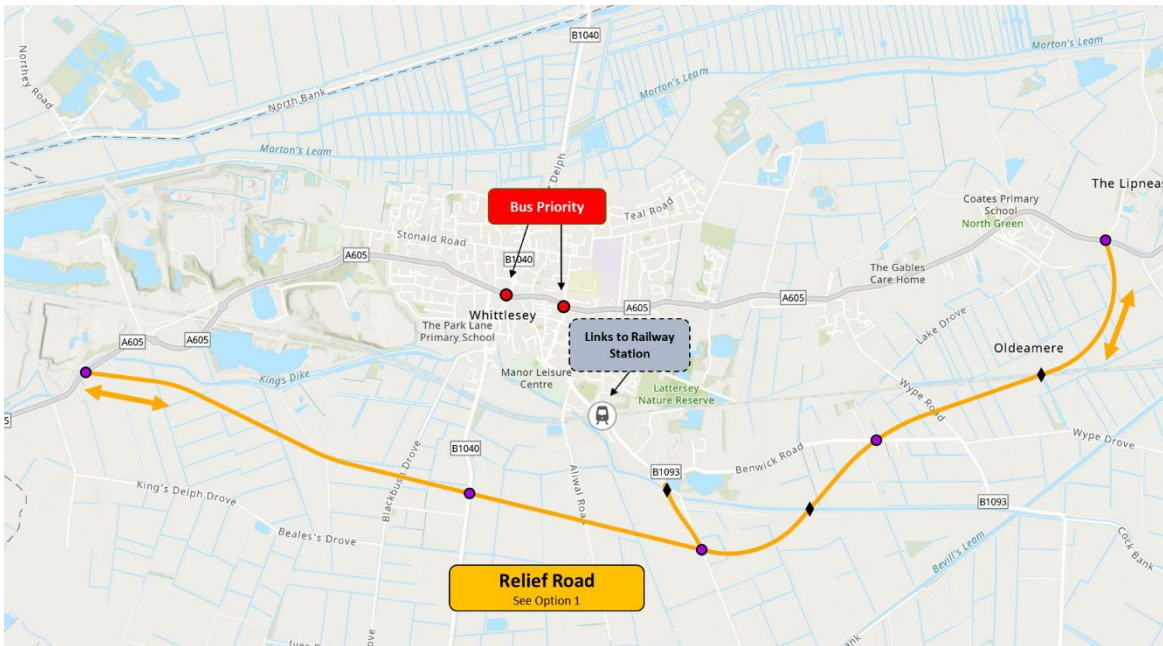
Source: Mott MacDonald

Option 1 is shown in Figure 4.6 and comprises of a new single carriageway road running to the south of Whittlesey town centre, that includes a parallel cycle track.

Coming from the west of the town, the new road would divert from the A605 to the south of King's Dike, running across fields to link into Turningtree Road, to the south of Station Road, enabling access to Whittlesea railway station. The road would then continue to the east, crossing over Whittlesey Dike and the railway line, before connecting back into the A605 at Wisbech Road.

The road would include junctions at key intersects with roads connecting into Whittlesey, including the B1093 Turningtree Road to allow access to the railway station and industrial sites to the south of the town, and Wype Road to allow access to Eastrea.

Figure 4.7: Option 2



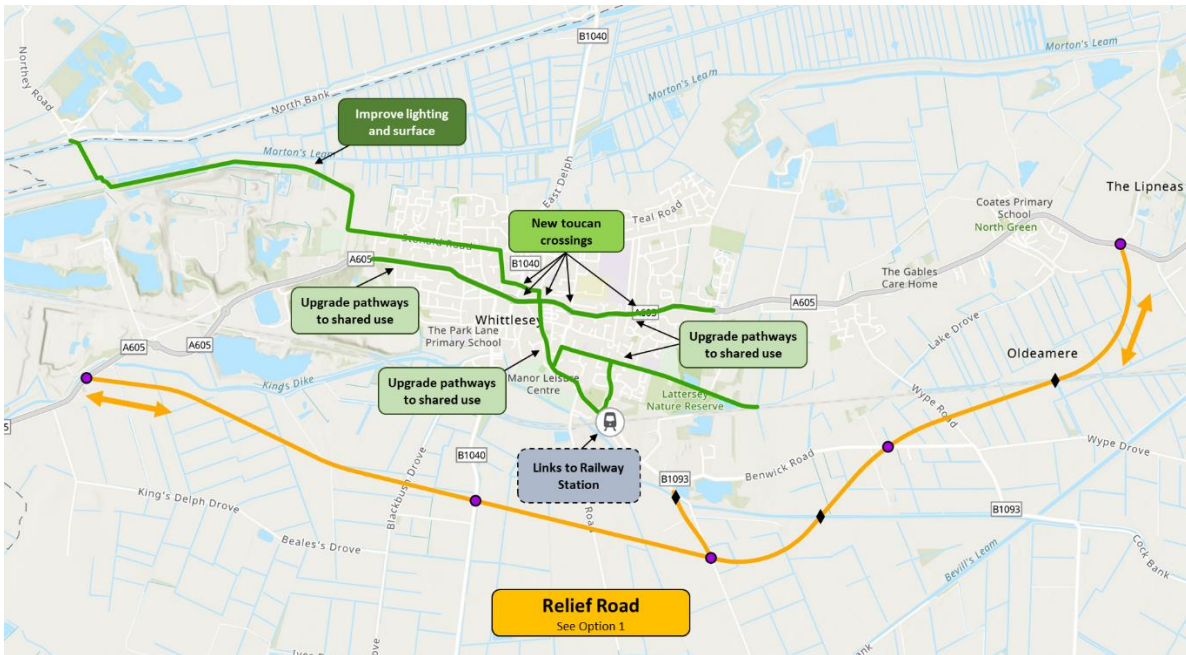
Source: Mott MacDonald

Option 2 is shown in Figure 4.7 and includes a relief road and parallel cycle track as with Option 1, but also introduces new bus priority measures through the town and along the A605 to Peterborough.

Measures will be introduced at the junctions between A605 and B1040, and the A605 and B1093, that will provide priority for buses accessing these roundabouts. This could be in the form of either enhancing the current roundabouts to provide a bus lane through them, or through the introduction of signal-controlled junctions that would allow for buses to be given priority.

Enhanced pedestrian crossing facilities are also introduced in the form of either islands or traffic lights. This option could also see a downgrade in road space for cars at these junctions to provide bus priority.

Figure 4.8: Option 3



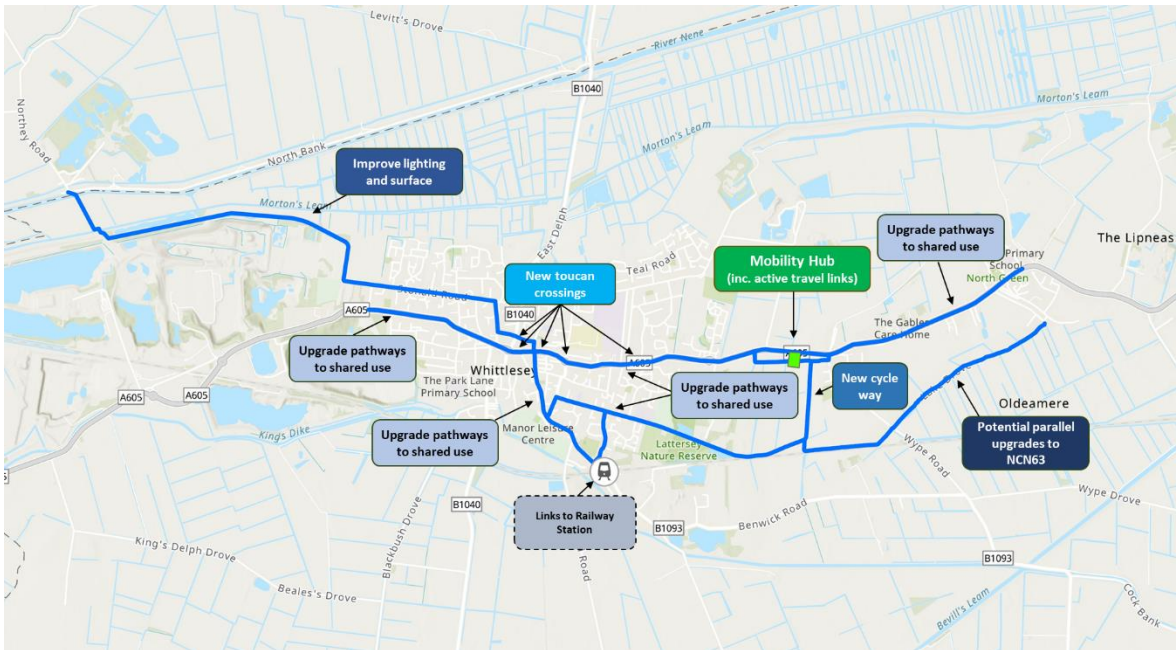
Source: Mott MacDonald

Option 3 is shown in Figure 4.8 and includes a relief road and parallel cycle track as with Option 1, but also includes new active travel improvements through the town and along the A605.

This will include segregated active travel provision where possible along the A605 through the town, including enhanced junctions with greater priority for active travel to allow for safe and seamless connections across the town, and the A605.

Improvements will be made to National Cycle Network route 63 through the town, from the northwest outskirts of the town to Lattersey Nature Reserve. This option will also include an improved cycle link to the station along Station Road from the A605, New Road, and Hawthorne Drive.

Figure 4.9: Option 4



Source: Mott MacDonald

Option 4 is shown in Figure 4.9 and includes a new Mobility Hub located to the east of the town which can improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough.

The option also includes improved active travel provision from across the town to both the Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car.

The Mobility Hub includes provision for circa 200 parking spaces, including for blue badge holders, and cycle storage facilities. There is also provision of seating and waiting facilities, as well as the potential for bike pumps, toilets and showering facilities.

5 Short List Appraisal

The technical scope of the Transport Appraisal of the Scheme conforms to that specified in TAG and focuses on the four strands of impacts - Economy, Environment, Social and Public Accounts, and the 24 sub-objectives as set out in the Appraisal Summary Table (AST). The approach to appraisal is set out in the Appraisal Specification Report (ASR) which can be found in Appendix B.

The appraisal of the Scheme focuses on illustrating how the Scheme benefits are meeting the individual Scheme objectives. As the Scheme options include highway, bus and active travel elements, the appraisal of impacts focuses on those related to these measures.

The impact appraisal undertaken for each of the four short listed options is shown in Table 5.1.

Table 5.1: Short list appraisal undertaken for each short listed option

	Option 1 - Relief road with HGV re-routing	Option 2 - Relief road with HGV re-routing and bus priority improvements	Option 3 - Relief road with HGV re-routing and active travel improvements	Option 4 - Mobility Hub with active travel improvements
Highway Appraisal	✓	✓	✓	
Bus Appraisal		✓		
Mobility Hub Demand Appraisal				✓
Active Travel Appraisal	✓	✓	✓	✓
Environmental Appraisal	✓	✓	✓	✓
Social Impact Appraisal	✓	✓	✓	✓
Wider Economic Appraisal	✓	✓	✓	✓
Carbon Impact Appraisal	✓	✓	✓	✓

5.1 Highway appraisal

Of the four options shortlisted for detailed appraisal, a relief road forms a part of three of these:

- Option 1 - Relief road with HGV re-routing
- Option 2 - Relief road with HGV re-routing and bus priority improvements
- Option 3 - Relief road with HGV re-routing and active travel improvements

The highway appraisal undertaken describes the impacts of the relief road element of these three options.

In order to provide an initial quantified estimate of highway user benefits that may arise from a proposed relief road south of Whittlesey, a localised spreadsheet-based traffic model was set up to forecast traffic volumes and journey times in both 'with' and 'without' scheme scenarios. A detailed approach and the full results are set out in Appendix C.

All 'through-trips' passing through the town, other than those travelling to and from the north of Whittlesey, are expected to benefit from the proposed scheme generating travel time and distance savings.

The outputs of the spreadsheet traffic model have been used to inform a TUBA economic assessment to quantify the highway user benefits and a COBALT assessment to quantify the impact of changes in collisions forecast with and without the Scheme in place.

5.1.1 Highway impacts

The DfT's TUBA software (v1.9.23) has been used to estimate and monetise the highway user impacts, making use of forecast estimates of traffic demand, travel times and travel distances in the Do Minimum and Do Something scenarios for two forecast years, 2030 and 2045, for the relief road elements of each option.

The TUBA software used the forecast demand and travel costs (travel times and distances) for the two forecast years and, through a process of interpolation, estimated user benefits across the full proposed 60-year appraisal period.

Each relief road option is forecast to remove 1,900 daily trips in each direction from the A605 through the centre of Whittlesey which results in **£18.3m** of economic benefit for the 60 year appraisal period, assuming an opening year of 2030. Currently these trips route via the town centre but will gain a much more direct connection with the relief road in place. Whilst the travel distance along the relief road travelling between the east and west of Whittlesey increases by just under half a kilometre, there are significant distance savings for other trips that would be undertaken on the new relief road with a maximum reduction of 2.6km for trips between the east and south-east of the town.

The breakdown of benefits by purpose is estimated as follows:

- Business purpose = £9.2m
- Commuter purpose = £2.8m
- Other purposes = £5.8m

The breakdown of benefits by time period is estimated as follows:

- AM Peak = £4.5m
- Inter-peak = £5.9m
- PM Peak = £3.8m

The benefits are based on the time savings traffic achieves from using the relief road with a faster speed limit and fewer junctions than the current A605 leading through Whittlesey town centre. The modelling shows that travel times reduce for all through trips other than those to and from the north of Whittlesey. The largest saving of almost 5 minutes is seen for trips between the east and south-east. Journey time benefits could also be realised along the A605 as a result of the 30% reduction in through trips however this has not been included in the appraisal.

5.1.2 Accident impacts

The impact of the relief road options has been appraised using COBALT to understand the potential impact on accident rates, and the associated benefits, with results summarised below and presented in full in Appendix C.

The results show that the relief road options have the potential to reduce fatal accidents in the study area from 6.4 to 5.7 over the 60-year appraisal period, with a reduction in serious accidents from 115.4 to 103.7 and slight from 1075.9 to 966.5 (see Table 5.2). In monetary terms, the options with the relief road have the potential to offer £3.3m in benefit.

The assessment of accidents helps to demonstrate a positive impact of the options with the relief road in helping reduce accidents in the area. Whilst not all of these would necessarily be in the centre of Whittlesey, the results would suggest that the scheme would offer benefit to those within Whittlesey, helping improve the overall conditions of the town centre.

Table 5.2: COBALT Casualty Numbers

Without Scheme			With Scheme			Scheme benefits		
Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
6.4	115.4	1075.9	5.7	103.7	966.5	0.6	11.8	109.4

5.1.3 Highway appraisal summary

An overall summary of the highway appraisal is shown in Table 5.3. The relief road appraisal is identical for the three options that include a relief road. The benefits identified apply to the three relief road options.

Over the assessment period of 60 years there are £21.6m total benefits arising from highway and accident aspects of the scheme.

Of this, £18.3m benefits are from highway user benefits forecast. This is primarily due to benefits to user journey times which occur due to faster travel speeds, fewer junctions and, for trips to and from the south of Whittlesey, a reduction in distance travelled. Other benefits could be realised from reduced journey times along the A605 in the centre of Whittlesey due to fewer vehicles using this route however these are not included within the appraisal.

There are also estimated accident benefits of £3.3m (over 60-years), with the casualty numbers forecast to reduce by around 10% with the scheme.

Table 5.3: Summary of Highway Appraisal

Option	PVB (in £,000s)	Summary
Option 1 - Relief road with HGV re-routing	£21,562	<ul style="list-style-type: none"> Of the 12,500 existing trips along the A605, 3,800 (30%) are 'through-trips' that currently travel through Whittlesey's urban centre but would shift to using the Relief Road. Reductions in journey times are seen due to faster travel speeds, fewer junctions and, for trips to and from the south of Whittlesey, a reduction in distance travelled. The user benefit assessment shows benefits of £18.3m with the Relief Road in place and further accident benefits of £3.3m.
Option 2 - Relief road with HGV re-routing and bus priority improvements		
Option 3 - Relief road with HGV re-routing and active travel improvements		
Option 4 – Mobility Hub with active travel improvements	n/a	n/a

5.2 Bus appraisal

The bus appraisal undertaken analyses the impacts of new bus priority measures on bus users and journey times and is relevant to Option 2 (Bus Priority).

This appraisal is based on existing bus demand passing through the two junctions where the bus priority measures are planned. However, given the fairly modest impact on bus users, and the much greater impact on car users as a result of the relief road, it was not proportional to forecast a mode shift car to bus as a result of the scheme, and the estimated number of existing trips has been used as the number of forecasted trips with the scheme. The annual number of users is expected to modestly grow from 85,000 to 87,000 between 2030 and 2045 as a result of population growth.

Average speeds taken from TomTom data informed the possible journey time saving, and accounting for variation in the time of day that trips are made, along with other external factors, a 10-second journey time savings was assumed to be attributable to the introduction of the bus priority measures.

The journey time savings of 10 seconds per trip results in a very small benefit of £35,417. This results in an annual saving of 237 hours, with 137 benefit hours felt by 'other' trips compared to 98 hours for commuting and 4 hours for business trips.

5.2.1 Bus appraisal summary

An overall summary of the bus appraisal is shown in Table 5.4. The combination of low bus users and an extremely small time saving result in a near-zero benefit to the scheme. Despite limited economic benefits, a reduction in delay may see benefits to people in the centre of Whittlesey through lower levels of idling vehicles and an improved feeling of place.

Table 5.4: Summary of bus appraisal results

Option	PVB (in £,000s)	Summary
Option 1 - Relief road with HGV re-routing	n/a	n/a
Option 2 - Relief road with HGV re-routing and bus priority improvements	£35	<ul style="list-style-type: none"> Overall there is very limited benefit arising from the bus priority measures due to the low number of trips and limited congestion. Benefit from a reduction of 237 hours of delay is not economically significant however, this would see improved feelings of place in Whittlesey town centre. However, benefits could be higher if the number of users increases as a result of mode shift to buses.
Option 3 - Relief road with HGV re-routing and active travel improvements	n/a	n/a
Option 4 – Mobility Hub with active travel improvements	n/a	n/a

5.3 Mobility hub demand appraisal

The testing and quantification of Option 4 (bus-based travel hub with supporting package of interventions) is focused on assessing the impacts of a new travel hub bus service on existing bus passengers. This has been done through the use of a simple and high-level spreadsheet-based uni-modal model. The method for modelling Option 4 is detailed within the ASR (Appendix B).

The baseline demand for bus users is an informed estimate using the limited information available. Due to the impact on time savings for existing users, sensitivity testing should be undertaken to recognise and account for this uncertainty.

Overall, on average, there is estimated to be an additional demand of over 20,000 trips per year as a result of the mobility hub and new bus service, with this forecast to result in over 25,000 hours of journey time savings. However, this translates to a daily demand increase of 55 trips, and although there will be some modal shift to bus as a result of the mobility hub, the impact on the A605 is thought to be fairly minimal.

This appraisal assumes a facility that is served by an express bus running at 2 buses per hour, with minimal stops (one stop at Whittlesey town centre and one stop at Peterborough town centre), in addition to the existing bus services and mirroring existing bus fares. The appraisal evaluated the impact and benefits for current bus users along the corridor as well as local walking and cycling

demand however, this only captures local walk-up demand for those who use buses in Whittlesey. There are none-user benefits for people who are taken off the road and onto bus for the local catchments of the three proposed bus stops (Mobility Hub, Whittlesey town centre, Peterborough town centre) to capture those that previously drove between Whittlesey and Peterborough. Longer distance demand, such as users from the Fenland market towns to the east of Whittlesey, would likely be key users of the facility at the Mobility Hub however, this has not been evaluated as part of this appraisal.

Overall, there is likely to be higher demand for buses at the Mobility Hub than has been assessed which would result in more benefits (e.g. time and cost savings) despite a potential small impact on bus capacity at peak times.

Should this option be taken forward at the next business stage, it is recommended that it is appraised in further detail to ensure all potential benefits of the Mobility Hub can be realised.

5.3.1 Mobility hub appraisal summary

Overall the level of benefit from the Mobility Hub is fairly limited, with an estimated £5.9m in benefits over the 60-year appraisal period.

An overall summary of the mobility hub appraisal is shown in Table 5.5.

Further evaluation must consider the wider ‘drive in’ catchment of the mobility hub and whether this can generate enough demand, benefits and associated revenue costs for running a travel hub and its associated bus service without overfilling the dedicated bus service.

Table 5.5: Summary of mobility hub appraisal results

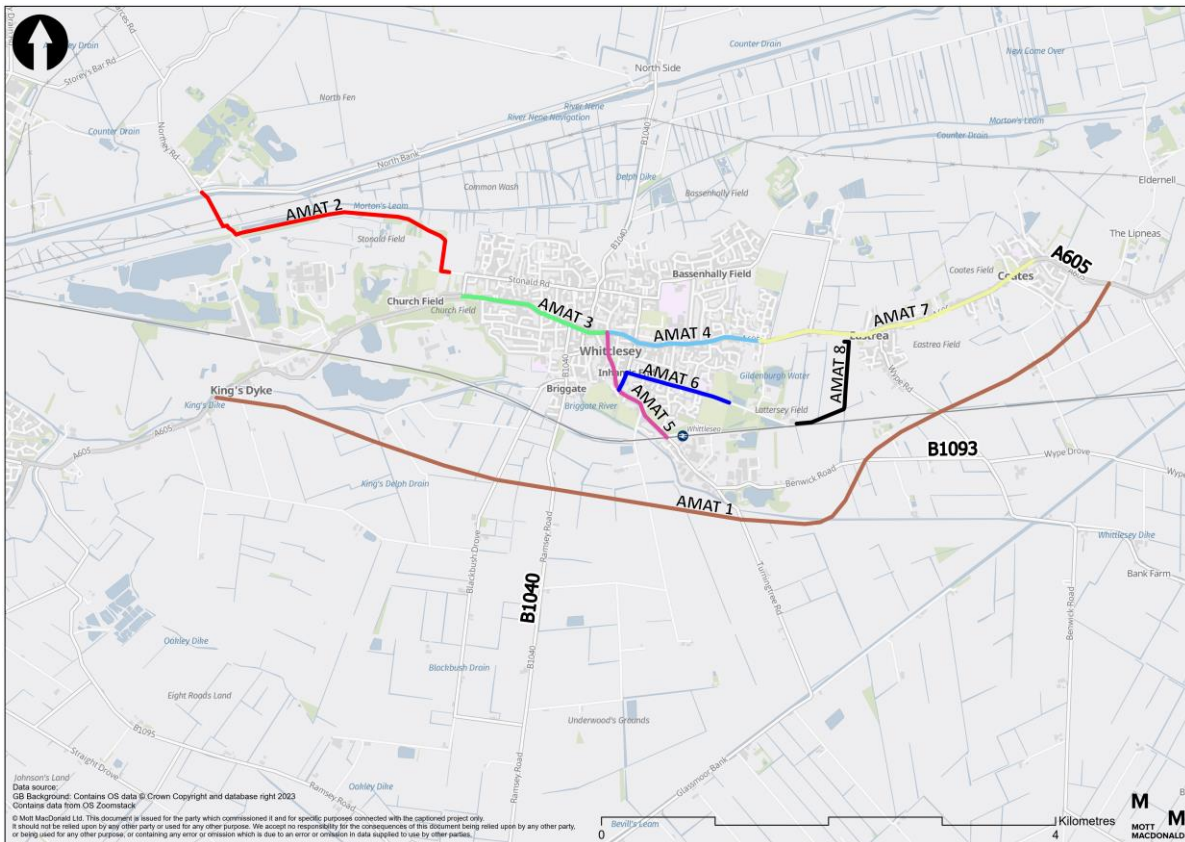
Option	PVB (in £,000s)	Summary
Option 1 - Relief road with HGV re-routing	n/a	n/a
Option 2 - Relief road with HGV re-routing and bus priority improvements	n/a	n/a
Option 3 - Relief road with HGV re-routing and active travel improvements	n/a	n/a
Option 4 – Mobility Hub with active travel improvements	£5,880	<ul style="list-style-type: none"> Key drivers of the benefits are consumer users (commuting) (£4.4m); and consumer users (other) (£1.3m). Evaluation of the wider ‘drive in’ catchment to see whether this can generate enough benefits to break even with costs without overfilling the dedicated bus service.

5.4 Active travel appraisal

The appraisal of the options that include active travel elements has been undertaken using the DfT’s Active Modes Appraisal Toolkit (AMAT). The detail of the assumptions underpinning this are set out in the ASR (Appendix B).

A total of eight AMATs have been used on sections of route where improvements to infrastructure for walking and/or cycling has been proposed with these shown in Figure 5.1.

Figure 5.1: AMAT sections



5.4.1 Walking demand uplift

No pedestrian infrastructure is proposed for the relief road and therefore no demand uplift has been calculated. Existing pedestrian count data was available for AMAT sections 2-7 however, a disaggregate mode choice model is not appropriate for pedestrian demand uplift and as there were no available comparative schemes, a conservative estimate has been assumed based on the proposed improvements for infrastructure. The proposals for AMAT 2 – Stonald Road National Cycle Network (NCN) include improvements to infrastructure width and surface quality, as well as the addition of lighting whilst, for AMATs 3-7, only improvements to the width are proposed.

Table 5.6: Assumed pedestrian uplift

AMAT	Option	Demand uplift from disaggregate mode choice model	Number of trips per weekday with the intervention
2 – Stonald Road NCN	3 / 4	10%	194
3 – A605 West	3 / 4	5%	104
4 – A605 East	3 / 4	5%	75
5 – B1093 Station Road	3 / 4	5%	38
6 – New Road	3 / 4	5%	0
7 – A605 Eastrea Coates Road	4	5%	75

For AMAT 8, no existing pedestrian demand data was available and therefore the DfT Active Travel Fund 4 (ATF4) Uplift Tool has been used to calculate the demand uplift resulting from infrastructure improvements and scheme cost, as shown in Table 5.7.

Table 5.7: ATF4 Uplift Tool output for pedestrian demand

AMAT	Option(s)	Assumed scheme cost	Number of trips per weekday with the intervention
8 – Track south of Half Acre Drove	4	£328,293	89

5.4.2 Cycling demand uplift

Existing cyclist count data was available for AMAT sections 2-7 and therefore a disaggregate mode choice model has been used to calculate the demand uplift as a result of the improved cycling infrastructure. This has considered the change in utility from the current cycling provision to the proposed provision, the time spent on the infrastructure and the base proportion of the population who cycle using 2021 Census Journey to Work data for Fenland. As improvements along AMAT 2 – Stonald Road NCN primarily benefit pedestrians, it has conservatively been assumed that there will be no uplift for cyclists.

Table 5.8: Disaggregate mode choice model uplift

AMAT	Option(s)	Demand uplift from disaggregate mode choice model	Number of trips per weekday with the intervention
2 – Stonald Road NCN	3 / 4	0%	115
3 – A605 West	3 / 4	45%	164
4 – A605 East	3 / 4	49%	169
5 – B1093 Station Road	3 / 4	38%	55
6 – New Road	3 / 4	37%	49
7 – A605 Eastrea Coates Road	4	107%	137

For AMAT sections 1 and 8, no existing cycle demand data was available and therefore the DfT Active Travel Fund 4 (ATF4) Uplift Tool has been used to calculate the demand uplift resulting from infrastructure improvements and scheme cost.

Table 5.9: ATF4 Uplift Tool output for cyclist demand

AMAT	Option(s)	Assumed scheme cost (£,000s) ⁹	Number of trips per weekday with the intervention
1 – Relief road	1 / 2 / 3	£7,923	135
8 – Track south of Half Acre Drove	4	£328	15

⁹ The assumed scheme cost used within the ATF4 Uplift Tool have been calculated based on the relative size of the relevant active travel elements compared to the total scheme and this proportion of the total construction value for the Scheme.

5.4.3 Active travel appraisal summary

This section provides a summary of the AMAT results, with the component AMATs that have been used to calculate the overall benefits for each option shown in Table 5.10.

Table 5.10: AMAT components for each option

AMAT	Option 1 - Relief road with HGV re-routing	Option 2 - Relief road with HGV re-routing and bus priority improvements	Option 3 - Relief road with HGV re-routing and active travel improvements	Option 4 - Mobility Hub with active travel improvements
1 – Relief road	✓	✓	✓	
2 – Stonald Road NCN			✓	✓
3 – A605 West			✓	✓
4 – A605 East			✓	✓
5 – B1093 Station Road			✓	✓
6 – New Road			✓	✓
7 – A605 Eastrea Coates Road				✓
8 – Track south of Half Acre Drove				✓

The AMATs for Option 1 and 2 only consider the cycle track adjacent to the relief road. This results in a total PVB of £2.38m, with a majority of the benefit arising from a reduced risk of premature death (£1.21m) and journey ambience (£0.78m).

The AMATs for Option 3 considers the relief road and five other sections of enhanced active travel route, resulting in a total PVB of £4.52m. A majority of this benefit is provided by the cycle track adjacent to the relief road (£2.38m) however there are also moderate benefits provided the improvements to A605 West (£0.78m) and A605 East (£0.82m), with these two routes having some of the highest numbers of existing users and seeing significant cycling uplift of 45-49%. As with Option 1 and 2, a majority of the benefit arising from Option 3, is due to a reduced risk of premature death (£2.52m) and journey ambience (£1.19m).

Option 4 does not include the relief road or cycle track, instead seeing improvements across the town centre of Whittlesey and along the A605 which result in an overall PVB of £4.35m. The PVB for the active travel improvements along A605 Eastrea/Coates Road (£1.59m) is the main driver for benefits arising from this option, with this route potentially seeing in a 107% increase in cyclist numbers. The other key routes where improvements are providing benefit for Option 4 are A605 West (£0.78m); A605 East (£0.82m); and the track south of Half Acre Drove (£0.63m). In line with the other options, the main benefits are due to a reduced risk of premature death (£2.42m) and journey ambience (£1.14m).

Overall, across the options, a majority of benefit (60-66%) results from health improvements, with a significant proportion also arising from improved journey quality (26-33%). The remaining benefit (7-8%) is realised due to mode shift.

Table 5.11: Monetised costs and Benefits (in £,000s)

	Option 1 - Relief road with HGV re-routing	Option 2 - Relief road with HGV re-routing and bus priority improvements	Option 3 - Relief road with HGV re-routing and active travel improvements	Option 4 - Mobility Hub with active travel improvements
Congestion benefit	134.63	134.63	275.23	245.53
Infrastructure maintenance	0.65	0.65	1.33	1.18
Accident	22.46	22.46	45.91	40.95
Local air quality	0.64	0.64	1.30	1.16
Noise	1.50	1.50	3.06	2.73
Greenhouse gases	8.31	8.31	16.99	15.15
Reduced risk of premature death	1205.85	1205.85	2516.97	2416.89
Absenteeism	222.14	222.14	473.87	488.12
Journey ambience	784.80	784.80	1178.22	1136.49
Indirect taxation	2.19	2.19	4.48	4.00
Investment costs	0.00	0.00	0.00	0.00
Operating costs	0.00	0.00	0.00	0.00
Private contributions	0.00	0.00	0.00	0.00
PVB	2382.51	2382.51	4516.03	4351.03

Table 5.12: Summary of Active Travel Appraisal

Option	PVB (in £,000s)	Summary
Option 1 - Relief road with HGV re-routing	£2,383	<ul style="list-style-type: none"> A majority of the benefit arising from a reduced risk of premature death (£1.21m) and journey ambience (£0.78m).
Option 2 - Relief road with HGV re-routing and bus priority improvements		
Option 3 - Relief road with HGV re-routing and active travel improvements	£4,516	<ul style="list-style-type: none"> A majority of this benefit is provided by the cycle track adjacent to the relief road (£2.38m). Moderate benefits are provided by the improvements to A605 West (£0.78m) and A605 East (£0.82m). As with Option 1 and 2, a majority of the benefit is due to a reduced risk of premature death (£2.52m) and journey ambience (£1.19m).
Option 4 – Mobility Hub with active travel improvements	£4,351	<ul style="list-style-type: none"> The PVB for the A605 Eastrea/Coates Road (£1.59m) is the main driver for benefits, with this route potentially seeing in a 107% increase in cyclist numbers. The other key routes are A605 West (£0.78m); A605 East (£0.82m); and the track south of Half Acre Drove (£0.63m). The main benefits are due to a reduced risk of premature death (£2.42m) and journey ambience (£1.14m).

5.5 Environmental appraisal

An Environmental Impact Appraisal covers the impact of a transport scheme on environmental factors. Methods prescribed in TAG Unit A3. have been used to determine any impacts of the Scheme.

Some environmental benefits have been monetised as part of the AMAT however these are not repeated here. In addition to this, a separate Carbon Impact Appraisal that evaluates the potential carbon cost of infrastructure provision has been undertaken that can be found in Section 5.8.

The eight environmental impacts, as defined by TAG Unit A3 guidance, assessed as part of the appraisal are:

- Noise
- Air Quality
- Greenhouse gases
- Landscape
- Townscape
- Historic Environment
- Biodiversity
- Water Environment

Option 1 – Relief road with HGV re-routing

Under this option, there would likely be an opportunity to reduce traffic **noise** levels within the town centre by reducing traffic flows along the A605 and B1040, and re-routing heavy goods vehicles (HGVs) away from the centre of Whittlesey. The scheme could significantly reduce traffic congestion by diverting vehicles away from Whittlesey's town centre. This could lead to lower vehicle idling and smoother traffic flows, which would improve **air quality** by reducing emissions associated with stop-start driving engines. The rerouting of HGVs away from the town centre is likely to decrease emissions of nitrogen oxides and particulate matter (PM10 and PM2.5) in the area, but it will be introducing these emissions into the new area. Also, the new cycle lane that might change travel patterns and improve active travel could lead to decreased emissions and better air quality.

This option has the potential to reduce **greenhouse gas** emissions by alleviating congestion, improving traffic flow and reducing emissions associated with stop-start driving. However, these reductions may be partially offset by an increase in journey lengths along the relief road.

The new road will alter the visual character of the **landscape** to the south of Whittlesey centre as it will replace existing fields with paved surfaces and infrastructure (bridges, junctions, etc.), significantly changing the natural landscape, especially if the new infrastructure contrasts sharply with the existing landscape.

Diverting HGVs away from the town centre could reduce congestion and improve the overall appearance of the town centre. This option is also likely to make the area more pedestrian-friendly and attractive to residents and visitors, leading to an overall improvement in **townscape** character.

The **historic environment** may benefit from reduced congestion, noise, air pollution and vibration within the centre of Whittlesey as this would improve the setting for listed buildings and other heritage assets within the historic market town. However, the new route may impact known archaeological sites, such as the Bronze Age Round Barrow Cemetery and could result in physical damage to these regionally or nationally important sites.

Building new crossings over dykes, watercourses, and the railway line might alter local hydrology and impact wetland habitats which could disrupt habitats and affect species dependent on these

water bodies, including the great crested newt. However, Whittlesey also has several important locations concerning **biodiversity** close to the centre of the town or the A605, and by providing a new route to the south of Whittlesey centre, there is the potential to reduce the existing impacts from the highway network on ecological receptors.

The proposed relief road would be in flood zone 3a, increasing the risk of **flooding** for the road itself and potentially causing disruptions to transportation and access. It could also interfere with natural flood management processes and worsen flooding issues if not properly managed. The new road infrastructure and implementation of flood management features will be considered as an opportunity to improve the water environment to withstand flooding events to avoid damage and ensure the continuity of the transport network.

Table 5.13: Summary of expected environmental impacts for Option 1

Environmental Impact	Overall Appraisal Result
Noise	Slight beneficial
Air Quality	Moderate beneficial
Greenhouse gases	Slight beneficial
Landscape	Moderate adverse
Townscape	Slight beneficial
Historic Environment	Neutral
Biodiversity	Moderate adverse
Water Environment	Neutral

Option 2 – Relief road with HGV re-routing and bus priority improvements

The assessment for **noise, air quality, greenhouse gases, landscape, biodiversity and water environment** have been assessed as in Option 1.

As with Option 1, diverting HGVs from the town centre would reduce congestion and improve the appearance of the town centre, making it attractive to residents and visitors. However, by introducing signal-controlled junctions, bus priority lanes, and enhanced pedestrian crossings the **townscape** and functionality of the town centre may be improved by making it more accessible and pedestrian-friendly could enhance the overall townscape environment. For this reason, the impact on townscape for Option 2 has been assessed as moderately beneficial.

The **historic environment** has largely been assessed the same as Option 1 however, by improving bus services and reducing traffic congestion, Whittlesey could become more accessible to visitors and could promote heritage tourism, increasing awareness and appreciation of Whittlesey’s historic and archaeological significance.

Table 5.14: Summary of expected environmental impacts for Option 2

Environmental Impact	Overall Appraisal Result
Noise	Slight beneficial
Air Quality	Moderate beneficial
Greenhouse gases	Slight beneficial
Landscape	Moderate adverse
Townscape	Moderate beneficial
Historic Environment	Neutral
Biodiversity	Moderate adverse
Water Environment	Neutral

Option 3 – Relief road with HGV re-routing and active travel improvements

The assessment for **noise, air quality, greenhouse gases, landscape, biodiversity and water environment** have been assessed as in Option 1.

As with Option 1, diverting HGVs from the town centre would reduce congestion and improve the appearance of the town centre, making it attractive to residents and visitors. However, the enhanced active travel infrastructure within Whittlesey, can significantly improve the **townscape** by making the town more pedestrian and cyclist friendly. This option has therefore been assessed as moderately beneficial to townscape.

The **historic environment** may benefit from active travel improvements and reducing traffic congestion as Whittlesey could become more accessible to visitors and could promote heritage tourism, increasing awareness and appreciation of Whittlesey’s historic and archaeological significance. However, as with Options 1 and 2, the new relief road route an active travel infrastructure may impact known archaeological sites and prehistoric landscapes.

Table 5.15: Summary of expected environmental impacts for Option 3

Environmental Impact	Overall Appraisal Result
Noise	Slight beneficial
Air Quality	Moderate beneficial
Greenhouse gases	Slight beneficial
Landscape	Moderate adverse
Townscape	Moderate beneficial
Historic Environment	Neutral
Biodiversity	Moderate adverse
Water Environment	Neutral

Option 4 – Mobility hub with active travel improvements

This option could encourage local journeys to be made by walking or cycling, and improve access to the existing public transport, likely leading to reduced car use. This could lead to lower traffic volumes on local roads, which may reduce traffic **noise** levels at noise-sensitive receptors within Whittlesey. However, any new bus service servicing the site could increase noise levels near the Mobility Hub and along bus routes.

Option 4 promotes active travel by improving the infrastructure for walking and cycling, which is likely to reduce private car use, especially for shorter trips. This reduction can help lower nitrogen dioxide (NO2) emissions and particulate matter (PM10 and PM2.5), improving local **air quality**. However, the Mobility Hub does not address HGV traffic, which is considered to be a significant contributor to air emissions in Whittlesey.

This option has less potential to reduce **greenhouse gas** emissions than the other options as this option will not reduce the level of HGV movements in Whittlesey; however, encouraging active travel can reduce private car use, improve traffic flow and eventually reduce emissions associated with stop-start driving engines.

The improvements in active travel infrastructure and promoting walking and cycling and public transport, may slightly reduce the visual impact of vehicular traffic and road infrastructure, contributing to a more pleasant and less cluttered **landscape**. However, the presence of the Mobility Hub itself, including parking facilities and bus infrastructure, may be visually intrusive and alter the character of the surrounding landscape.

By encouraging the use of public transport and improving the links into the town centre, Whittlesea station, and Peterborough, this option should reduce traffic congestion and improve the **townscape** by reducing the visual and physical clutter associated with high traffic volumes. The enhanced active travel infrastructure is likely to improve the townscape by making the town more pedestrian and cyclist friendly.

This option could reduce private car congestion within the centre of Whittlesey, which would reduce the impact of road traffic on the setting of historic assets in this market town, Although the numbers of vehicles that may be removed from the road are unlikely to have a significant impact on existing traffic conditions. By improving pedestrian and cycling routes, the **historic environment** could also become more accessible and attractive to visitors. However, the Mobility Hub location contains some Grade II listed buildings and is adjacent to a Scheduled Monument. New infrastructure may harm these heritage assets as well as other historic assets and prehistoric landscapes.

Option 4 may positively impact **biodiversity** by reducing traffic through ecologically sensitive areas through improving active travel infrastructure. Active travel infrastructure improvements may reduce the pressure on existing natural habitats by encouraging mode shift which can lead to fewer disturbances in sensitive areas and can help protect habitats from being degraded by vehicle emissions and polluted road runoff. However, the construction associated with the new active travel infrastructure might temporarily disturb local habitats.

The area around Whittlesey is primarily within flood zone 3 and has a high probability of **flooding**. The active travel infrastructure proposed will need to be designed with the flood risk in mind. Proper management and mitigation would need to be implemented to minimise potential adverse effects on the local water environment.

Table 5.16: Summary of expected environmental impacts for Option 4

Environmental Impact	Overall Appraisal Result
Noise	Neutral
Air Quality	Neutral
Greenhouse gases	Neutral
Landscape	Neutral
Townscape	Slight beneficial
Historic Environment	Slight beneficial
Biodiversity	Slight beneficial
Water Environment	Neutral

5.5.1 Environmental appraisal summary

Options 2 and 3 perform well overall, with the potential to reduce through trips in Whittlesey resulting in moderate benefits to townscape and air quality, as well as smaller benefits to noise and greenhouse gases. However, the construction of the relief road does result in adverse impacts on landscape and biodiversity for options 1, 2 and 3. Option 4 performs the best as it does not result in any adverse impacts and sees small benefits for townscape, historic environment and biodiversity however, overall, this option sees very little change and therefore most impacts are neutral.

Table 5.17: Summary of expected environmental impacts for all options

Environmental Impact	Option 1 - Relief road with HGV re-routing	Option 2 - Relief road with HGV re-routing and bus priority improvements	Option 3 - Relief road with HGV re-routing and active travel improvements	Option 4 – Mobility Hub with active travel improvements
Noise	Slight beneficial	Slight beneficial	Slight beneficial	Neutral
Air Quality	Moderate beneficial	Moderate beneficial	Moderate beneficial	Neutral
Greenhouse gases	Slight beneficial	Slight beneficial	Slight beneficial	Neutral
Landscape	Moderate adverse	Moderate adverse	Moderate adverse	Neutral
Townscape	Slight beneficial	Moderate beneficial	Moderate beneficial	Slight beneficial
Historic Environment	Neutral	Neutral	Neutral	Slight beneficial
Biodiversity	Moderate adverse	Moderate adverse	Moderate adverse	Slight beneficial
Water Environment	Neutral	Neutral	Neutral	Neutral

5.6 Social appraisal

A Social Impact Appraisal covers the human experience of a transport system and its impact on social factors not considered as part of economic and environmental appraisals. Methods prescribed in TAG Unit A4.1 have been used to determine any impacts of the Scheme.

The eight social impacts, as defined by TAG Unit A4.1 guidance, assessed as part of the appraisal are:

- Accidents
- Physical activity
- Security
- Severance
- Journey quality
- Option and non-use values
- Accessibility
- Personal affordability

Option 1 – Relief road with HGV re-routing

This option performs well for **accidents** as it will likely reduce the number of vehicles, including HGVs, travelling through Whittlesey town centre, reducing the likelihood of collisions which will potentially improve safety in Whittlesey. The new infrastructure will ultimately contribute to reduced casualties, lower accident severity and a lower accident rate, benefiting non-motorised users (pedestrians and cyclists), as well as motorised users (drivers).

This option has a slight benefit for **physical activity** as it is likely to reduce the number of vehicles travelling through Whittlesey town centre, improving safety and reducing severance for pedestrians and cyclists in Whittlesey.

While the development of the Scheme aims to improve safety and **security** for all, the Scheme is unlikely to affect vulnerability to crime and other aspects of personal safety, which are the primary factors assessed in the TAG guidance. Therefore, the overall impact on security, during construction and operation is anticipated to be neutral.

The option performs well for reducing **severance** by diverting through traffic away from the A650 in the centre of Whittlesey and onto the new relief road. The new cycle track parallel to the relief road will provide a new safe active travel route that bypasses Whittlesey Town Centre.

An improved road layout is likely to reduce fear of accidents and frustration for users of the Scheme, reducing travel stress levels and thereby improving **journey quality**. The option is expected to reduce traveller frustration and stress and as such improve journey quality for road users as a result of reduced congestion and improved, more predictable, journey times. The provision of safer and more reliable transport routes should contribute to positive impacts on journey quality for all road users.

The option does not include measures that will change the availability of public transport options for those living in the study area. Therefore, the overall impact for **option and non-use values** is considered to be neutral.

Option 1 increases **accessibility** to local roads in Whittlesey by locating through traffic onto a relief road, providing a parallel cycle track and improving links to the railway station, increasing interconnectivity and accessibility within and around Whittlesey. However, the option predominantly focuses on accessibility for motorised users, with minimal focus on active travel and public transport therefore is assessed to have a slight beneficial effect.

There are no significant impact relating to **personal affordability** of transport and the proposed scheme does not include measures that will change the affordability of public transport options for those living in the study area. Therefore, the overall impact appraisal is neutral.

Table 5.18: Summary of expected social impacts for Option 1

Social Impact	Overall Appraisal Result
Accidents	Moderate beneficial
Physical activity	Slight beneficial
Security	Neutral
Severance	Moderate beneficial
Journey quality	Moderate beneficial
Option and non-use values	Neutral
Accessibility	Slight beneficial
Personal affordability	Neutral

Option 2 – Relief road with HGV re-routing and bus priority improvements

The assessment for **accidents, security, severance, option and non-use values** and **personal affordability** have been assessed as in Option 1, with some minor improvements due to bus priority measures and additional crossings for pedestrians and cyclists.

This option sees a moderate benefit for **physical activity** as it is likely to providing all the benefits from Option 1 as well as further improvements to pedestrian crossing infrastructure, improving safety and reducing severance for pedestrians and cyclists in Whittlesey.

In addition to the benefits to all road users outlined in Option 1, **journey quality** for those using public transport is particularly likely to improve due to the bus priority measures within Whittlesey and therefore this option is appraised as being largely beneficial.

Option 2 increases **accessibility** as with Option 1 and also includes bus priority measures which will reduce bus journey times and improve reliability, thus enhancing the bus offer for those travelling between Whittlesey, March and Peterborough. However, this is reliant on bus operators capitalising on these new improvements by running services. Pedestrian safety and access are improved through enhanced pedestrian crossing facilities.

Table 5.19: Summary of expected social impacts for Option 2

Social Impact	Overall Appraisal Result
Accidents	Moderate beneficial
Physical activity	Moderate beneficial
Security	Neutral
Severance	Moderate beneficial
Journey quality	Large beneficial
Option and non-use values	Neutral
Accessibility	Moderate beneficial
Personal affordability	Neutral

Option 3 – Relief road with HGV re-routing and active travel improvements

The assessment for **accidents, option and non-use values** and **personal affordability** have been assessed as in Option 1, with some minor improvements due to additional crossings for pedestrians and cyclists.

This option has a large benefit for **physical activity** as it is likely to reduce the number of vehicles travelling through Whittlesey town centre whilst also providing new active travel improvements through the town and along the A605 which could enable a greater level of local journeys around Whittlesey to be undertaken by walking or cycling whilst reducing car use for shorter journeys.

While the development of the Scheme aims to improve safety and **security** for all, the Scheme is unlikely to affect vulnerability to crime and other aspects of personal safety, which are the primary factors assessed in the TAG guidance. Improved active travel infrastructure, including segregation, improved lighting and improved surfaces may increase feelings of security amongst vulnerable road users (VRU's) such as the elderly.

The option performs well for reducing **severance** by diverting through traffic away from the A605 and providing active travel improvements through the town and alongside the relief road including shared use paths and toucan crossings.

The provision of safer and more reliable transport networks should improve the overall quality of journey for all road users. An improved road layout is likely to reduce fear of accidents and frustration for users of the Scheme, reducing travel stress levels and thereby improving **journey quality**.

Option 3 increases **accessibility** to local roads in Whittlesey by locating through traffic onto a relief road, providing a parallel cycle track and improving links to the railway station, increasing interconnectivity and accessibility within and around Whittlesey. This option is also likely to enable a greater level of local journeys to be undertaken by walking or cycling, reducing car use for shorter journeys. Improvements to National Cycle Network route 63 will improve the quality of longer distance journeys and improvements to active travel access to Whittlesea station, allowing for easier access to onwards journeys by rail.

Table 5.20: Summary of expected social impacts for Option 3

Social Impact	Overall Appraisal Result
Accidents	Moderate beneficial
Physical activity	Large beneficial
Security	Slight beneficial
Severance	Large beneficial
Journey quality	Large beneficial
Option and non-use values	Neutral
Accessibility	Large beneficial
Personal affordability	Neutral

Option 4 – Mobility hub with active travel improvements

Improvements to bus services in the town brought about by the Mobility Hub, along with the improvements to active travel are likely to result in a modal shift away from private car use and on to public transport and active travel. This could slightly reduce the number of vehicles and congestion on the local road network, thereby improving pedestrian safety and reducing **accidents**. However, this option will not reduce HGV movements, and the Mobility Hub’s location may mean that residents in the west of Whittlesey may not utilise its facilities.

This option has a moderate beneficial impact to **physical activity** as it proposes improved active travel provision across the town to a new Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car. This is likely to encourage more bus services to serve Whittlesey, and a modal shift from private car to public transport and active travel.

While the development of the Scheme aims to improve safety and **security** for all, the Scheme is unlikely to affect vulnerability to crime and other aspects of personal safety, which are the primary factors assessed in the TAG guidance. This option provides improved active travel infrastructure, including segregation where possible, improved lighting and improved surfaces which has the potential to increase feelings of security amongst vulnerable road users (VRU’s) such as the elderly.

Option 4 has the potential to indirectly reduce **severance** by encouraging more public transport and active travel use though the provision of shared use spaces, toucan crossings, and a mobility hub. However, this option will not reduce the number of HGVs travelling through Whittlesey.

Journey quality is thought to slightly benefit from the provision of the mobility hub as it is anticipated to improve the journey reliability and reduce stress of users travelling through and accessing Whittlesey.

The new Mobility Hub could improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport. However, the Mobility Hubs location may mean that residents in the west of Whittlesey may not utilise its facilities and this option is reliant on bus operators capitalising on these new improvements by running services. Overall, the impact for **option and non-use values** is considered as slight beneficial.

This option is likely to moderately benefit **accessibility** as it will encourage more bus services to serve Whittlesey and encourage a modal shift away from private cars to public transport and active travel. However, it is unlikely to significantly reduce the levels of through traffic in Whittlesey and the Mobility Hubs location may mean that residents in the west of Whittlesey may not utilise its facilities.

There are no significant impact relating to **personal affordability** of transport and the proposed scheme does not include measures that will change the affordability of public transport options for those living in the study area. Therefore, the overall impact appraisal is neutral.

Table 5.21: Summary of expected social impacts for Option 4

Social Impact	Overall Appraisal Result
Accidents	Slight beneficial
Physical activity	Moderate beneficial
Security	Slight beneficial
Severance	Slight beneficial
Journey quality	Slight beneficial
Option and non-use values	Slight beneficial
Accessibility	Moderate beneficial
Personal affordability	Neutral

5.6.1 Social appraisal summary

An overall summary of the social appraisal is shown in Table 5.22. All four options are beneficial to improving the human experience within Whittlesey. Option 3 performs best overall, with the potential to reduce through trips in Whittlesey and active travel improvements resulting in large benefits by encouraging physical activity, reducing severance, improving journey quality, and increasing accessibility, as well as moderately reducing accidents and slightly improving personal security.

Option 2 also performs well but the improvements to bus priority do not provide the same level of benefit to movement within Whittlesey as the enhanced active travel of Option 3.

Overall, Option 4 sees some slight improvements compared to the existing situation, with moderate benefits arising from the improved accessibility brought about by new cycle routes and bus services as well as encouraging more physical activity.

Option 1 performs worst as this option primarily benefits drivers and only slightly improves journeys for pedestrians and cyclists through reducing through traffic in the centre of Whittlesey.

Table 5.22: Summary of expected social impacts for all options

Social Impact	Option 1 - Relief road with HGV re-routing	Option 2 - Relief road with HGV re-routing and bus priority improvements	Option 3 - Relief road with HGV re-routing and active travel improvements	Option 4 – Mobility Hub with active travel improvements
Accidents	Moderate beneficial	Moderate beneficial	Moderate beneficial	Slight beneficial
Physical activity	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial
Security	Neutral	Neutral	Slight beneficial	Slight beneficial
Severance	Moderate beneficial	Moderate beneficial	Large beneficial	Slight beneficial
Journey quality	Moderate beneficial	Large beneficial	Large beneficial	Slight beneficial
Option and non-use values	Neutral	Neutral	Neutral	Slight beneficial
Accessibility	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial
Personal affordability	Neutral	Neutral	Neutral	Neutral

5.7 Wider economic appraisal

The wider economic impacts for the Scheme are those that are considered additional to the transport user benefits. As the level of benefits coming from wider economic impacts, including both from changes in land use and fixed land use are predicted to be small in relation to the overall Scheme benefits, a qualitative approach has been taken. The full appraisal of Wider Economic Benefits can be found in Appendix E.

Option 1 – Relief road with HGV re-routing

The relief road with HGV re-routing could increase carrying capacity for future development, improve living standards and the quality of Whittlesey's public realm, and support local trade within the town. Enhanced infrastructure such as new roads can lead to positive effects in several economic indicators, including user benefits, improvements in productivity, as well as investment and employment. The relief road may support local industry and business to the South and West of the town by improving connections to employment such as local industry and business areas to the South and West of the town.

However, there is a potential the induced demand could negate traffic reduction objectives as any increased capacity as a result of the relief road may then attract additional trips by car, resulting in no overall capacity benefit in comparison to the current state. In addition, the proposed parallel cycle track may not benefit the town in keeping with sustainable travel objectives, as the option does not provide infrastructure that links into Whittlesey itself.

Option 2 – Relief road with HGV re-routing and bus priority improvements

In addition to the benefits and disbenefits outlined in Option 1 this option may benefit from a higher quality urban realm through the provision of bus priority improvements. Additionally, the public transport enhancements could be a benefit for future development, however, improved provision of bus services would need to occur to maximise this benefit.

While enhanced infrastructure and greater priority at the junctions could enable buses to better access the town centre, the option is reliant on provision of bus services to maximise this benefit. This could pose a challenge given constrained budgets for public transport and a steady decline in rural bus services over many years.

Option 3 – Relief road with HGV re-routing and active travel improvements

Active travel improvements in Whittlesey may enhance the benefits of the relief road outlined in Option 1 by improving access for local journeys, improving the quality of the public realm, and better encouraging modal shift to improve health and potential growth. However, improvements remain constrained due to limited space along A605 and the surrounding road network.

As is the Case for Option 1 induced demand may cancel out the benefits brought by the relief road, as the increment in new vehicle traffic could occur alongside the improvement of network capacity. Whilst improved active travel links may promote walking and cycling over private vehicles, the relief road could still draw people away from active travel.

Option 4 – Mobility hub with active travel improvements

This option includes all the benefits already stated for active travel improvements in Option 3, but not the relief road. However, the additional Mobility Hub and further active travel infrastructure may enhance benefits such as better health and wellbeing outcomes, and improved quality of the public realm.

The lack of a relief road may mean HGVs and through vehicle traffic will continue to travel through the town of Whittlesey. This will limit the previously mentioned benefits of the scheme such as a

reduction in air and noise pollution, increase in local transport capacity to support development, and enhancement of public realm through reduced traffic volumes. However, the lack of a relief road may also encourage modal shift and public transport by making driving a less attractive option for many.

5.7.1 Wider economic appraisal summary

Overall, Options 1, 2 and 3 could see benefits as a result of the relief road with HGV Re-routing as this could increase carrying capacity for future development, improve living standards and the quality of Whittlesey’s public realm, and support local trade within the town. Options 2 and 3 could see further benefits to the public realm through the provision of bus priority and active travel measures respectively.

Despite this, some benefits may be lessened by the effects of induced demand, with a growth in traffic on the A605 that would not have occurred without the improvement of the network capacity.

The mobility hub and active travel improvements proposed in Option 4 could enhance benefits such as better health and wellbeing outcomes, and improved quality of the public realm however, without a relief road, HGVs and through vehicle traffic levels within the town may not reduce and therefore, benefits such as reduced noise and air pollution, improved public realm and reduced traffic volumes may not be realised.

5.8 Carbon impact appraisal

An assessment of the carbon impact of each option was undertaken which provides an estimate for both capital carbon from construction of new infrastructure, as well as the operational carbon which captures the carbon emissions from using the infrastructure and the reduction in carbon associated with mode shift away from private vehicles.

This is a high level assessment based on the information available at this stage. The capital carbon is based on benchmarks that may overestimate the carbon required to deliver each option, especially with active travel infrastructure where the proposals are only proposing to provide shared use paths rather than completely new cycle routes.

Option 1 – Relief road with HGV re-routing

The results from the carbon assessment of Option 1 are shown in Table 5.23. The option has high capital carbon emissions of 19,845 tCO₂e due to the construction of the relief road and cycle track. The assessment shows an overall reduction in operation carbon as a result from the scheme, with a majority of the 10,600 tCO₂e reduction coming from lower carbon emissions from private vehicles, due to more efficient driving and less stop-start traffic along the relief road. Overall, the option is assessed to be a net carbon emitter.

Table 5.23: Summary of carbon impact (tCO₂e over appraisal period) for Option 1

	Capital carbon	Operational carbon	Total
Do-minimum (without scheme)	-	85,725	85,725
Do-something (with scheme)	19,845	75,125	94,970
Impact of scheme (difference)	19,845	-10,600	9,245
Intensity metric of scheme impact (tCO ₂ e/£m)*	72	-39	34

*Note: the intensity figure is provided in order to provide a common metric across all options

Option 2 – Relief road with HGV re-routing and bus priority improvements

The results from the carbon assessment of Option 2 are shown in Table 5.24. The option has slightly higher capital carbon emissions due to additional construction to provide bus priority measures. The

operational carbon emissions are identical to Option 1 as there is no mode shift associated with the new bus priority measures. Overall, the option is assessed to be a net carbon emitter.

Table 5.24: Summary of carbon impact (tCO₂e over appraisal period) for Option 2

	Capital carbon	Operational carbon	Total
Do-minimum (without scheme)	-	85,725	85,725
Do-something (with scheme)	19,989	75,125	95,114
Impact of scheme (difference)	19,989	-10,600	9,389
Intensity metric of scheme impact (tCO ₂ e/£m)*	72	-38	34

*Note: the intensity figure is provided in order to provide a common metric across all options

Option 3 – Relief road with HGV re-routing and active travel improvements

The results from the carbon assessment of Option 3 are shown in Table 5.25Table 5.23. The option has higher capital carbon emissions (22,701 tCO₂e) than Options 1 and 2 due to the additional construction of active travel routes throughout Whittlesey. The assessment shows a larger overall reduction in operation carbon (12,351 tCO₂e than Options 1 and 2 as a result of greater potential mode shift to walking and cycling. Despite this, the carbon reductions are not forecast to offset the additional construction emissions and overall the option is assessed to be a net carbon emitter.

Table 5.25: Summary of carbon impact (tCO₂e over appraisal period) for Option 3

	Capital carbon	Operational carbon	Total
Do-minimum (without scheme)	-	85,725	85,725
Do-something (with scheme)	22,701	73,374	96,075
Impact of scheme (difference)	22,701	-12,351	10,350
Intensity metric of scheme impact (tCO ₂ e/£m)*	81	-44	37

*Note: the intensity figure is provided in order to provide a common metric across all options

Option 4 – Mobility hub with active travel improvements

The results from the carbon assessment of Option 4 are shown in Table 5.26. This has the lowest capital carbon emissions of the four options due to less construction undertaken. Operational carbon resulting from Option 4 increases as, although new cycle lanes and bus services encourage some mode shift away from private vehicles, this is outweighed by carbon emissions from the new services. This option has the lowest total carbon emissions (6,953 tCO₂e) however, as the overall cost of this option is much lower than the other three options, the carbon intensity (tCO₂e/£m) is much greater.

Table 5.26: Summary of carbon impact (tCO₂e over appraisal period) for Option 4

	Capital carbon	Operational carbon	Total
Do-minimum (without scheme)	-	85,725	85,725
Do-something (with scheme)	5,839	86,838	92,678
Impact of scheme (difference)	5,839	1,113	6,953
Intensity metric of scheme impact (tCO ₂ e/£m)*	440	84	524

*Note: the intensity figure is provided in order to provide a common metric across all options

5.8.1 Carbon impact appraisal summary

This section presents a summary of the Carbon Impact Assessment, with an overview of the results for each option shown in Table 5.27. Of the three relief road options, Option 1 has the lowest overall carbon emissions (9,245 tCO₂e) as it requires the relief road on its own to be built. Options 2 and 3

provide bus priority or active travel measures and any mode shift to bus or walking and cycling is not enough to offset the initial emissions resulting from construction of these elements.

Option 4 has the lowest carbon emissions of the options as no new roads are proposed and only construction of active travel routes and mobility hub are required. As with Option 2 and 3, mode shift to public transport and active travel does result in some operational carbon reduction however this is not enough to offset the capital carbon emissions. In addition to this, this option is an overall operational carbon emitter due to new bus services provided. This option also has the highest carbon intensity.

Table 5.27: Summary of carbon impact for each option (tCO2e over appraisal period)

	Option 1 - Relief road with HGV re-routing	Option 2 - Relief road with HGV re-routing and bus priority improvements	Option 3 - Relief road with HGV re-routing and active travel improvements	Option 4 - Mobility Hub with active travel improvements
Do-minimum (without scheme)	85,725	85,725	85,725	85,725
Do-something (with scheme)	94,970	95,114	96,075	92,678
Impact of scheme (difference)	9,245	9,389	10,350	6,953
Intensity metric of scheme impact (tCO2e/£m)	34	34	37	524

6 Summary

This section provides an overall summary of the appraisal undertaken of the four shortlisted options, including the overall present value of benefits. An assessment of how each option performs against the objectives is also provided.

6.1 Option 1 – Summary

The overall summary for Option 1 is shown in Table 6.1. The overall PVB is £23,462 with a majority of this (£21,080) resulting from benefits to the highway and associated journey time benefits. Around 10% of the benefits come from active travel route and increases in physical activity. There are also potential non-monetised benefits from lowering air pollution; reducing accidents; improving severance; and improving journey quality, as well as general improvements to creating a more attractive town centre.

Despite this, Option 1 has the potential to cause disbenefits for landscape, biodiversity and induced demand.

The carbon emissions resulting from the scheme construction are significant and are not outweighed by the reduction brought about by mode shift to active travel or through more efficient travel behaviour.

Table 6.1: Summary of Option 1 results

Appraisal	PVB (£,000s)	Summary
Highway	£21,563	<ul style="list-style-type: none"> Majority of benefits come from JT benefits (£18.3m). Reduction in accidents along A650 results in £3.25m of benefits.
Bus Appraisal	n/a	<ul style="list-style-type: none"> n/a
Mobility Hub Demand Appraisal	n/a	<ul style="list-style-type: none"> n/a
Active Travel Appraisal	£2,383	<ul style="list-style-type: none"> Majority of benefits come from increases in physical activity (£1.43m).
Environmental Appraisal	n/a	<ul style="list-style-type: none"> Moderate benefits are found with a reduction in air pollution, whilst there are slight benefits with noise, GHG and townscape. Moderate adversities are found with landscape and biodiversity.
Social Impact Appraisal	n/a	<ul style="list-style-type: none"> Moderate benefits found with reducing accidents and severance and increasing journey quality.
Wider Economic Appraisal	n/a	<ul style="list-style-type: none"> Benefits found with supporting future expansion, healthier streets and attractive town centre, and improved productivity. Disbenefits found with induced demand.
Carbon Impact Appraisal	n/a	<ul style="list-style-type: none"> Reduction in operational carbon emissions as a result of the scheme from active travel (-645 tCO₂e) and relief road (-9,950 tCO₂e). Significant capital carbon emissions resulting from new construction (19,845 tCO₂e). Overall intensity metric of the scheme is 34 tCO₂e / £m
Total	£23,946	

Option 1 generally performs well against the objectives. The provision of a relief road, and potential for a reduction in through traffic, means residents of Whittlesey may benefit from improved public realm, greater access to opportunity, and journey time improvements. There will be some benefits

with regards to improved health and wellbeing as well as a reduction in accidents; however, the extent of these benefits is not believed to be enough to fully achieve the objective.

Option 1 is not considered to achieve the objectives around improving public transport patronage or reducing carbon emissions. There are no public transport elements included within the option and the carbon required to deliver the scheme is projected to be significant, exceeding any savings from mode shift or more efficient travel behaviours.

Table 6.2: Option 1 performance against objectives

Objective	How does Option 1 perform?
1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.	<ul style="list-style-type: none"> Provides additional transport capacity in the area to accommodate future growth. Planned housing developments in Whittlesey are mostly located to the east of the town which may benefit from use of the relief road to go around the town rather than through. The relief road could divert around 30% of traffic deemed as through traffic away from the existing A605. However, it may not be an attractive option for people in the town to divert away from the A605. Induced demand may result in some of freed up capacity being taken up by future new local trips.
1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.	<ul style="list-style-type: none"> Journey times between Ralph Butcher Causeway and Coates may be around 27% quicker for vehicles travelling along the relief road compared to current journey times along the A605. For vehicles remaining on the A605, there could be a moderate reduction in journey times as 30% of trips along the A605 divert to the relief road, although induced demand may limit this.
2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.	<ul style="list-style-type: none"> Journey times for vehicles using the relief road could be 27-73% faster than existing journeys. Journey times along the A605 may also decrease as a result of the relief road and therefore the number of education and employment opportunities that are accessible within 30 minutes could increase.
2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.	<ul style="list-style-type: none"> Option 1 does not include measures that will change the availability of public transport options for those living in the study area and although the relief road includes a parallel cycle track, this option is unlikely to lead to a significant growth in public transport patronage.
2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.	<ul style="list-style-type: none"> Parallel cycle track to the south of Whittlesey provides additional transport capacity in the area which would provide an alternative route to the A605 and A47 during road closure events. However, due to induced demand, any road capacity initially freed up along the A605 may be taken up by more local trips therefore lessening the potential benefits.
3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.	<ul style="list-style-type: none"> Could significantly reduce traffic congestion, leading to lower vehicle idling and smoother traffic flows, which would improve air quality by reducing emissions associated with stop-start driving engines. The rerouting of HGVs away from the town centre may decrease emissions of nitrogen oxides and particulate matter (PM10 and PM2.5) in the area. New cycle lane may improve active travel, therefore leading to decreased emissions and better air quality.
3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.	<ul style="list-style-type: none"> Could reduce the number of vehicles travelling through Whittlesey town centre, reducing the likelihood of collisions which will potentially improve safety in Whittlesey and reduce the number of accidents. Appraisal of accidents suggests a 10% reduction in all accidents along the A605. However, whilst option could result in a reduction in collisions involving pedestrians and cyclists, a 50% reduction may not be achieved.

Objective	How does Option 1 perform?
3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.	<ul style="list-style-type: none"> Option 1 could divert through traffic and HGVs away from the town centre which could reduce congestion and improve the overall appearance of the town centre. Option may also make the area more pedestrian-friendly and attractive to residents and visitors, leading to an overall improvement in public perceptions.
4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	<ul style="list-style-type: none"> Relief road could divert 1,900 vehicles away from A605 in each direction, representing 30.4% of traffic using the road. However, due to induced demand, any road capacity initially freed up along the A605 may be taken up by more local trips.
4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	<ul style="list-style-type: none"> Option could divert HGVs away from the town centre. Highway modelling has assumed the relief road will divert 30.4% of all traffic using the road. The relief road will provide significantly improved access to the industrial sites to the south of the town and therefore the reduction in HGV traffic through the town may be higher.
4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.	<ul style="list-style-type: none"> Has the potential to reduce greenhouse gas emissions by alleviating congestion, improving traffic flow and reducing emissions associated with stop-start driving engines. However, the construction of a relief road would result in significant capital carbon emissions.

6.2 Option 2 – Summary

The overall summary for Option 2 is shown in Table 6.3. The overall PVB is £23,498 with a majority of this (£21,080) resulting from benefits to the highway and associated journey time benefits. Around 10% of the benefits come from active travel route and increases in physical activity. There are very few benefits arising from the bus priority measures with the monetised results near-zero. There are also potential non-monetised benefits from lowering air pollution; improved townscape; reducing accidents; improving severance; and improving journey quality, as well as general improvements to creating a more attractive town centre.

Despite this, Option 2 has the potential to cause disbenefits for landscape, biodiversity and induced demand.

The carbon emissions resulting from the scheme construction are significant and are not outweighed by the reduction brought about by mode shift to bus or active travel, or through more efficient travel behaviour.

Table 6.3: Summary of Option 2 results

Appraisal	PVB (£,000s)	Summary
Highway	£21,563	<ul style="list-style-type: none"> Majority of benefits come from JT benefits (£18.3m). Reduction in accidents along A650 results in £3.25m of benefits.
Bus Appraisal	£35	<ul style="list-style-type: none"> Very small level of benefit, proposed infrastructure providing in the region of 20s of JT improvement.
Mobility Hub Demand Appraisal	n/a	<ul style="list-style-type: none"> n/a
Active Travel Appraisal	£2,383	<ul style="list-style-type: none"> Majority of benefits come from increases in physical activity (£1.43m).
Environmental Appraisal	n/a	<ul style="list-style-type: none"> Moderate benefits are found with a reduction in air pollution and townscape (slight benefit for Option 1), whilst there are slight benefits with noise and GHG. Moderate adversities are found with landscape and biodiversity.

Social Impact Appraisal	n/a	<ul style="list-style-type: none"> Large benefits found with increasing journey quality.
Wider Economic Appraisal	n/a	<ul style="list-style-type: none"> As with Option 1, but additional benefits with healthier streets and attractive town centre and enhanced public transport connections.
Carbon Impact Appraisal	n/a	<ul style="list-style-type: none"> Reduction in operational carbon emissions as a result of the scheme from active travel (-645 tCO₂e) and relief road (-9,950 tCO₂e). Significant capital carbon emissions resulting from new construction (19,989 tCO₂e). Overall intensity metric of the scheme is 34 tCO₂e / £m
Total	£23,981	

As with, Option 1, Option 2 generally performs well against the objectives. The provision of a relief road, and potential for a reduction in through traffic, will help address accidents and improved health and wellbeing. In addition to this, the provision of bus priority measures means that there may be a small benefit to public transport patronage; however, this is predicted to be very small and not achieve the 25% target.

Like Option 1, option 2 is not projected to reduce carbon emissions, given the carbon required to deliver the scheme will not be offset by any savings from mode shift or more efficient travel behaviours.

Table 6.4: Option 2 performance against objectives

Objective	How does Option 2 perform?
1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.	<ul style="list-style-type: none"> Improving bus priority within Whittlesey could provide additional transport capacity by moving people more efficiently within the town. Provides additional highway capacity in the area to accommodate future growth.
1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.	<ul style="list-style-type: none"> Bus priority measures may result in some journey time increases for private vehicles through the centre of Whittlesey. Journey times between Ralph Butcher Causeway and Coates may be around 27% quicker for vehicles travelling along the relief road compared to current journey times along the A605. For vehicles remaining on the A605, there could be a moderate reduction in journey times as 30% of trips along the A605 divert to the relief road, although induced demand may limit this.
2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.	<ul style="list-style-type: none"> Highway modelling for the relief road shows that, depending on origin and destination, the journey times for vehicles using the relief road could be 27-73% faster than existing journeys. Journey times along the A605 may also decrease as a result of the relief road and therefore the number of education and employment opportunities that are accessible within 30 minutes could increase. Bus priority measures will improve bus travel within Whittlesey and allow residents without a car to access more opportunities.
2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.	<ul style="list-style-type: none"> Provides bus priority measures at key junctions in the centre of Whittlesey. Along with the relief road, these measures should improve the operation of buses within the town, making them a more attractive option. Bus priority improvements could result in growth in bus usage. However, the relief road makes driving easier and therefore may not encourage modal shift.
2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.	<ul style="list-style-type: none"> Option 2 provides additional transport capacity in the area which would provide an alternative route to the A605 and A47 during road closure events. However, due to induced demand, any road capacity initially freed up along the A605 may be taken up by more local trips therefore lessening the potential benefits. Bus priority measures may result in some journey time increases for private vehicles through the centre of Whittlesey.

Objective	How does Option 2 perform?
3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.	<ul style="list-style-type: none"> ● Option 2 could significantly reduce traffic congestion, leading to lower vehicle idling and smoother traffic flows, which would improve air quality by reducing emissions associated with stop-start driving engines. ● The rerouting of HGVs away from the town centre may decrease emissions in the area. ● In addition to this, the bus priority measures and new cycle lane may change travel patterns, promoting some mode shift away from private car and therefore leading to decreased emissions and better air quality.
3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.	<ul style="list-style-type: none"> ● Option 2 could reduce the number of vehicles travelling through Whittlesey town centre, reducing the likelihood of collisions which will potentially improve safety in Whittlesey and reduce the number of accidents. ● Enhanced crossing facilities are proposed as part of bus priority measures which could improve safety for pedestrians. Appraisal of accidents suggests a 10% reduction in all accidents along the A605. ● Overall option could result in a reduction in collisions involving pedestrians and cyclists however a 50% reduction may not be achieved.
3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.	<ul style="list-style-type: none"> ● Option 2 could divert through traffic and HGVs away from the town centre which could reduce congestion and improve the overall appearance of the town centre. ● Introducing signal-controlled junctions, bus priority lanes, and enhanced pedestrian crossings may also make the area more pedestrian-friendly, leading to an overall improvement in public perceptions.
4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	<ul style="list-style-type: none"> ● Relief road could divert 1,900 vehicles away from the A605 in each direction, representing 30.4% of all traffic using the road. ● Bus priority measures may result in a small modal shift away from private vehicles, further reducing through traffic within Whittlesey.
4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	<ul style="list-style-type: none"> ● Option could divert HGVs away from the town centre. Highway modelling has assumed the relief road will divert 30.4% of all traffic using the road. ● However, the relief road will provide significantly improved access to the industrial sites to the south of the town and therefore the reduction in HGV traffic through the town may be higher.
4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.	<ul style="list-style-type: none"> ● The construction of a relief road and bus priority measures would result in significant capital carbon emissions.

6.3 Option 3 – Summary

The overall summary for Option 3 is shown in Table 6.5. The overall PVB is £25,595 with a majority of this (£21,080) resulting from benefits to the highway and associated journey time benefits. Just under 20% of the benefits come from the new active travel routes due to subsequent increases in physical activity and improvements in journey quality. There are also potential non-monetised benefits from lowering air pollution; improved townscape; reducing accidents; improving severance; and improving journey quality, as well as general improvements to creating a more attractive town centre.

Despite this, Option 3 has the potential to cause disbenefits for landscape, biodiversity and induced demand.

The carbon emissions resulting from the scheme construction are significant and are not outweighed by the reduction brought about by mode shift to active travel or through more efficient travel behaviour.

Table 6.5: Summary of Option 3 results

Appraisal	PVB (£,000s)	Summary
Highway	£21,563	<ul style="list-style-type: none"> Majority of benefits come from JT benefits (£18.3m). Reduction in accidents along A650 results in £3.25m of benefits.
Bus Appraisal	n/a	<ul style="list-style-type: none"> n/a
Mobility Hub Demand Appraisal	n/a	<ul style="list-style-type: none"> n/a
Active Travel Appraisal	£4,515	<ul style="list-style-type: none"> Majority of benefits come from increases in physical activity (£2.99m) and improved journey quality (£1.18m).
Environmental Appraisal	n/a	<ul style="list-style-type: none"> Moderate benefits are found with air quality and townscape, while moderate adversities are found with landscape and biodiversity.
Social Impact Appraisal	n/a	<ul style="list-style-type: none"> Large benefits are found with physical activity, severance, journey quality and accessibility.
Wider Economic Appraisal	n/a	<ul style="list-style-type: none"> As with Option 1, but additional benefits with active travel and health, healthier streets and attractive town centre, and enhanced capacity and connections.
Carbon Impact Appraisal	n/a	<ul style="list-style-type: none"> Reduction in operational carbon emissions as a result of the scheme from active travel (-2,396 tCO2e) and relief road (-9,950 tCO2e). Significant capital carbon emissions resulting from new construction (22,701 tCO2e). Overall intensity metric of the scheme is 37 tCO2e / £m
Total	£26,078	

Like the other two relief road options, Option 3 generally performs well against the objectives. The potential for a reduction in through traffic generates benefits of improved public realm, greater access to opportunity, and journey time improvements. Unlike Option 1 and 2, the additional mode shift and physical activity, brought about by improved active travel infrastructure, may meet the objective to improve health and wellbeing in Whittlesey. There will be some benefits with regards to a reduction in accidents; however, the extent of these benefits is not believed to be enough to fully achieve the objective. Improved connectivity provided by new active travel links may also benefit the integration of transport modes; however, this is thought to be small.

As with Options 1 and 2, the carbon required to deliver the scheme is projected to be significant, exceeding any savings from mode shift or more efficient travel behaviours.

Table 6.6: Option 3 performance against objectives

Objective	How does Option 3 perform?
1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.	<ul style="list-style-type: none"> Option provides additional transport capacity in the area to accommodate future growth. Active travel improvements may encourage more people to walk or cycle for shorter trips, therefore freeing up additional road capacity. The relief road could divert around 30% of traffic away from the existing A605 and, although induced demand may result in some of this capacity being taken up by local trips, there could still be significant transport capacity to accommodate future growth along the A605.
1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.	<ul style="list-style-type: none"> Journey times between Ralph Butcher Causeway and Coates may be around 27% quicker for vehicles travelling along the relief road compared to current journey times along the A605. For vehicles remaining on the A605, there could be a moderate reduction in journey times as 30% of trips along the A605 divert to the relief road, although induced demand may limit this.
2a. Increase the number of local and regional educational and employment	<ul style="list-style-type: none"> Journey times for vehicles using the relief road could be 27-73% faster than existing journeys along the A605.

Objective	How does Option 3 perform?
opportunities accessible within 30 minutes for residents in Whittlesey.	<ul style="list-style-type: none"> Journey times along the A605 may also decrease as a result of the relief road and therefore the number of education and employment opportunities across Fenland and Peterborough that are accessible within 30 minutes could increase. Active travel improvements may allow more people to safely undertake walking and cycling journeys to access opportunities.
2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.	<ul style="list-style-type: none"> Option 3 does not include measures that will change the availability of public transport options for those living in the study area. However, active travel improvements may encourage more sustainable travel around Whittlesey, including to access Whittlesea Station for journeys by rail.
2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.	<ul style="list-style-type: none"> Option 3 provides an alternative route to the A605 and A47 during road closure events. Due to induced demand, any road capacity initially freed up along the A605 may be taken up by more local trips therefore lessening the potential benefits. Active travel improvements could also provide additional resilience, allowing more people to walk and cycle around the town and reducing the impact of road closures on the A605.
3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.	<ul style="list-style-type: none"> Option 3 could significantly reduce traffic congestion, leading to lower vehicle idling and smoother traffic flows, which would improve air quality by reducing emissions associated with stop-start driving engines. The rerouting of HGVs away from the town centre may decrease emissions of nitrogen oxides and particulate matter (PM10 and PM2.5) in the area, but it will be introducing these emissions into a new area. New active travel infrastructure may change travel patterns by encouraging a greater uptake in walking and cycling, therefore leading to decreased emissions and better air quality.
3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.	<ul style="list-style-type: none"> Option 3 could reduce the number of vehicles travelling through Whittlesey town centre, reducing the likelihood of collisions which will potentially improve safety in Whittlesey and reduce the number of accidents. Overall option could result in a reduction in collisions involving pedestrians and cyclists however a 50% reduction may not be achieved. Active travel infrastructure could provide safer routes for pedestrians and cyclists.
3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.	<ul style="list-style-type: none"> Enhanced active travel infrastructure, including shared cycle paths and improved pedestrian crossings, can significantly improve townscape, making the town more pedestrian and cyclist friendly. By diverting through traffic and HGVs away from the town centre congestion could be reduced which would also improve the overall appearance of the town centre.
4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	<ul style="list-style-type: none"> Relief road could divert 1,900 vehicles away from the A605 in each direction, representing 30.4% of all traffic using the road. Active travel improvements may allow more people to safely undertake walking and cycling journeys, thereby further reducing traffic through the town.
4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	<ul style="list-style-type: none"> Option could divert HGVs away from the town centre. Highway modelling has assumed the relief road will divert 30.4% of all traffic using the road. However, the relief road will provide significantly improved access to the industrial sites to the south of the town and therefore the reduction in HGV traffic through the town may be higher.
4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.	<ul style="list-style-type: none"> The construction of a relief road and active travel measures would result in significant capital carbon emissions.

6.4 Option 4 – Summary

The overall summary for Option 4 is shown in Table 6.7. The overall PVB is £9,880 with a majority of this (£5,880) resulting from benefits brought about by the mobility hub which provides journey time savings for commuters and other users. Around 40% of the benefits come from the new active travel routes due to subsequent increases in physical activity and improvements in journey quality. There are also potential moderate non-monetised benefits increasing physical activity and accessibility, as well as general improvements to creating a more attractive town centre. The main disbenefits with Option 4 are due to continued use of the A605 by through traffic and HGVs.

The carbon emissions resulting from the scheme construction are account for 5,839 tCO₂e. In addition to this, new bus services result in an additional 3,329 tCO₂e across the appraisal period. These emissions are not outweighed by the reduction brought about by mode shift to active travel or bus (-2,215 tCO₂e).

Table 6.7: Summary of Option 4 results

Appraisal	PVB (£,000s)	Summary
Highway	n/a	n/a
Bus Appraisal	n/a	n/a
Mobility Hub Demand Appraisal	£5,880	<ul style="list-style-type: none"> Majority of benefits come from journey time savings for commuting (£4.38m) and other users (£1.32m).
Active Travel Appraisal	£4,100	<ul style="list-style-type: none"> Majority of benefits come from increases in physical activity (£2.9m) and journey quality (£1.14m).
Environmental Appraisal	n/a	<ul style="list-style-type: none"> Slight benefits are found with townscape, historic environment and biodiversity while there are no identified adversities.
Social Impact Appraisal	n/a	<ul style="list-style-type: none"> Moderate benefits are found with physical activity and accessibility.
Wider Economic Appraisal	n/a	<ul style="list-style-type: none"> Benefits found with active travel and health, and healthier streets and attractive town centre. Disbenefits found with continued HGV and through traffic.
Carbon Impact Appraisal	n/a	<ul style="list-style-type: none"> Reduction in operational carbon emissions as a result of from active travel (-2,137 tCO₂e) and mode shift to bus (-78 tCO₂e). Increase in operational carbon due to new bus services (3,329 tCO₂e) results in overall operational carbon increase from the scheme. Capital carbon emissions resulting from construction of new active travel routes and mobility hub (5,839 tCO₂e). Overall intensity metric of the scheme is 524 tCO₂e / £m
Total	£9,880	

Option 4 performs well against the objectives to improve access to opportunity and increase the integration of transport modes. The option goes some way to addressing a lot of the other objectives, with journey times reducing, additional transport capacity provided and a reduction in through traffic; however, the extent of these improvements is not anticipated to meet the level of improvement specified by the objective.

As the option does not provide a relief road around Whittlesey, Option 4 does not perform well against the objectives to improve resilience during road closures events or reduce HGV through traffic in the town.

Table 6.8: Option 4 performance against objectives

Objective	How does Option 4 perform?
1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.	<ul style="list-style-type: none"> Option 4 increases transport capacity and may encourage modal shift away from private vehicles, especially for shorter journeys within the town. This option could accommodate some future growth in trips however it may not provide enough capacity to accommodate 16% growth.
1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.	<ul style="list-style-type: none"> Option 4 could encourage modal shift away from private vehicles, reducing congestion within the peak periods and decreasing journey times. Whilst journey times across Whittlesey may be reduced, the extent of this is unlikely to be the same as options with a relief road.
2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.	<ul style="list-style-type: none"> Active travel improvements and improved public transport options may allow more people to safely undertake journeys by walking, cycling and public transport to access opportunities within 30 minutes. By encouraging shorter journeys to be undertaken by active modes, congestion may reduce, thereby also improving the access to opportunities for those driving.
2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.	<ul style="list-style-type: none"> Option 4 improves the provision of public transport options for those living in the study area. The option greatly improves transport integration, with active travel improvements proposed including better access to the new mobility hub for bus journeys and to Whittlesea Station for journeys by rail which may encourage more sustainable journeys. Modal shift away from private vehicles could also allow for more efficient and punctual public transport.
2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.	<ul style="list-style-type: none"> Although Option 4 provides additional transport capacity by way of improvements to active travel and public transport, this uses existing roads within Whittlesey and provides no additional routes to bypass the A605 for private vehicles. Local journeys may be made by walking and cycling when there are road closure events however longer distance trips and HGV journeys through Whittlesey may see traffic speeds reduce during such events.
3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.	<ul style="list-style-type: none"> Option 4 promotes public transport and active travel, which is likely to reduce private car use. This reduction can help lower nitrogen dioxide (NO2) emissions and particulate matter (PM10 and PM2.5), improving local air quality. However, the Mobility Hub does not address HGV traffic, which is considered to be a significant contributor to air emissions in Whittlesey.
3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.	<ul style="list-style-type: none"> Option 4 could reduce the number of vehicles travelling through Whittlesey town centre, reducing the likelihood of collisions which will potentially improve safety in Whittlesey and reduce the number of accidents. Improvements to active travel infrastructure could provide safer routes for pedestrians and cyclists. This option will also not reduce the level of HGV movements in Whittlesey which may still pose a risk to pedestrians in the town.
3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.	<ul style="list-style-type: none"> Improvements to public and transport as well as provision of segregated cycle lanes and improved pedestrian crossings, is likely to improve perceptions of the town by making the town more pedestrian and cyclist-friendly, which will promote healthier lifestyles and improve the overall quality of life. However, this option will not reduce HGV levels in Whittlesey which are a large driver of negative perceptions of the town centre.
4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	<ul style="list-style-type: none"> The mobility hub and improvements to public transport and active travel may allow more people to safely undertake journeys by walking, cycling and public transport, thereby further reducing traffic through the town.

Objective	How does Option 4 perform?
	<ul style="list-style-type: none"> ● However, there would need to be a reduction of around 950 vehicles per day in each direction to account for a 15% decrease in through traffic levels and this option may not result in such a reduction.
<p>4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.</p>	<ul style="list-style-type: none"> ● Option 4 does not provide an alternative route for HGVs and therefore HGV traffic within the town could remain at the current level.
<p>4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.</p>	<ul style="list-style-type: none"> ● Option 4 has the potential to reduce greenhouse gas emissions by encouraging more sustainable trips through public transport and active travel. ● This option requires the construction of a mobility hub however this is not as carbon intensive as the construction of a new relief road.

7 Conclusion

Overall the appraisal shows that the best performing option is Option 3: relief road with HGV re-routing and active travel improvements. This option performs best against the Scheme objectives by rerouting traffic and HGVs away from the centre of Whittlesey. It also improves the centre of Whittlesey through the provision of enhanced active travel links, delivering benefits to non-motorised users and public transport. The additional benefits from the active travel provision (reduced severance, improved physical activity, improved air quality and townscape within Whittlesey town centre) provide more overall benefit than the relief road on its own.

Options 1 and 2 are very similar in their appraisal, with the provision of bus priority measures allowing for option 2 to have perform slightly better against some aspects of appraisal. The level of benefit brought about by bus priority itself is anticipated to be low, but this option does go further towards addressing the integration of transport modes and, therefore, performs better slightly better against the objectives.

Option 4 provides the lowest overall benefits; however, the intervention is the least intrusive of the four, with no relief road provided. The appraisal of this option shows positive benefits in terms of severance, environment, physical activity, and improving the attractiveness of Whittlesey town centre. However the scheme does not remove through traffic or HGVs from Whittlesey, which are key drivers for the scheme. It, therefore, does not score as well as the other options when assessed against the objectives.

Table 7.1: Overall summary of options against scheme objectives

Objectives	Option 1 - Relief road with HGV re-routing	Option 2 - Relief road with HGV re-routing and bus priority improvements	Option 3 - Relief road with HGV re-routing and active travel improvements	Option 4 - Mobility Hub with active travel improvements
1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.	Green	Green	Green	Yellow
1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.	Green	Green	Green	Yellow
2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.	Green	Green	Green	Green
2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.	Red	Yellow	Yellow	Green
2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.	Green	Green	Green	Red
3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.	Yellow	Yellow	Green	Yellow
3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.	Yellow	Yellow	Yellow	Yellow
3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.	Green	Green	Green	Yellow
4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	Green	Green	Green	Yellow
4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	Green	Green	Green	Red
4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.	Red	Red	Red	Green

Table 7.2: Overall summary of appraisal

Appraisal	Option 1 - Relief road with HGV re-routing		Option 2 - Relief road with HGV re-routing and bus priority improvements		Option 3 - Relief road with HGV re-routing and active travel improvements		Option 4 - Mobility Hub with active travel improvements	
	PVB (£,000s)	Summary	PVB (£,000s)	Summary	PVB (£,000s)	Summary	PVB (£,000s)	Summary
Highway	£21,563	<ul style="list-style-type: none"> Majority of benefits come from JT benefits (£18.3m). Reduction in accidents along A650 results in £3.25m of benefits. 	£21,563	<ul style="list-style-type: none"> Majority of benefits come from JT benefits (£18.3m). Reduction in accidents along A650 results in £3.25m of benefits. 	£21,563	<ul style="list-style-type: none"> Majority of benefits come from JT benefits (£18.3m). Reduction in accidents along A650 results in £3.25m of benefits. 	n/a	<ul style="list-style-type: none"> n/a
Bus Appraisal	n/a	<ul style="list-style-type: none"> n/a 	£35	<ul style="list-style-type: none"> Very small level of benefit, proposed infrastructure providing in the region of 20s of JT improvement. 	n/a	<ul style="list-style-type: none"> n/a 	n/a	<ul style="list-style-type: none"> n/a
Mobility Hub Demand Appraisal	n/a	<ul style="list-style-type: none"> n/a 	n/a	<ul style="list-style-type: none"> n/a 	n/a	<ul style="list-style-type: none"> n/a 	£5,880	<ul style="list-style-type: none"> Majority of benefits come from journey time savings for commuting (£4.38m) and other users (£1.32m).
Active Travel Appraisal	£2,383	<ul style="list-style-type: none"> Majority of benefits come from increases in physical activity (£1.43m). 	£2,383	<ul style="list-style-type: none"> Majority of benefits come from increases in physical activity (£1.43m). 	£4,515	<ul style="list-style-type: none"> Majority of benefits come from increases in physical activity (£2.99m) and improved journey quality (£1.18m). 	£4,100	<ul style="list-style-type: none"> Majority of benefits come from increases in physical activity (£2.9m) and journey quality (£1.14m).
Environmental Appraisal	n/a	<ul style="list-style-type: none"> Moderate benefits are found with a reduction in air pollution, whilst there are slight benefits with noise, GHG and townscape. Moderate adversities are found with landscape and biodiversity. 	n/a	<ul style="list-style-type: none"> Moderate benefits are found with a reduction in air pollution and townscape (slight benefit for Option 1), whilst there are slight benefits with noise and GHG. Moderate adversities are found with landscape and biodiversity. 	n/a	<ul style="list-style-type: none"> Moderate benefits are found with air quality and townscape, while moderate adversities are found with landscape and biodiversity. 	n/a	<ul style="list-style-type: none"> Slight benefits are found with townscape, historic environment and biodiversity while there are no identified adversities.

Social Impact Appraisal	n/a	<ul style="list-style-type: none"> Moderate benefits found with reducing accidents and severance and increasing journey quality. 	n/a	<ul style="list-style-type: none"> Large benefits found with increasing journey quality. 	n/a	<ul style="list-style-type: none"> Large benefits are found with physical activity, severance, journey quality and accessibility. 	n/a	<ul style="list-style-type: none"> Moderate benefits are found with physical activity and accessibility.
Wider Economic Appraisal	n/a	<ul style="list-style-type: none"> Benefits found with supporting future expansion, healthier streets and attractive town centre, and improved productivity. Disbenefits found with induced demand. 	n/a	<ul style="list-style-type: none"> As with Option 1, but additional benefits with healthier streets and attractive town centre and enhanced public transport connections. 	n/a	<ul style="list-style-type: none"> As with Option 1, but additional benefits with active travel and health, healthier streets and attractive town centre, and enhanced capacity and connections. 	n/a	<ul style="list-style-type: none"> Benefits found with active travel and health, and healthier streets and attractive town centre. Disbenefits found with continued HGV and through traffic.
Carbon Impact Appraisal	n/a	<ul style="list-style-type: none"> Reduction in operational carbon emissions as a result of the scheme from active travel (-645 tCO₂e) and relief road (-9,950 tCO₂e). Significant capital carbon emissions resulting from new construction (19,845 tCO₂e). Overall intensity metric of the scheme is 34 tCO₂e / £m 	n/a	<ul style="list-style-type: none"> Reduction in operational carbon emissions as a result of the scheme from active travel (-645 tCO₂e) and relief road (-9,950 tCO₂e). Significant capital carbon emissions resulting from new construction (19,989 tCO₂e). Overall intensity metric of the scheme is 34 tCO₂e / £m 	n/a	<ul style="list-style-type: none"> Reduction in operational carbon emissions as a result of the scheme from active travel (-2,396 tCO₂e) and relief road (-9,950 tCO₂e). Significant capital carbon emissions resulting from new construction (22,701 tCO₂e). Overall intensity metric of the scheme is 37 tCO₂e / £m 	n/a	<ul style="list-style-type: none"> Reduction in operational carbon emissions as a result of from active travel (-2,137 tCO₂e) and mode shift to bus (-78 tCO₂e). Increase in operational carbon due to new bus services (3,329 tCO₂e) results in overall operational carbon increase from the scheme. Capital carbon emissions resulting from construction of new active travel routes and mobility hub (5,839 tCO₂e). Overall intensity metric of the scheme is 524 tCO₂e / £m
Total	£23,946		£23,981		£26,078		£9,880	

8 Appendices

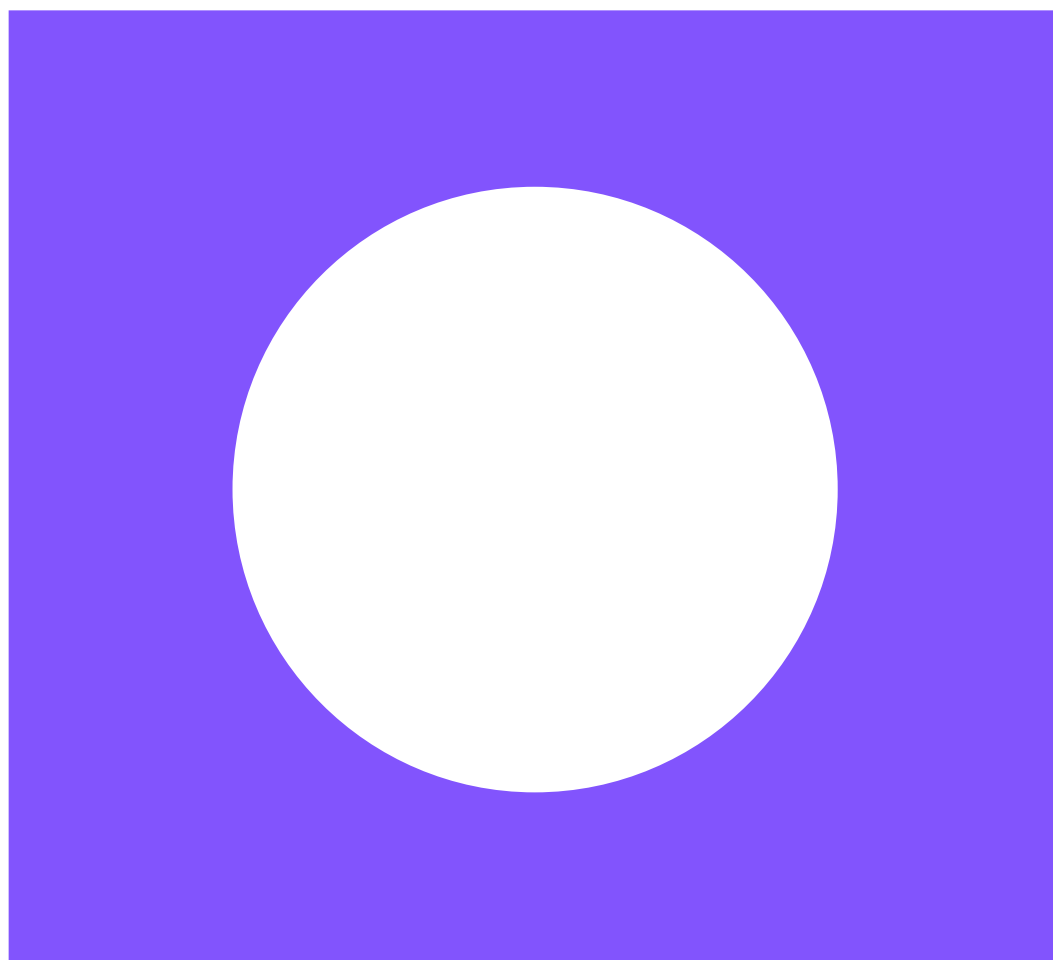
A. Long List Options Assessment Report

B. Appraisal Specification Report

C. Highway Appraisal Technical Note

D. Social Impact Appraisal Report

E. Wider Economic Impacts Technical Note



Whittlesey Relief Road

Appraisal Specification Report

August 2024

This page left intentionally blank for pagination.

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
mottmac.com

Whittlesey Relief Road

Appraisal Specification Report

August 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
P01	Aug 2024	J Vickers Strutt G Moore J Sheppard	C Payne	J Bunney	First draft for client review
P02	Aug 2024	J Vickers Strutt	C Payne	J Bunney	Final

Document reference: 100114563-MMD-BCA-04-RP-BC-014 | P02 |

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Purpose of the Appraisal Specification Report	1
1.2	Document structure	1
2	Scheme Background	2
2.1	Geographic scope	2
2.2	Strategic context	3
2.3	Case for change	4
2.3.1	The current situation	4
2.3.2	The future situation	5
2.3.3	Scheme objectives	7
2.4	The options	8
2.4.1	Option descriptions	10
3	Demand Forecasting Approach	13
3.1	Highway demand assessment	13
3.1.1	Existing transport models	14
3.1.2	Proposed approach	19
3.2	Bus demand assessment	22
3.2.1	Travel hub	22
3.2.2	Bus priority	23
3.3	Active travel demand assessment	24
4	Appraisal Approach	25
4.1	Appraisal approach summary	25
4.1.1	Highway user impacts	25
4.1.2	Bus user impacts	26
4.1.3	Active travel impacts	26
4.1.4	Accident impacts	27
4.1.5	Environmental impacts	27
4.1.6	Social impacts	28
4.1.7	Distributional impacts	28
4.1.8	Wider economic impacts	28
4.2	Reporting and appraisal outputs	29
5	Appendices	30
A.	Appraisal Specification Summary Table	31

B. Long List Options Assessment Report 33

Tables

Table 2.1: Scheme objectives	7
Table 2.2: Scheme measurable sub-objectives	8
Table 2.3: Shortlist option descriptions	10
Table 4.1: Summary of appraisal approach	25

Figures

Figure 2.1: Location of Whittlesey	2
Figure 2.2: Whittlesey road network	3
Figure 2.3: Housing and employment plans (2023)	6
Figure 2.4: Whittlesey housing and employment commitments (2023)	7
Figure 2.5: Long list options identification and assessment process	9
Figure 2.6: Shortlisted options	9
Figure 3.1: PTM3 SATURN network	16
Figure 3.2: PTM3 zoning system	17
Figure 3.3: ANPR site locations	19

Photos

Photo 2.1: A605 / B1040 Junction	4
Photo 2.2: Street view of Church Street and Cemetery Road	5

Tables – Appendices

Table A.1: Appraisal Specification Summary Table	31
--	----

1 Introduction

This Appraisal Specification Report (ASR) has been prepared to accompany the Strategic Outline Business Case (SOC) for the Whittlesey Relief Road Scheme, hereafter referred to as 'the Scheme'. This ASR summarises the appraisal approach that will be adopted for the SOC to appraise the shortlisted options.

1.1 Purpose of the Appraisal Specification Report

This ASR forms part of the Transport Appraisal process as defined by the Department for Transport (DfT) in the Transport Analysis Guidance (TAG): The Transport Appraisal Process (May 2018), and the Cambridgeshire and Peterborough Combined Authority Single Assurance Framework (2023). In line with this guidance, this ASR sets out the:

- Proposed approach to demand forecasting; and,
- Proposed methodology for appraising impacts as presented in the Appraisal Summary Table (AST).

Included as part of this ASR is the Appraisal Specification Summary Table (ASST) (Appendix A) which summarises the proposed methodology for appraisal against each of the impacts that will be reported in the final AST and presented within the Economic Dimension of the SOC.

This ASR is reflective of the current appraisal approach adopted for the Scheme as part of the development of the SOC. This ASR will be reviewed and updated to capture any changes in the appraisal approach should reason to revisit the approach arise. For example, if there are changes to the proposed interventions, or if more appropriate alternative appraisal methods are identified, or if new guidance is published. Where any changes are proposed, these will be agreed with Fenland District Council (FDC) and the Cambridgeshire and Peterborough Combined Authority (CPCA).

1.2 Document structure

Following this introductory section, the report continues to discuss:

- Section 2: Scheme Background
- Section 3: Demand Forecasting Approach
- Section 4: Appraisal Approach

2 Scheme Background

Previous studies examining the issues within the town of Whittlesey have identified growing pressures from the growth in new housing and employment sites within and around the town. In particular the issues arising from traffic on the historic nature of the town, its people, and how this is leading to constraints on growth and the benefits of this growth being felt by residents and businesses.

The idea for a relief road as a solution that could help alleviate traffic in the town, in particular heavy goods vehicles, has been around for a number of years. However, whilst the background to this scheme is based on the concept that a relief road could be delivered; it has been highlighted by the Cambridgeshire and Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC), and the Fenland District Council (FDC) that there is still a need to fully explore the issues and opportunities underpinning the concept of a relief road, and to explore more widely if there are other solutions that should be considered.

As such, an SOC is being developed to present the case for the Scheme and set out options that have been identified and considered, that could meet the needs of Whittlesey.

2.1 Geographic scope

The location context Whittlesey is shown in Figure 2.1, with the extent of the corridor under consideration extending from the east of Peterborough where the A605 meets the Cardea roundabout, to the east of the village of Coates.

Figure 2.1: Location of Whittlesey



2.2 Strategic context

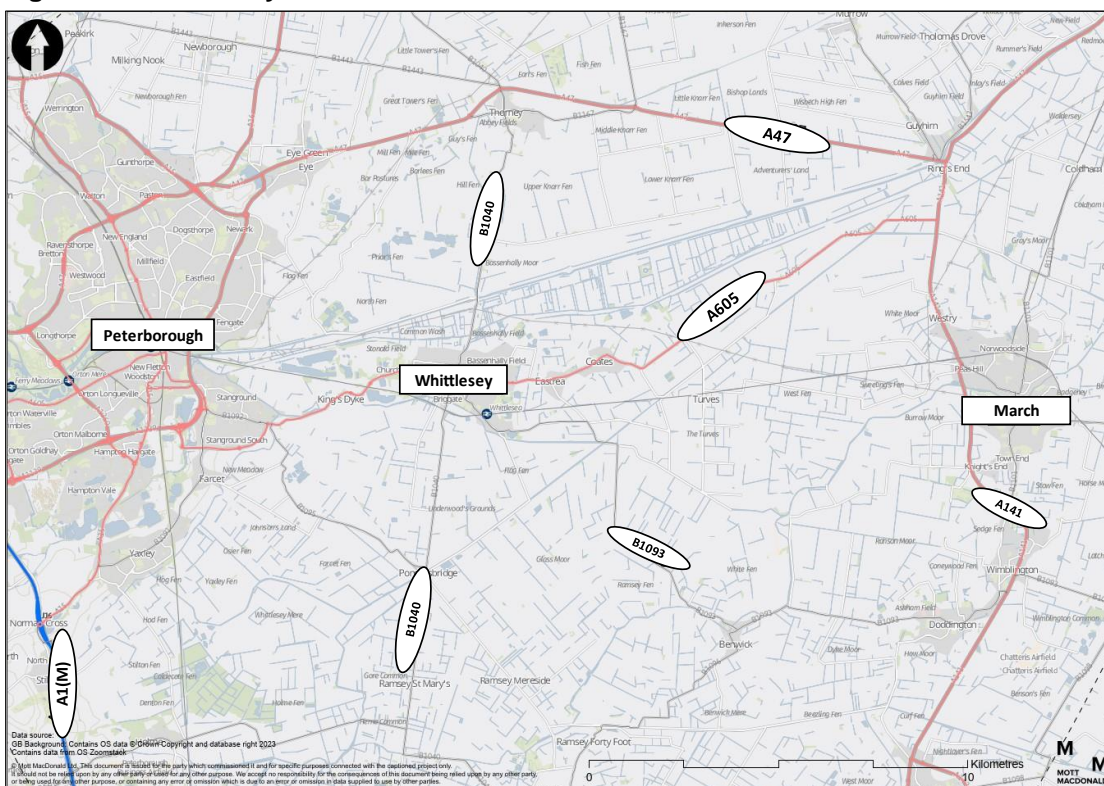
Whittlesey is a historic market town with an approximate population of 18,000 and is situated in Fenland to the east of Peterborough. The town has a rich heritage and culture, with a long-established history, even being mentioned in Anglo-Saxon documents that precede the Domesday Book. The town has many historical features at its heart, such as the 17th Century Buttercross, and Mud Walls dotted across the town that date back 200 years.

With its historic nature and many historic buildings and narrow streets, the town has a distinctive and attractive offer to those who live there, and those who choose to travel there for work and leisure opportunities. However, these same features that make the town attractive, also create some impacts that are less conducive with modern day living, particularly in relation to access and transport.

To the east there are the Fenland market towns of March and Wisbech, with the smaller villages of Coates, Eastrea, Pondersbridge and Turves situated in the area immediately surrounding Whittlesey. A lot of the surrounding area to the town is farmland, although closer to the edges of the town are substantial industrial areas. To the north lies the Fenland washes, which act as a natural flood water storage area.

The A47 and A605 are the most significant links between Peterborough and the Fenlands area, with the latter passing directly through Whittlesey. The B1040 is the main north-south route through the town, connecting to the A605 at one of the key town centre junctions, whilst the B1093 provides further connections to the southeast.

Figure 2.2: Whittlesey road network



Sourcehe town benefits from its proximity to Peterborough, which lies approximately 8km to the west. This is reflected in the Cambridgeshire and Peterborough Independent Economic Review (CPIER) 2018 which recognised that Whittlesey is considered much more a part of the Greater Peterborough economic geography, compared to the rest of Fenland. This creates opportunities

for residents to work, study, and shop in Peterborough, whilst still maintaining a proudly independent identity and distinct local culture.

Whittlesey can offer the ‘best of both worlds’ to current and future residents: the sense of community, calm and proximity to the countryside offered by a market town, alongside the benefits of being situated so close to a bustling and vibrant city, with everything that it has to offer. A key focus for the town is how it can further benefit from that connection, while also offering something distinct as a place to visit and spend time.

2.3 Case for change

2.3.1 The current situation

- Whittlesey sits on the A605 which is one of the key routes for east-west traffic between Peterborough and the Fenland market towns. Whilst the A47 to the north of the town offers an alternative route, it is not necessarily always more convenient, and itself can suffer from congestion, leading to traffic travelling across the region choosing to travel along the A605 and through Whittlesey.
- Car trips dominate travel within Whittlesey with 75% of all traffic along the A605 through the town being made up of cars¹. Whilst there are local schools, shops and health centres within the town, there are also significantly larger trip attractors outside of the town in places such as Peterborough that induce trips. These are not well connected by alternative modes to private vehicles, with limited rail (12 trains per day to Peterborough) and bus services (14 per day to Peterborough) serving the town.

Photo 2.1: A605 / B1040 Junction

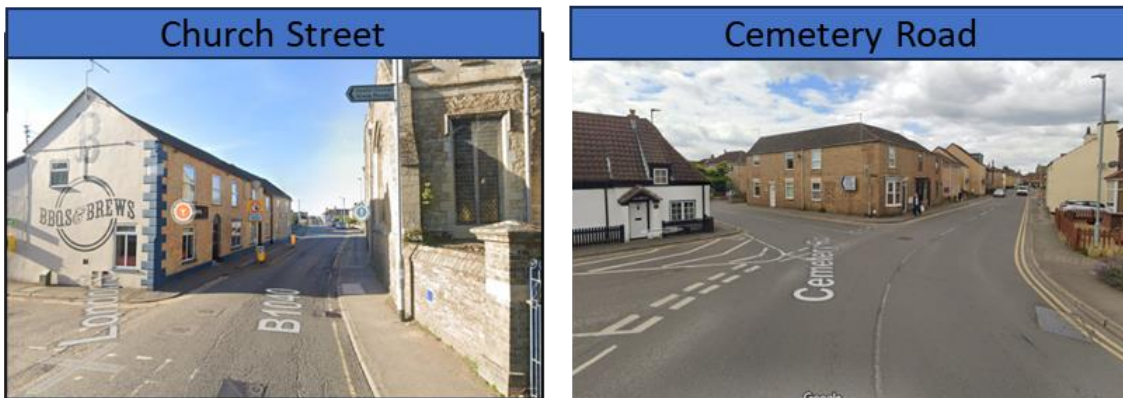


Source: Mott MacDonald – Site Visit October 2023

¹ CCC - Traffic Monitoring Report (2021)

- As well as vehicle trips originating from the town, around 40% of general highway traffic is recorded as passing through and not stopping during AM Peak². For Heavy Goods Vehicles (HGVs) this is even greater, with 68% of HGVs not stopping in the centre itself³.
- The cause for the HGV movements is due to there being a number of large industrial employment sites located around the town, as well as the fact that the A605 forming part of the National Highways diversion route, therefore being a key route for freight, with few restrictions.
- A key issue with the traffic moving along the A605 through Whittlesey, is that the road network in the town is not best suited to the high level of car and HGV movements. The images below show the types of roads that HGVs transverse through the town.

Photo 2.2: Street view of Church Street and Cemetery Road



Source: Google Street View

- The A605 segregates the town, and does not contribute to the sense of place, the historic environment and market town identity, which is so important for a market town such as Whittlesey.
- Further to this, the negative impact of this traffic can be seen whereby the clusters of collisions at key junctions in the town, in particular at the A605/B1040 junction, which has seen 1 fatal pedestrian accident in past 5 years, and 3 serious accidents involving cyclists⁴.
- Road closures are also an issue on the wider network, that impact the A605, including on the A47 when there are road traffic accidents, and the B1040 when there are flooding events. These are reported as contributing to higher levels of traffic diverting through the town further contributing to the negative impacts associated with traffic.

2.3.2 The future situation

Considering the current issues, it is important to examine the future situation, and ask the question how the town of Whittlesey may be impacted. The key points to highlight that will impact on the future situation are as follows:

- There is large growth planned within the region during the next decade. This includes 5,550 new houses and 212ha of new employment to the east of Whittlesey, and 875 new houses and 31ha of new employment planned for the town itself.⁵

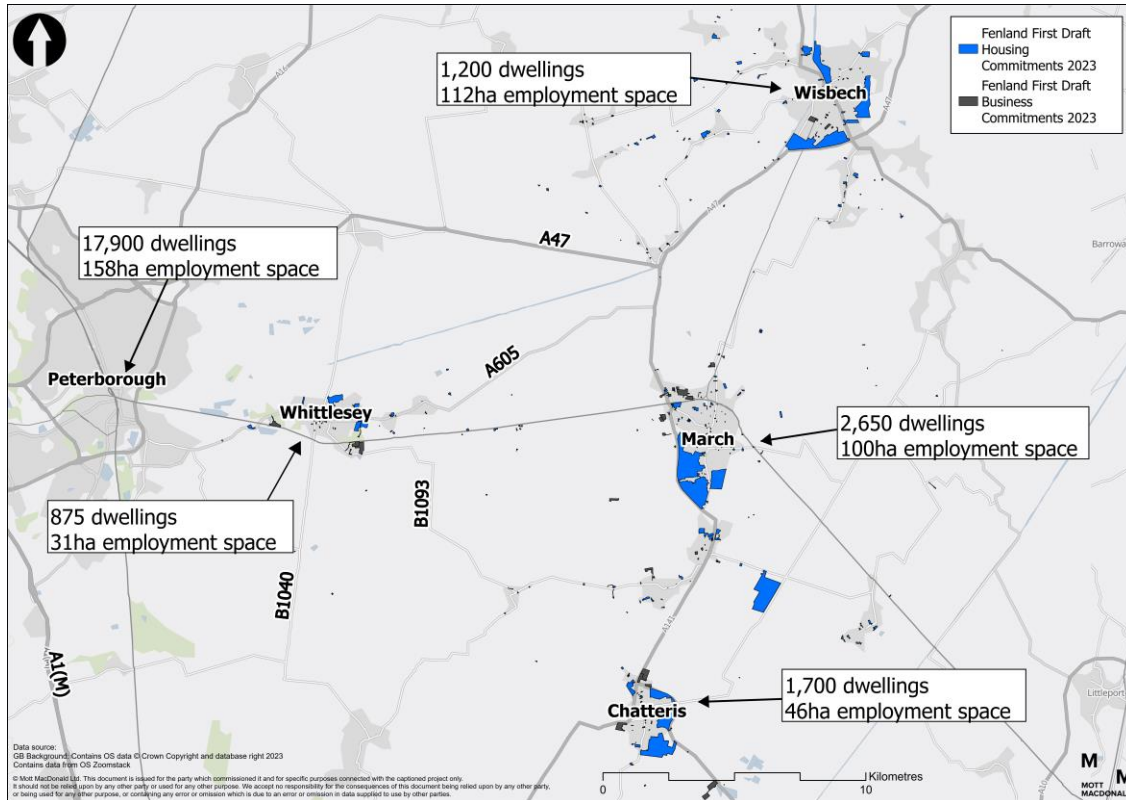
² Automatic Number Plate Recognition (ANPR) Surveys (November/December 2023)

³ ANPR Surveys (November/December 2023)

⁴ CCC - Road traffic collision records in Whittlesey (January 2017 – August 2023)

⁵ FDC Draft Local Plan

Figure 2.3: Housing and employment plans (2023)



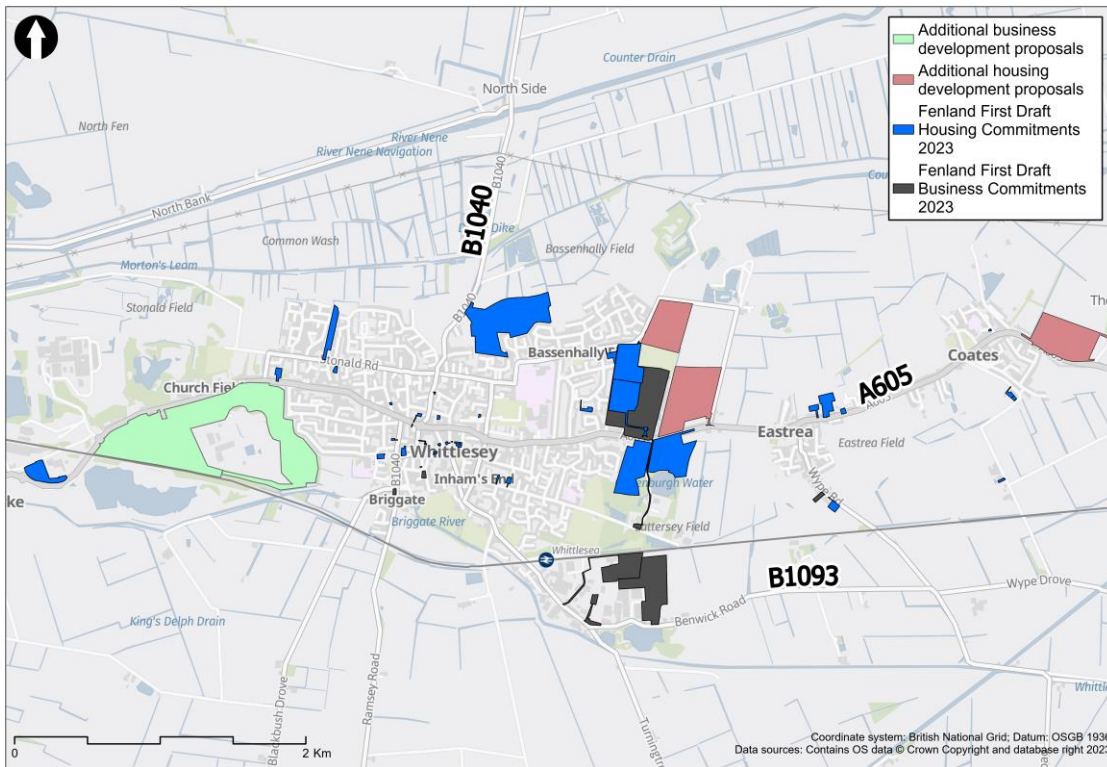
Source: FDC Draft Local Plan; Peterborough Local Plan* (*Includes City centre and urban area allocations only)

- Fenland's population is forecast to grow by 16% by 2040.⁶ This growth is likely to exacerbate known issues on the transport network due to scale and the location of proposed development, which is primarily located to the east of town, furthest from Peterborough which is a key destination for trips.
- Whilst there is currently a high proportion of people aged 65+, the growth in new housing and employment sites offer great opportunities for employment and for younger families to relocated to the town. This is likely to result in a change in local demographics, and whilst this will contribute to the economic growth of the local area, this expected growth in Whittlesey and the surrounding area will place more strain on the local transport system.
- Key junctions along the A605 through Whittlesey are currently reaching capacity and are unlikely to cope with significant further growth of vehicle trips. Previous studies have identified capacity issues at the A605/B1040 roundabout. A Transport Assessment written to accompany a commercial planning application in 2020 forecasted that the junction is already over capacity in the 2020 baseline model and would exceed capacity in the 2025 and 2030 future years. The assessment forecast an increase in delays from 47.57s to 246.23s between 2020 and 2025 along the A605 Syers Lane during the AM peak, with delays worsening and the junction also operating over capacity along A605 Syers Lane and B1040 Broad Lane during the PM peak⁷. These delays would likely lead to larger queues and more congestion in the centre of Whittlesey.
- Whilst air quality as a result of traffic is not a significant issue at present, air quality could worsen if future growth in the demand for travel from / to and through the town increases, and the dependency on private vehicles as the main mode of transport persists.

⁶ ONS - Population projections for local authorities: Table 2 - Office for National Statistics

⁷ F/YR20/O357/O Planning Application - Churchfields Farm Transport Assessment - Traffic modelling for the A605/B1040 Orchard Street/Broad Street roundabout (WSP/Kings Dyke Business Park Ltd 2020)

Figure 2.4: Whittlesey housing and employment commitments (2023)



Source: FDC Draft Local Plan

2.3.3 Scheme objectives

Taking into account the current issues and the future situation, a set of scheme objectives have been established. The objectives also reflect current policy and strategy at a national, regional and local level, and will guide the solution and option selection, so that the option short list is targeted towards meeting the needs of Whittlesey and the surrounding area.

The Scheme objectives that have been established to provide the overarching direction of the scheme are set out in Table 2.1.

Table 2.1: Scheme objectives

Objective Theme	Main Objective
1. Sustainable Growth:	Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.
2. Connectivity and access to opportunity:	Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.
3. Health, wellbeing and sense of community:	Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.
4. Environment:	Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.

For each scheme objective a series of measurable sub-objectives have been identified that inform the assessment criteria used to test the options and identify the best performing solution. These are set out in Table 2.2.

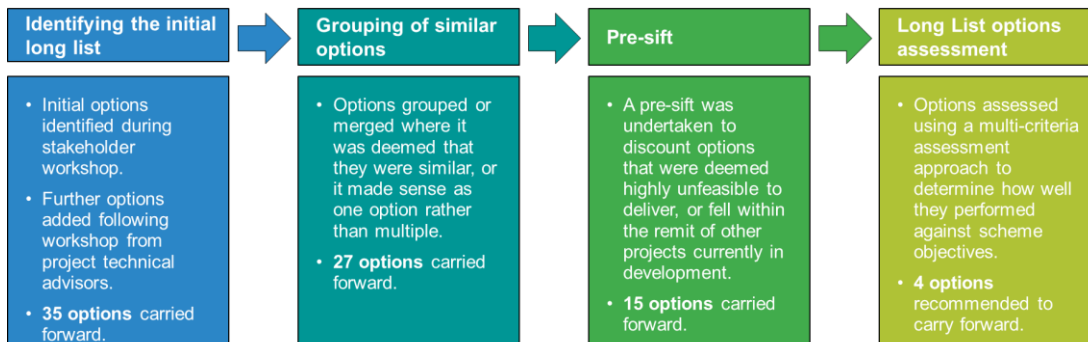
Table 2.2: Scheme measurable sub-objectives

Main objective theme	Sub-objective
1. Sustainable Growth:	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
	1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.
2. Connectivity and access to opportunity:	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
	2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
	2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.
3. Health, wellbeing and sense of community:	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
	3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
	3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.
4. Environment	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
	4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
	4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.

2.4 The options

The process for identifying and assessing the long listed options is set out in the Long List Options Assessment Report (Appendix B). In summary this captures how the Scheme identified a long list of potential options through stakeholder engagement, and with advisory input. These options were sifted before an assessment against the sub-objectives was carried out using a multi-criteria scoring approach. Figure 2.5 summarises the steps taken to arrive at a shortlist of four options.

Figure 2.5: Long list options identification and assessment process



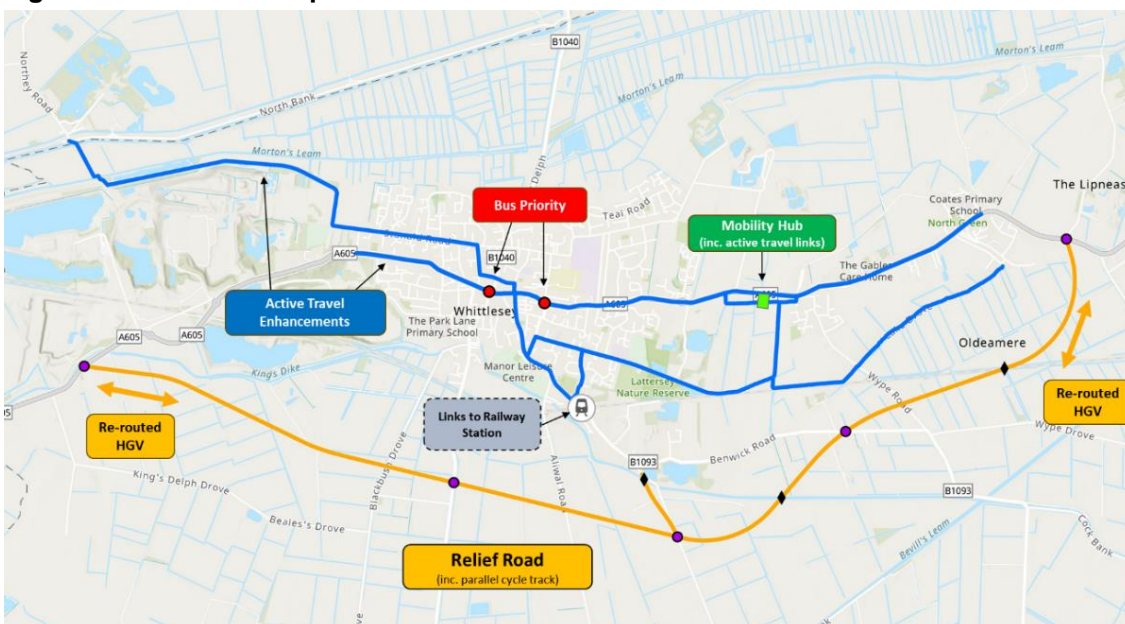
Source: Mott MacDonald

The results of the long list options assessment outputs suggest that no single option is likely to deliver strongly against all Scheme objectives. Therefore, the conclusion of the long listing stage was that by packaging options together, where they complement each other across the themed objectives, the overall Scheme objectives could be met. The final four short listed options therefore reflect this packaging approach.

These options were progressed to concept design and will be subject of more detailed appraisal and public consultation. The options include:

- Option 1** - Relief road (black route alignment) including HGV re-routing.
- Option 2** - Relief road (black route alignment) including HGV re-routing and bus improvements.
- Option 3** - Relief road (black route alignment) including HGV re-routing and active travel improvements.
- Option 4** - Bus based travel hub with active travel links.

Figure 2.6: Shortlisted options



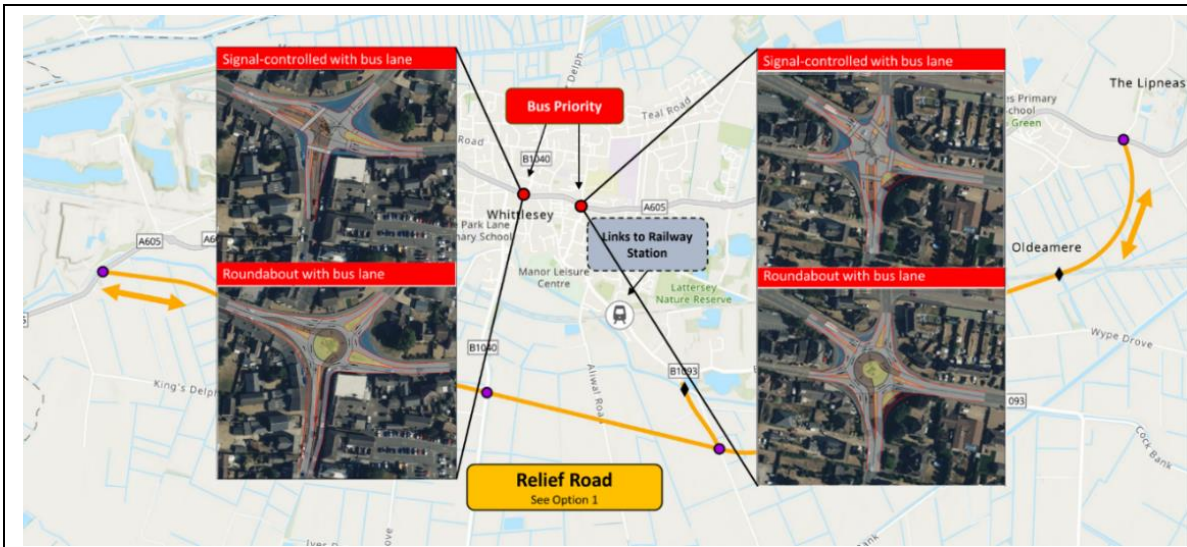
Source: Mott MacDonald

2.4.1 Option descriptions

Each of the four options are described in more detail below in Table 2.3.

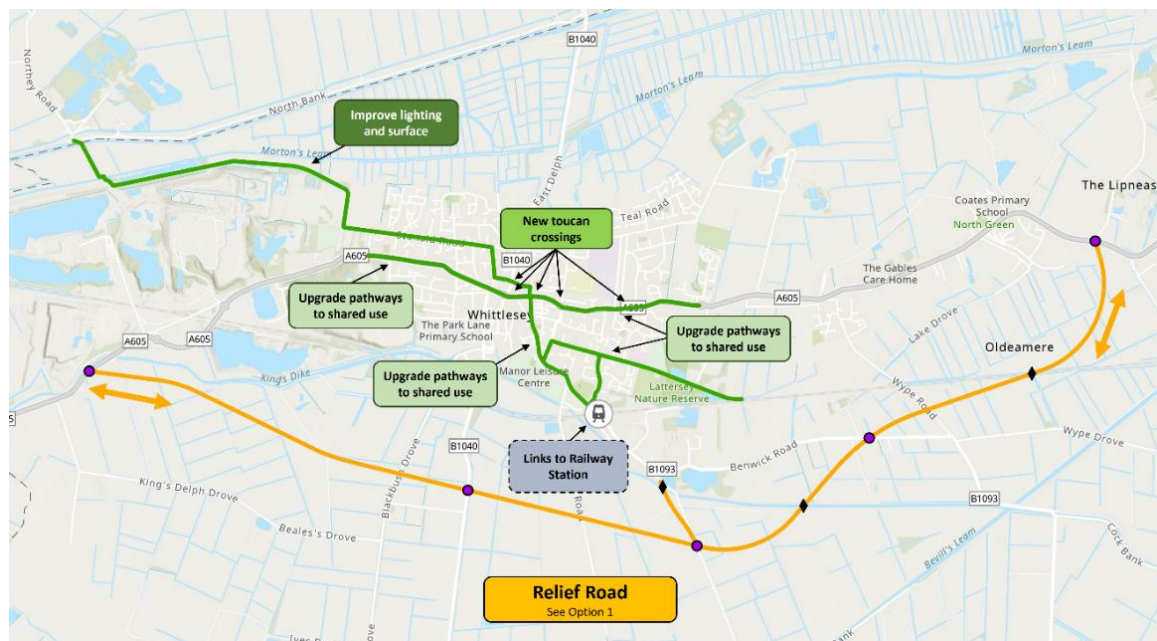
Table 2.3: Shortlist option descriptions

Option	Description
<p>Option 1 – Relief Road with HGV re-routing</p>	<p>A new single carriageway road running to the south of Whittlesey town centre, that includes a parallel cycle track. Coming from the west of the town, the new road would divert from the A605 to the south of King’s Dyke, running across fields to link into Turningtree Road, to the south of Station Road, enabling access to Whittlesea railway station. The road would then continue to the east, crossing over Whittlesey Dyke and the railway line, before connecting back into the A605 at Wisbech Road. The road would include junctions at key intersects with roads connecting into Whittlesey, including the B1093 Turningtree Road to allow access to the railway station and industrial sites to the south of the town, and Wype Road to allow access to Eastrea.</p>
<p>Option 2 – Relief Road with HGV re-routing and bus priority improvements</p>	<p>As with Option 1, but to also include the introduction of new bus priority measures through the town and along the A605 to Peterborough. Measures will be introduced at the junctions between A605 and B1040, and the A605 and B1093, that will provide priority for buses accessing these roundabouts. This could be in the form of either enhancing the current roundabouts to provide a bus lane through them, or through the introduction of signal-controlled junctions that would allow for buses to be given priority. Enhanced pedestrian crossing facilities are also introduced in the form of either islands or traffic lights. This option could see a downgrade in road space for cars at these junctions to provide bus priority.</p>



Option 3 – Relief Road with HGV re-routing and active travel improvements

As with Option 1, but to also include the introduction of new active travel improvements through the town and along the A605. This will include segregated active travel provision where possible along the A605 through the town, including enhanced junctions with greater priority for active travel to allow for safe and seamless connections across the town, and the A605. Improvements will be made to National Cycle Network route 63 through the town, from the northwest outskirts of the town to Lattersey Nature Reserve. This will also include an improved cycle link to the station along Station Road from the A605, New Road, and Hawthorne Drive.



Option 4 – Mobility Hub with active travel improvements

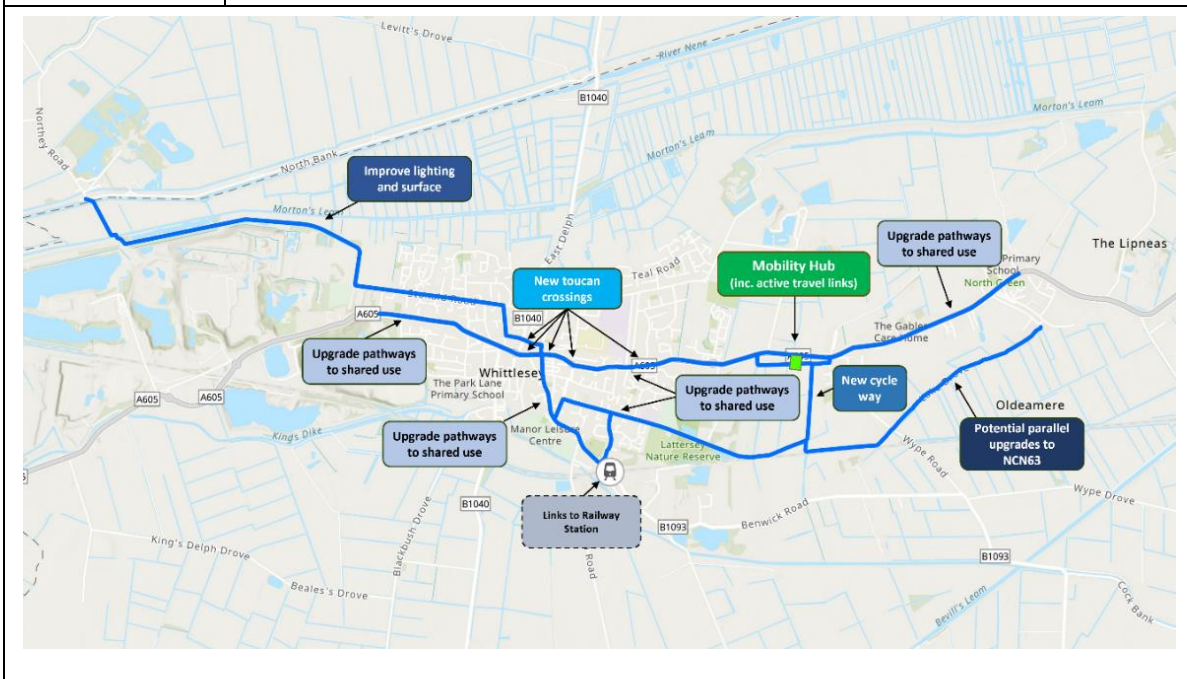
A new Mobility Hub located to the east of the town which can improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. To include improved active travel provision from across the town to both the Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car.

Mobility Hub Assumptions:

Provision for circa 200 spaces, including for blue badge holders, and cycle storage facilities.

Provision of seating and waiting facilities, with the potential also for bike pumps, toilets and showering facilities.

Assumed that in order to attract users the site, it would be served by either dedicated services, or by existing services with higher frequency (circa 2 buses per hour), offering an express-type service to Peterborough with limited stops i.e. Whittlesey town centre and Peterborough city centre.



The following sections of this report set out how these options will be appraised alongside a Do Minimum.

3 Demand Forecasting Approach

This section sets out the proposed demand forecasting approach for the core elements of the Scheme options being appraised, including highway, bus and active travel.

3.1 Highway demand assessment

The proposed approach to the demand forecasting for the highways elements of the Scheme options at SOC stage has been informed by guidance set out in TAG, and The Transport Appraisal Process (May 2018) and Guidance for the Technical Project Manager (May 2018) in particular.

The latter document explains that initial appraisal is expected to be proportionate, to utilise readily available data and that, *“whilst the use of transport models to extract evidence at this stage would be desirable, it is not generally required for promoters to build a comprehensive transport model at this stage”*⁸.

The Transport Appraisal Process guidance document also notes that, *“While the presumption is that more complex models will not be needed for Stage 1, existing transport models should be considered where sufficiently contemporary in nature and developed to acceptable standards. If an existing transport model does not exist or is not suitable for a particular study, consideration must be given to whether to commit resources to developing a model at this stage of the process, and to the required complexity of that model. Analysts should be clear that a transport model will add sufficient value to the more basic methods of analysis which could be undertaken at this stage of the process.”*⁹

Therefore, whilst there is a need for proportionality at SOC, it is also clear that utilising tools that are not suitable (e.g., models that are not suitable for a particular study) to assess scheme options is not appropriate and could lead to incorrect conclusions being drawn.

Given the above guidance, a review has been taken to understand the availability and suitability of existing transport models of the area. This review is summarised in section 3.1.1. The conclusion of the model review is that the existing transport model for the area is unlikely to be suitable to inform scheme appraisal at this stage, although it could be used to inform and develop the Strategic Dimension of the scheme.

It is considered that the enhancements likely to be necessary to develop a suitable model to inform the demand assessment of the Scheme will not add sufficient value over other methods of analysis that are now proposed to be undertaken at this stage of the process instead.

The proposed approach to the demand assessment for highway elements of the Scheme options, and the appraisal of these options at this stage at SOC is therefore to develop a quantitative spreadsheet-based model. This will enable the potential highway impacts of the relief road options to be estimated, including the potential level of demand that would use a relief road, as well as travel time and vehicle operating cost impacts. More information on the proposed approach is set out in section 3.1.2.

⁸ TAG Guidance for Technical Project Manager (May 2018)

⁹ TAG Guidance for Technical Project Manager (May 2018)

3.1.1 Existing transport models

As noted above, a review of the availability and suitability of existing transport models of the area has been undertaken. This is summarised within this sub-section.

The following transport models have been identified as being available or are understood to be in the process of being developed:

- Peterborough Transportation Model 3 (PTM3);
- Peterborough Transportation Model 4 (PTM4); and
- Cambridgeshire and Peterborough Combined Authority Model (CAPCAM).

At the time of writing, it is understood that both PTM4 and CAPCAM are under development and completion dates are uncertain¹⁰. It is therefore assumed that these models will not be available for use at SOC, and no further consideration is given to them within this ASR.

3.1.1.1 PTM3 2023 'refresh'

As explained within the review of the existing PTM3 (see section 3.1.1.2), the existing model has a 2019 Base year, but it is understood that a 'refresh' of PTM3 to account for the impact of the COVID-19 pandemic is currently being finalised.

The PTM3 refresh is understood to involve a simple factoring of the 2019 demand matrices, the inclusion of recently completed transport schemes¹¹ and subsequent comparisons of updated modelled flows against 2023 observed traffic data. It is understood that no structural changes are being implemented to the model network or zoning system in the vicinity of Whittlesey, and no new or additional validation/calibration count sites or journey time routes are being included. The model refresh is primarily being undertaken in relation to the Peterborough Station Quarter scheme.

In summary, whilst the 2023 'refresh' should help to provide a model that is sufficiently contemporary in nature, other limitations of the model in terms of its suitability for use in the appraisal this Scheme are likely to remain. These limitations are identified in section 3.1.1.2. It is also noted that the model refresh is in the process of being finalised and/or approved and, at the time of writing, it is not certain when it would be available and whether this would align with the programme for developing and delivering the SOC.

However, if the model becomes available during the development of the SOC, it has the potential to be used in informing and developing the Strategic Dimension. This could include, for example, initial tests using the model to understand issues and high-level strategic impacts relating to the closure (due to flooding) of the B1040 to the north of Whittlesey. However, it is anticipated that the model will not be suitable for informing the demand assessment and economic appraisal of the Scheme options even at SOC.

3.1.1.2 Existing PTM3

Overview

As noted above, the existing PTM3 includes all main A and B roads (and some minor roads) in and around the Peterborough Unitary Authority area. It therefore includes a representation of Whittlesey, although its representation is relatively coarse and simplistic due to the town's location on the periphery of the model's simulation area.

¹⁰ PTM4 was previously expected to be completed in early-2024 but this has not transpired.

¹¹ Including the A605 Ralph Butcher Causeway scheme, which replaced a level crossing on the A605 to the west of Whittlesey.

The PTM3 Local Model Validation Report (LMVR) has been obtained, as have the existing Base year and forecast future year models and the model zoning system. This information has informed the model review, which is summarised below.

Model type and structure

The PTM3 is a SATURN-based highway assignment model. It does not include public transport assignment or variable demand model (VDM) components. The absence of these components is not likely to be a material concern at SOC stage, though it will limit its ability to assess public transport options and the lack of a VDM needs to be recognised as a limitation. These potential limitations would need to be considered as the Scheme progresses beyond SOC.

Base year

The existing PTM3 has a base year of 2019. As noted previously, it is currently undergoing what is understood to be a relatively simplistic 'refresh' to update its base year to 2023 (i.e., post-COVID). The refresh will not involve updates to the underlying demand data used in the model (i.e., demand matrices will continue to be based on data from 2019) and will instead entail factoring of the demand using traffic count data.

Time periods

The model includes a representation of a weekday AM peak hour (08:00-09:00), inter peak hour (14:00-15:00) and a PM peak hour (17:00-18:00). These modelled time periods should be appropriate for modelling and appraisal of scheme options at this stage of scheme development. Further analysis and consideration would need to be given to confirm the appropriateness of these time periods as the Scheme progresses beyond SOC.

Demand segmentation

Demand within the model is segmented into the following user classes:

- Car Commute;
- Car Employers' Business;
- Car Other;
- Light Goods Vehicles (LGV); and
- Heavy Goods Vehicles (HGV).

This level of demand segmentation (vehicle types and journey purposes) should be appropriate for modelling and appraisal of the Scheme options at SOC.

Data

Various data sources have been used in the development of the existing (2019 Base) PTM3. These are summarised below:

- Matrix data
 - Demand matrices were developed primarily using Mobile Network Data (MND) collected on Mondays to Thursdays in March 2019, and supplemented with data from the UK Census, the National Trip End Model (NTEM v7.2), the National Travel Survey (NTS) and traffic count data.
 - Although detail is lacking within the LMVR, the 2019 demand matrices appear to have been developed appropriately using MND, with synthetic matrices used to infill short distance trips for example.

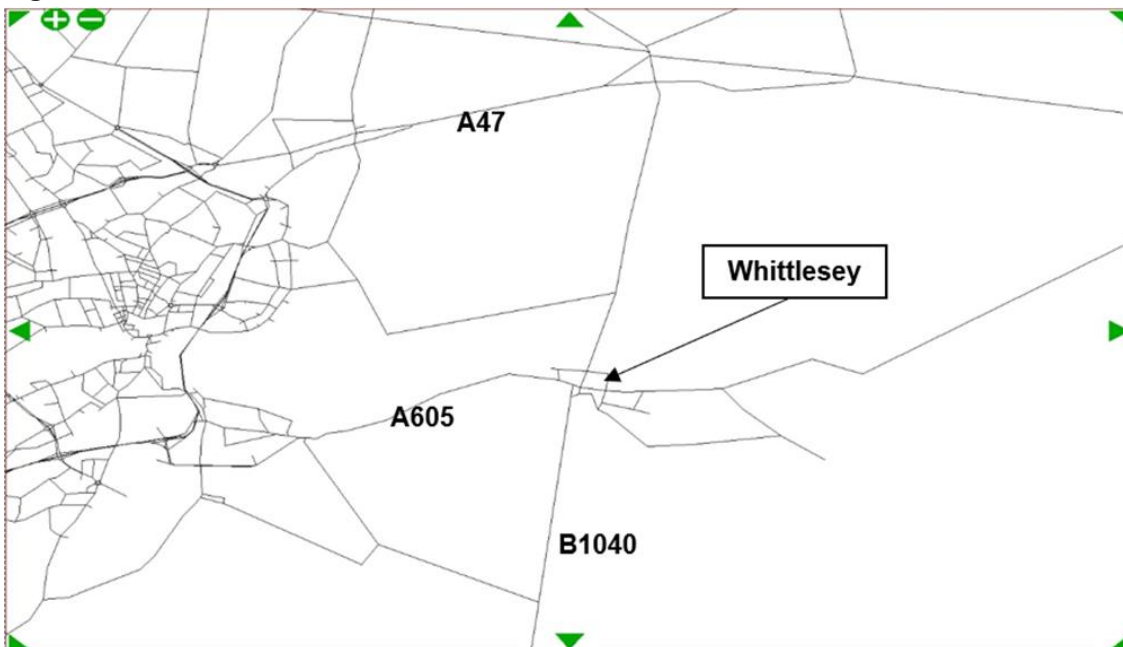
- The reliance on pre-COVID matrix data and non-current NTEM data¹² is recognised as a potential limitation of PTM3, noting that the PTM3 ‘refresh’ does not involve the use of post-COVID data to update the prior matrices.
- Traffic count data
 - The LMVR notes that Manual Classified Turning and Link Counts (MCCs) were undertaken in September 2019 and used for model calibration and validation purposes.
 - It is not clear whether longer term Automatic Traffic Counts (ATCs) have been used in model development.
 - The location of traffic data used in model calibration and validation is not clearly identified within the LMVR, but it appears that some calibration or validation counts are included in the model on all main routes into Whittlesey, plus some sites within the town itself.
- Journey time data
 - TrafficMaster journey time data collected in October 2017 has been used to validate journey times on a selection of routes within PTM3.
 - No journey time validation routes are included in or around Whittlesey.

In conclusion, there are limitations and uncertainties with the data used in the development of the existing PTM3. In particular, the lack of journey time validation through Whittlesey is a limitation that is recommended would need to be addressed at SOC if PTM3 were to be used. More detailed review of the data used in model development would need to be undertaken ahead of further business case stages.

Model network

The model highway network in the vicinity of Whittlesey is shown in Figure 3.1.

Figure 3.1: PTM3 SATURN network



Source: PTM3

The highway network within the existing (2019 Base) model includes most routes into Whittlesey, with the exception of the B1093 between the town and Benwick to the southeast.

¹² The latest version of NTEM is version 8.

The network is also relatively coarse within Whittlesey itself, but this is not likely to be a material limitation at SOC, noting that key junctions appear to be represented in the model.

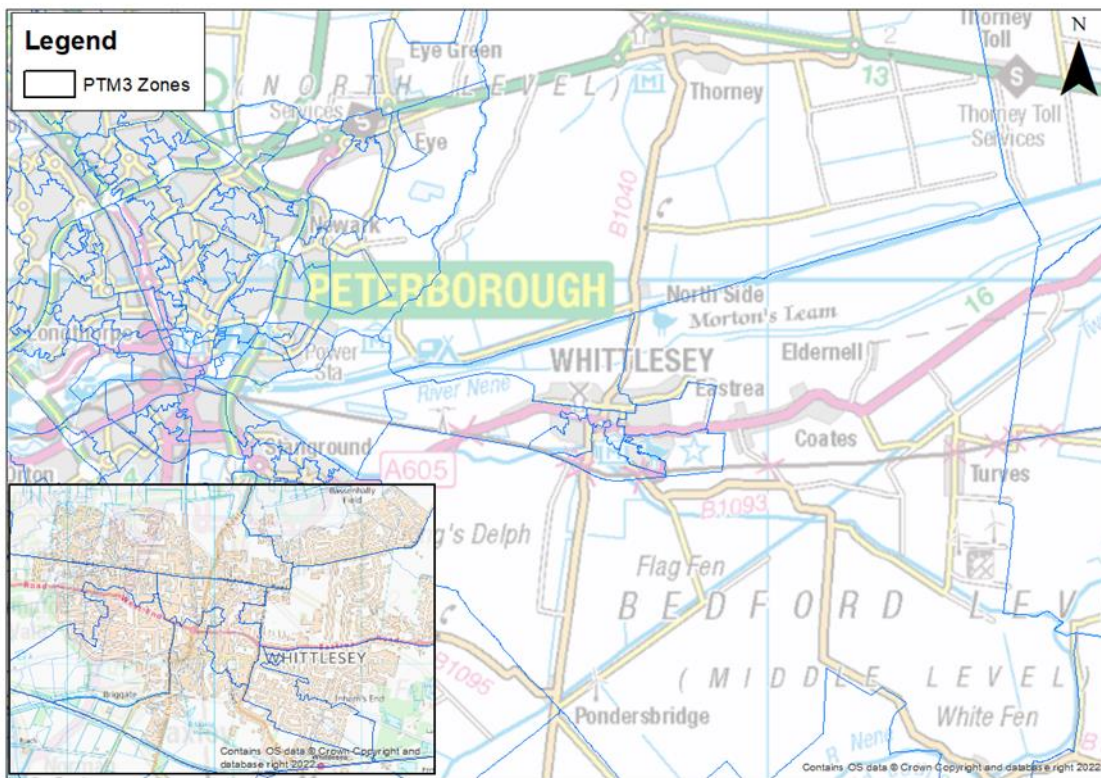
However, as noted above, the lack of journey time validation through Whittlesey means that confidence that the model (in terms of supply and demand) within the town is representative of observed conditions is low. In essence, though key junctions in the town are represented within the network there is only limited confidence that they operate as expected in the model.

While the 2019 Base model does not include the A605 Ralph Butcher Causeway scheme (a bridge replacing a level crossing on the A605 to the west of the town), it is understood that the model 'refresh' incorporates this scheme.

Model zoning system

As noted in the Whittlesey Relief Road Scheme Gap Analysis Report (November 2023), the model zoning system is coarse in the Whittlesey area. The zoning system is shown in Figure 3.2.

Figure 3.2: PTM3 zoning system



Source: PTM3 and Ordnance Survey © data

In terms of suitability of the model for assessing a relief road scheme the most pertinent issue appears to be the representation of Eastrea and Coates within the zoning system. These settlements, located on the A605 to the east of Whittlesey, are included within a large model zone that loads onto the network on the B1093 to the southeast of the town, rather than the A605.

Analysis of routing patterns in the local area, and analysis of Automatic Number Plate Recognition (ANPR) survey data obtained in November and December 2023, indicates that much of the traffic routing through Whittlesey on the A605 could be generated by Eastrea and Coates, rather than settlements further east. The coarse representation of Eastrea and Coates

within the model is therefore potentially a significant limitation, and it is understood that the PTM3 refresh will not incorporate changes to the zoning system in this area.

Unless the zoning system (and demand matrices) were revised to address the above limitations, it is considered that the existing PTM3 is not suitable for use in assessing and appraising a relief road scheme.

Model performance

An initial review of the existing (2019 Base) model's performance in terms of comparisons of modelled flows and journey times against observations was undertaken and summarised in the 2023 Gap Analysis Report.

In terms of traffic flows, a selection of links in and around Whittlesey are included in model calibration or validation and, in general, modelled flows were a reasonable match with observations in 2019. The modelled westbound flow on the A605 to the east of the town in the AM peak was, however, significantly lower than observed flows. The coarse zoning system in this area may have contributed to this instance of poor validation.

It was also noted that there are no journey time validation routes in or around Whittlesey within PTM3. This represents a significant limitation in terms of being able to understand the suitability of the model for use in assessing a relief road scheme for the town.

Forecasts

Information on existing future forecasts developed using the PTM3 has not been made available at this stage. As such, it is not known whether any existing forecasts have been developed in a suitable manner for use in assessing the proposed Scheme options. For example, assumptions regarding forecast traffic demand are not known, including whether the proposed housing and employment developments within the town are incorporated in the forecasts.

If PTM3 and its existing forecasts were to be used at SOC, it would be necessary to review forecast assumptions and potentially update them with relevant assumptions.

Conclusions

The existing PTM3 includes a relatively crude representation of Whittlesey, reflecting the town's location on the periphery of the model area.

The model is therefore not considered suitable for this particular study, mainly due to the coarse zoning system being unsuitable for assessing the impacts of the relief road options. The lack of journey time validation through the town is also a notable limitation that reduces confidence in the model for use in assessing the Scheme options for this study.

Enhancements could be made to the existing model to improve its suitability for assessing and appraising options at SOC. As a minimum, this would need to include disaggregation of the model's zoning system, followed by a local model calibration and validation exercise, making use of updated traffic count and journey time data. It would also likely be necessary to revisit forecast models to incorporate relevant key future year assumptions relating to local developments.

In light of the above review, and in consideration of relevant guidance, it is considered that the level of resource and cost required to implement the necessary enhancements would be disproportionate for the Scheme at this stage, particularly as alternative more basic methods of analysis could be undertaken in place of a more complex transport model.

The recommended approach to highway modelling at SOC is set out in section 3.1.2 below.

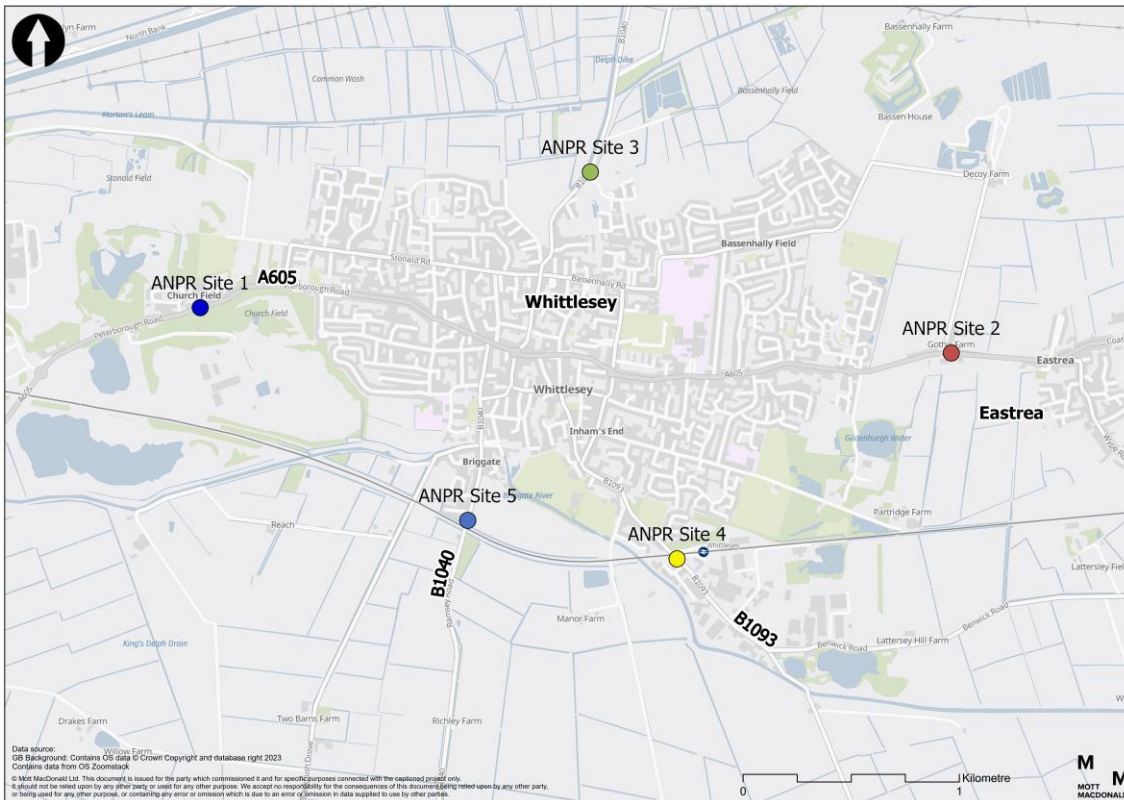
3.1.2 Proposed approach

As discussed in the previous sub-sections, given the limitations of the existing formal transport model, and the likely scale of effort required to develop a suitable model, the proposed approach to modelling at SOC involves the development of a spreadsheet-based model.

It is proposed that the extent of the spreadsheet model covers the routes into and out of Whittlesey, as recorded in the Automatic Number Plate Recognition (ANPR) survey undertaken in November and December 2023 (locations of counts shown in Figure 3.3). The ANPR survey captured movements between the following routes into/out of Whittlesey:

- ANPR site 1 – A605 west of Whittlesey
- ANPR site 2 – A605 east between Whittlesey and Eastrea
- ANPR site 3 – B1040 north of Whittlesey
- ANPR site 4 – B1093 southeast of Whittlesey
- ANPR site 5 – B1040 south of Whittlesey

Figure 3.3: ANPR site locations



Source: Mott MacDonald

The spreadsheet-based model would be used to estimate traffic volumes in forecast Do Minimum and Do Something scenarios (i.e., with and without scheme scenarios) between these points on the network. The spreadsheet would also provide an estimate of travel times associated with the relief road in the Do Minimum and Do Something scenarios. The estimates of demand and travel times would be used to inform an economic appraisal of highway user benefits, which is discussed in section 4.

It is proposed that the model includes an assessment of two future years – one will capture the assumed year of opening of the relief road scheme, with a single further horizon year. The horizon year assessment is subject to confirmation, but it would seek to capture any major step

changes in demand or supply that may affect the profile of scheme benefits. This would seek to include, for example, any significant local developments.

Subject to the temporal disaggregation available within the ANPR data, the spreadsheet model would be developed to represent key time periods of the week. It is proposed that this would include a weekday AM and PM peak period, a weekday inter-peak period and a weekend daytime period. At this stage it is not envisaged that assumptions regarding the proportion of traffic that would reassign onto the relief road would change by period, but the assumed travel times may vary by period based on assumed levels of highway congestion/delay.

Highway demand within the spreadsheet model would be segmented by the vehicle types for which the ANPR is provided (Car, LGV and HGV).

3.1.2.1 Demand estimates

The spreadsheet model would utilise observed traffic data, including the ANPR survey, to identify vehicle flows in the existing (Baseline) situation. Estimates of the volume of traffic that passes through Whittlesey (i.e., through-traffic) on the routes through the town (A605, B1040 and B1093), as well as traffic that has an origin or destination within the town, will be recorded within the spreadsheet model. Separating these types of demand will be important as it will inform estimates of the scale of traffic reassignment that may occur if a relief road scheme were implemented.

Forecast growth in traffic demand would be incorporated within the spreadsheet model for both forecast years, and for both the Do Minimum (without scheme) and Do Something (with scheme) scenarios. It is proposed that estimated growth would be informed by DfT TEMPro forecasts with specific allowance included for traffic associated with proposed local developments, if applicable.

Information on proposed local developments (e.g., development location, quantum, timescales etc) would be identified and trip generation and distribution exercises undertaken to provide an estimate of traffic demand associated with the developments. This will be necessary to enable an estimate of the volume of traffic associated with proposed developments that may reassign onto a new relief road. For example, traffic originating from developments in the east of Whittlesey and travelling into the centre of the town would be unlikely to use the relief road, whereas if it were travelling toward Peterborough, it may reassign onto the new route.

Development trip generation and distribution would be undertaken through review of Transport Assessments submitted as part of existing planning applications where these are available. If such documents are not available, a bespoke trip generation and distribution exercise would be undertaken, making use of trip rates derived from the TRICS database and distribution assumptions informed from a simple gravity model or the Census Travel to Work dataset.

The traffic impact of the Scheme would be captured within the spreadsheet model through estimates of the level of demand that could reassign onto the relief road. These estimates would primarily be informed by the ANPR data, which identifies the level of through-traffic on each route into Whittlesey. The proportion of through-traffic that would likely reassign onto the proposed relief road would be estimated through comparisons of assumed journey times for the existing route(s) through the town compared to the journey time if using the relief road (see below).

3.1.2.2 Journey time estimates

Estimates of highway journey times for each scenario (i.e., Baseline and forecast Do Minimum and Do Something scenarios) for each movement through the town would be made and incorporated into the spreadsheet model.

The travel time estimates would be based on TomTom Traffic Stats data (i.e., observed journey times) obtained for the project, and supplemented by other assumptions if required (e.g., use of online journey planners and assumed design speeds for the new road). Travel times in the forecast scenarios would be adjusted to account for estimated additional congestion in the future years, with the use of the DfT's National Road Traffic Projections 2022 (NRTP22) data or the application of basic 'speed-flow' relationships¹³.

3.1.2.3 Additional scenario testing

The spreadsheet model would be used to include additional scenario testing, and specifically understanding the impacts associated with incidents/closures of the A47 route between Peterborough and Guyhirn. This would involve applying assumptions regarding the volume of traffic that would reassign onto the A605 when issues arise on the A47.

3.1.2.4 Limitations

A spreadsheet-based model is considered an appropriate and proportionate approach to assessing and appraising the relief road options at SOC. However, it should be recognised that the approach does have limitations as summarised below.

The model would provide only a simplistic representation of delays for traffic routing through the study area. While the model will seek to capture the relationship between demand and delays, it will do so in a relatively simplistic manner through the use of speed/flow relationships on a highway link basis. It will not, however, account for impacts of delays at specific junctions.

The model will capture demand and journey times for movements routing through the town, between the five points in the network identified in section 3.1.2. It will not be able to robustly account for impacts on trips with a start or an end point within Whittlesey itself. For example, any time savings for these trips (savings associated with reduced traffic demand within the town) will not be robustly captured. However, relative to the time impacts associated with the alternative route provided by the relief road, these impacts are not likely to be significant.

A further potential limitation is that it is unlikely to capture any wider strategic reassignment that may be associated with a proposed relief road option. However, analysis of local traffic routing within the area indicates that wider traffic reassignment is unlikely to be significant, so this limitation is unlikely to be material at this stage.

The spreadsheet model will not capture potential variable demand responses associated with the scheme options. Demand responses could cover changes in trip generation/trip frequency, trip distribution, as well as travel mode and time period choice. This is unlikely to be a significant issue at this stage, but further consideration of demand responses (and potential need for a variable demand model) will need to be given as the scheme progresses beyond SOC.

3.1.2.5 Spreadsheet model outputs

The proposed spreadsheet model would provide estimates of the volume of traffic that would reassign onto the proposed relief road, and the associated travel time savings. It would also provide inputs for an initial economic assessment of highway user impacts, as described in section 4.1.1.

¹³ These capture the relationship between supply and demand with higher levels of traffic flow causing speeds to reduce, while lower flows contribute to speeds increasing.

3.1.2.6 Modelling at subsequent stages

The proposed approach to modelling has been developed following consideration of the availability and suitability of existing formal transport models of the area and is considered proportionate for SOC.

Should the Scheme progress beyond SOC, and based on the DfT's Transport Appraisal Process guidance document, it is likely that a formal model of the transport will be required to assess and appraise the scheme. This would likely involve the development of a model of the area, potentially through making enhancements to existing models such as PTM3, PTM4 or CAPCAM. The enhancements would need to be fully scoped but should seek to address the key limitations of the existing PTM3 that were noted within this section of the document.

3.2 Bus demand assessment

The demand forecasting for bus is relevant to Option 2 (Bus Priority) and Option 4 (bus-based travel hub).

3.2.1 Travel hub

The testing and quantification of Option 4 (bus-based travel hub with supporting package of interventions) will be conducted separately to the quantification of Options 1-3. Option 4 will instead focus on assessing the impacts of a new travel hub bus service on existing bus passengers, through the building of a simple and high-level spreadsheet-based uni-modal model.

This method is deemed appropriate at the options appraisal stage, given time and budget constraints to efficiently evaluate and compare a range of different options across different modes. However, following this study, should this option be taken forward as a preferred option, the model methodology would be developed into a more comprehensive mode choice model, incorporating bus impacts with highway impacts (e.g. using appropriate model skims as an input to understand shift from car trips to travel hub trips).

The modelling of Option 4 will be undertaken in four discrete steps, as follows:

1. **Data gathering:** confirming the data available and their sources;
2. **Model build:** developing the high-level travel hub forecasting demand model;
3. **Model testing:** sensitivity testing of key risks (limited to max 4), based on input data assessment; and
4. **Economic appraisal:** developing a high-level economic appraisal of standard DfT 'established impacts', in proportion with assessments developed for other options.

The model developed will be uni-modal (bus/travel hub mode only) using an elasticity-based approach akin to the Passenger Demand Forecasting Handbook (PDFH) used to forecast rail demand, as follows:

- Base demand will be collated for selected bus routes/ journeys using either bus count data (by cordon or service), or bus passenger surveys, depending on data availability, noting that without such data no baseline position can be ascertained, and demand forecasting would be difficult. This data will most likely be collated from the Cambridgeshire and Peterborough Transport Model (CaPCAM) model, which uses surveys at key locations.
- Bus routes/journeys will be selected by building a small node-link network in ArcGIS (Arc Pro) covering the impacted bus routes and key stops for the following services;
 - 31 bus (Ramsey – Whittlesey – Peterborough)
 - 33 bus (March – Coates – Eastrea – Whittlesey – Peterborough)

- The number of node (bus stop) pairs that can be modelled will be determined by the nature of the input demand data (e.g. location of cordons) but can be embellished by secondary sources where required (e.g. travel to work by mode data for local output areas).
- Baseline demand will be uplifted to the Scheme opening year and predetermined model years using exogenous factors (driven by TAG and TEMPro inputs for the local area, such as GVA, population, employment and competing modes/fuel costs).
- The model will forecast bus demand uplift for each selected node pair according to the change in generalised journey time (in-vehicle time + service interval penalty/ wait time + interchange penalty) and the PDFH Generalised Journey Time (GJT) elasticities used for rail (or bus equivalent, if available).
- GJT inputs will be sourced using online bus timetables, for impacted routes (and added to using the proposed bus service for the travel hub option).
- The change in GJT will be calculated between the Do Minimum scenario (current bus network) and Do Something scenario (Do Minimum plus travel hub service).
- The model response can be validated against comparator travel hub schemes (e.g. Cambridge) using observed counts, in proportion to car park capacity/ bus frequency.
- Key sensitivities (max 4x) of the model can be tested, such as DfT's Covid-19 recovery factors and alternative bus-based generalised journey time elasticities.
- Estimated demand uplift (constrained to the proposed car park capacity/ bus frequency) between the Do Minimum and Do Something will drive the outputs for this option, along with the Scheme costs, feeding a high-level economic assessment for comparability to other options (e.g. bus user benefits/ time savings, non-user benefits via mode shift from car, bus revenue).

The following data inputs (where available) are required to undertake this task:

- Bus passenger surveys or bus counts (by impacted service, or cordon) – CaPCAM surveys at key locations;
- Travel hub passenger counts and/or ticket sales (users) for comparator travel hub sites (e.g. Cambridge) - time of day and/or counts in/out;
- Existing bus service timetables (31 and 33), routes and fares – publicly available;
- Confirmation of supply-side information (routes, timetables, fare prices, car park costs, car park capacities, bus vehicles used);
- 2021 Census journey to work data for local output areas;
- TEMPro v8 population and employment trends;
- PDFH and TAG guidance; and
- DfT's Covid-19 recovery factors.

3.2.2 Bus priority

Existing demand figures for bus ridership across the two junctions where the bus priority measures are planned can be derived from the methodology set out above for mapping the existing bus network for the Travel Hub scenario. Given that this intervention has a significantly smaller scope, selected zones from the network assessment can be selected to give an estimate of existing users that are likely to gain some journey time saving.

Traditional Green Book demand elasticity forecasting methods are not appropriate for this project, as elasticity modelling for a single mode requires that there is no significant change in Generalised Cost (GC) for any other mode of transport. In this instance, the Do Minimum, based on today, includes car congestion which is a driver for bus demand. However, with the inclusion of the relief road as part of the scheme, the congestion for car users is reduced, thus leading to

a material improvement of the car GC. This material impact for car users means that it is inaccurate to assume that there will be a mode shift to bus from Car, without developing a more complex multi model transport model to account for the competing GCs of each mode.

Therefore, given the fairly modest impact on bus users, and the much greater impact on car users, it is proposed that it is not proportional to forecast a mode shift car to bus as a result of the scheme, and that the estimated number of existing trips should be used as the number of forecasted trips with the scheme.

3.3 Active travel demand assessment

DfT's Active Mode Appraisal Toolkit (AMAT) will be used to quantify the uplift in demand for the walking and cycling enhancement option (Option 3), with standard diversion factors applied to estimate diversion and mode shift from other modes such as cars. These will come from standard TAG Databook diversion factors, and the concurrent Marginal External Costs of Car (MECC) values.

Baseline counts for walking and cycling will, where available, come from observed local count data provided by Fenland District Council and the Cambridgeshire and Peterborough Combined Authority. Observed count data we are currently aware of include DfT traffic counts and 2017-2021 cordon count sites around Whittlesey.

If pedestrian numbers are required and not captured by observed count data, we will use values from DataShine Commute. Similar to PCT, this only accounts for commuting trips so the 'all trips' demand, in line with 2021/2022 Active Travel Fund guidance will be calculated by multiplying the values by 32 (x2 for outbound/homebound trips and x16 to convert commuting trips to all trips).

One of the limitations of DataShine is that the data is area based so looks at MSOA-to-MSOA movements. Therefore, professional judgement will be used to determine whether the MSOA flows are likely to use the route where improvements are proposed.

To growth the baseline demand data to the Scheme opening year we will use the background growth rate in AMAT (0.75% per annum).

To forecast the increase in walking and cycling demand as a result of the Scheme, comparable schemes in which pre- and post-scheme implementation demand data is available, will be used to understand the growth factors to apply based on the level of infrastructure to be provided. The latest version of Active Travel England's 'uplifts' tool (September 2023) will be used to produce a forecast of the walking and cycling demand uplifts to enhance the robustness of the demand forecasts.

4 Appraisal Approach

The technical scope of the Transport Appraisal of the Scheme will conform to that specified in TAG and focus on the 4 strands of impacts - Economy, Environment, Social and Public Accounts, and the 24 sub-objectives as set out in the Appraisal Summary Table (AST). The following sections build on what was reported in the SOC ASR.

4.1 Appraisal approach summary

The appraisal of the Scheme will focus on illustrating how the scheme benefits are meeting the individual Scheme objectives. As the Scheme options include highway, bus and active travel elements, it is intended that the appraisal of impacts focuses on those related to these measures.

The methodology for appraising the impacts of each option is set out in the sections of this report below, with a summary of approach set out in Table 4.1, whilst the Appraisal Specification Summary Table (ASST) in Appendix A sets out the likely impact of the options against each impact. The ASST identifies where the Scheme is likely to have only a neutral, slight positive, or slight adverse impacts. Where these impacts are likely to have little influence on the Scheme's overall Value for Money, they will be categorised in the ASST as 'assumed neutral', and therefore no further assessment will be carried out (this is in line with TAG – The Transport Appraisal Process (May 2018), under Section 3.1 on scope for proportionality).

Table 4.1: Summary of appraisal approach

Impact	Appraisal approach
Highway traffic user impacts	Quantitative / Monetised
Bus user impacts	Quantitative / Monetised
Active travel impacts	Quantitative / Monetised
Accident impacts	Quantitative / Monetised
Environmental impacts	Qualitative
Reliability impacts	Qualitative
Social impacts	Qualitative
Distributional impacts	Qualitative
Wider economic impacts	Qualitative

4.1.1 Highway user impacts

The appraisal of highway user impacts would seek capture and monetise changes in travel time and vehicle operating costs associated with the scheme options.

It is proposed to use the DfT's TUBA software (current version v1.9.23) to estimate and monetise the highway user impacts, making use of forecast estimates of traffic demand, travel times and travel distances in the Do Minimum and Do Something scenarios for two forecast years. These estimates would be provided from the spreadsheet-based model outlined in section 3.1.2.

The TUBA software will use the forecast demand and travel costs (travel times and distances) for the two forecast years and, through a process of interpolation, will estimate user benefits across the full proposed 60-year appraisal period. The software will also apply relevant adjustments (e.g., discounting to 2010 and conversion to market prices) to convert the monetised benefits into a Present Value of Benefit (PVB) for the Scheme options.

Consideration will be given to the use of annualisation factors that would be used by TUBA to estimate benefits across the whole year based on inputs for the modelled periods. Annualisation factors will be derived from local long-term traffic data, which will be analysed to understand the relationship between demand in the modelled periods and non-modelled periods. At this stage, the modelled periods are subject to confirmation but, as noted in section 3.1.2, are expected to include weekday AM and PM periods, a weekday inter-peak period and a weekend daytime period.

4.1.2 Bus user impacts

The appraisal of bus user benefits is relevant to Option 2 (Bus Priority) and Option 4 (bus-based travel hub).

Option 2 – Bus Priority

Demand figures, based on an estimate of existing trips across the two junctions where the bus priority measures will be located, will be used to calculate the annual number of hours saved in journey time. The journey time calculation will be based on the assessment of link flow speeds through Whittlesey, assuming that the bus priority measures allow the bus to flow without congestion. This value of journey time saving per trip will allow for a rule-of-a-half calculation for the overall user benefits in hours. Note that because there are no 'new' users, this calculation is simply users x journey time saving.

Using the latest values from the TAG databook (May 2024), the journey time savings will be monetised and appraised over a 60-year period. The PVB, discounted and in 2010 prices will show the impact of the intervention.

Option 4 – Travel Hub

The appraisal of the Travel hub impacts will be similar to that of the bus priority in that a rule-of-a-half calculation will be undertaken to calculate total impact to users. For this option, there will be 'new' users and therefore an assumed mode shift from car to bus. A TAG compliant MEC (Marginal External Cost) of car appraisal will be undertaken to capture congestion and environmental effect of the resulting mode shift.

As with the bus priority, an appraisal spreadsheet will be developed capturing the latest values from the TAG databook, resulting in a PVB value, discounted in 2010 prices.

4.1.3 Active travel impacts

The standard approach for calculating benefits associated with walking and cycling is the use of the latest version of the DfT's Active Mode Appraisal Toolkit (AMAT)¹⁴, following guidance set out in TAG Unit 5.1.

AMAT enables for the following benefits to be quantified:

- User benefits - journey ambience uplift.
- Business benefits - reduction in absenteeism.
- Health benefits - economic benefits of preventing early mortality through cycle and walking exercise; and
- Marginal external cost savings - reduction in the number of car trips to mode switch to cycling and walking.

In line with the value for money guidance issued as part of Active Travel Fund 4 (ATF4), the economic benefits of the options with walking and cycling improvements will be appraised over

¹⁴ May 2024 at the time of producing this ASR.

a 40-year due to the high-quality infrastructure that the Scheme will provide and alignment to the principles of LTN 1/20 which contribute to a longer asset life.

4.1.4 Accident impacts

Accident impacts appraisal will be undertaken in accordance with TAG Unit A4-1. At this stage, it is anticipated that the options under consideration would result in the reassignment of traffic away from the centre of Whittlesey and onto a modern relief road. This reassignment would be expected to contribute to a reduction in personal injury collisions over the 60-year appraisal period.

It is proposed that a simple assessment is undertaken at this stage using the Cost and Benefit to Accidents – Light Touch (COBA-LT) software to forecast the change in the number and severity of accidents associated with the proposed scheme options. The COBALT software will also apply standard economic values in order to monetise the forecast change in the number and severity of accidents.

The assessment would make use of existing traffic flows and accidents in Whittlesey, which COBALT would use to calculate observed accident rates on the existing routes through the town. Accident rates on the proposed new relief road would set to default rates contained in COBALT, reflecting the proposed link types and speed of the proposed route.

Forecast future year changes in traffic flows associated with the scheme will be sourced from the spreadsheet-based model discussed in section 3.1.2. Through the application of the observed accident rates (and default rates on the relief road links), COBALT will estimate the number and severity of accidents in the Do Minimum and Do Something scenarios. By comparing the results from both scenarios, the overall benefit (or disbenefit) associated with the Scheme is identified.

In addition, accident benefits as a result of mode shift will be estimated using the MEC approach values for safety, which will calculate benefits associated with the removal of traffic arising from any mode shift from car trips to bus and active travel.

4.1.5 Environmental impacts

The appraisal of environmental impacts will be undertaken in accordance with TAG Unit A3 following a qualitative approach. The environmental topics covered include:

- Noise
- Air Quality
- Greenhouse gases
- Landscape
- Townscape
- Historic Environment
- Biodiversity
- Water environment

The level of impact for each topic will be summarised using the standard TAG seven-point scale and reported in the AST of the SOC. The assessment will be informed using evidence already collated and reviewed as part of the development of the SOC, as set out in the Baseline Evidence Report¹⁵.

¹⁵ Baseline Evidence Report - Mott MacDonald, February 2024.

4.1.6 Social impacts

The social impact appraisal will be carried out in accordance with TAG Unit A4.1. Social impact appraisal covers the human experience of the transport project and its impact on social factors. The impacts considered include:

- Accidents
- Physical activity
- Security
- Severance
- Journey quality
- Option and non-use values
- Accessibility
- Personal affordability

Each social impact will be assessed using qualitative analysis and will be informed by the result of the environmental appraisal and transport model outputs where available. For example, the outputs from COBA-LT will be used for accident analysis, whilst AMAT will be used for the physical activity impact analysis. The appraisal will produce summary assessment scores for each social impact on a seven-point scale of beneficial, neutral or adverse impacts. As with the environmental appraisal, the social assessment will be informed using evidence already collated and reviewed as part of the development of the SOC, as set out in the Baseline Evidence Report.

4.1.7 Distributional impacts

A distributional impact appraisal will be carried out in accordance with TAG Unit A4.2. Due to the stage of work, this will be limited to Step 1 in the process for undertaking a Distributional Impacts Assessment, which is a screening process.

The impacts considered include:

- User benefits
- Noise
- Air quality
- Accidents
- Security
- Severance
- Accessibility
- Personal affordability

4.1.8 Wider economic impacts

The wider economic impacts for the Scheme are those that are considered additional to the transport user benefits. As the level of benefits coming from wider economic impacts, including both from changes in land use and fixed land use are predicted to be small in relation to the overall Scheme benefits, it is proposed that a qualitative approach is taken to appraising these as part of the options appraisal that is reported in the final SOC.

This qualitative assessment of benefits relating to changes in land use as defined within TAG Unit A2.1, will examine how the Scheme contributes to the economic growth of Whittlesey and the wider region by providing new transport infrastructure that will improve links to development sites, supporting housing and employment growth.

4.2 Reporting and appraisal outputs

The results of this analysis will be summarised in the following tables and statements:

- A TEE (Transport Economic Efficiency) table, reflecting transport efficiency benefits
- Public Accounts (PA) table
- The Analysis of Monetised Costs and Benefits (AMCB) table
- An Appraisal Summary Table (AST)
- A Value for Money (VfM) statement

In addition to the reports and tables listed above, the methodologies and results discussed in this ASR will be summarised and presented in the Economic Dimension of the SOC for the Scheme.

5 Appendices

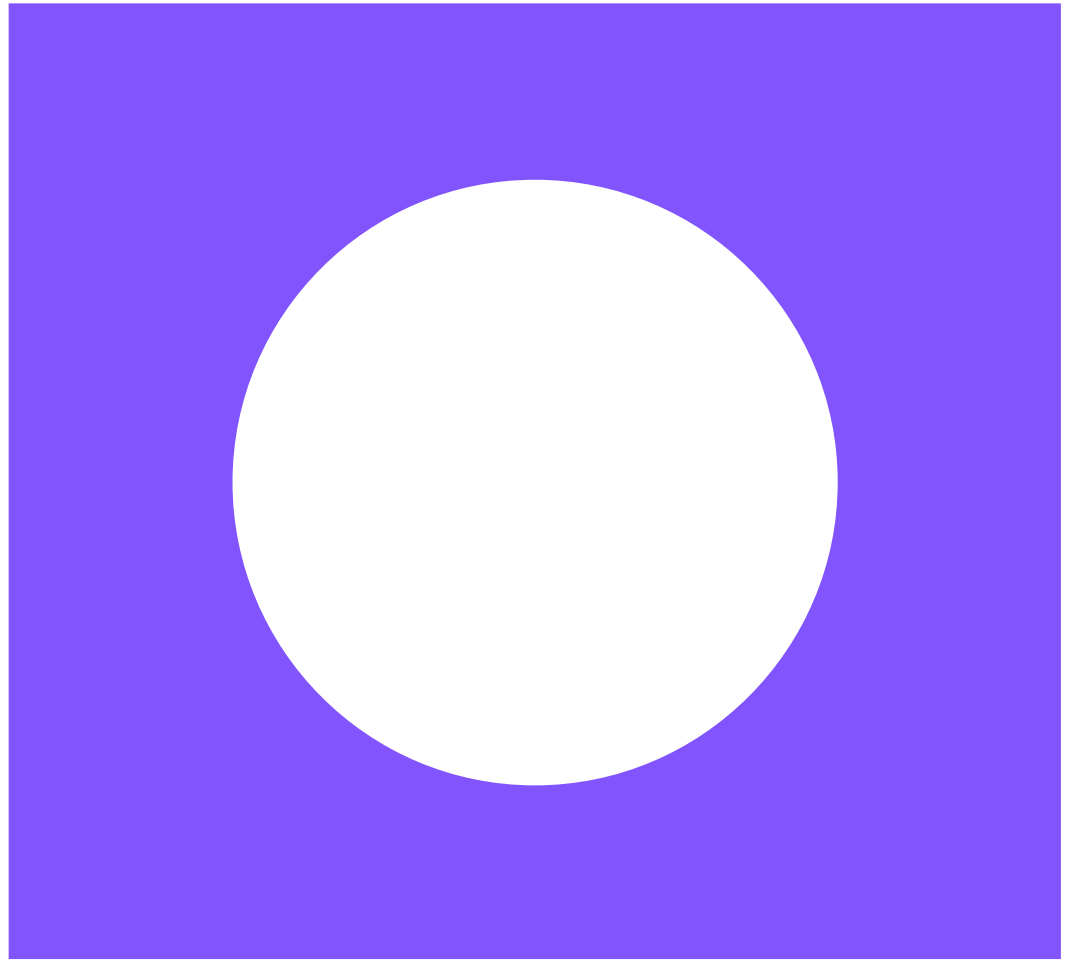
A. Appraisal Specification Summary Table

Table A.1: Appraisal Specification Summary Table

Impacts	Sub-impacts	Estimated Impact	Level of uncertainty	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output (Quantitative/Qualitative/Monetary/Distributional)
Economy	Business users & transport providers	Positive	High	Assessment through TUBA based on outputs from bespoke spreadsheet model	TAG Unit A1-3	Monetary
	Reliability impact on Business users	Positive	High	Qualitative	TAG Unit A1.3	Qualitative
	Regeneration	Non expected	Low	N/A	N/A	N/A
	Wider Impacts	Limited	Low	Qualitative assessment following TAG Unit A2.1	TAG Unit A2.1	Qualitative
Environmental	Noise	Slight Benefit	Low	Environmental impacts worksheets	TAG Unit A3 Section 2	Qualitative
	Air Quality	Slight Benefit	Low	Environmental impacts worksheets	TAG Unit A3 Section 3	Qualitative
	Greenhouse gases	Neutral	Low	Environmental impacts worksheets	TAG Unit A3 Section 4	Qualitative
	Landscape	Slight Adverse	Low	Environmental impacts worksheets	TAG Unit A3 Section 7	Qualitative
	Townscape	Slight Benefit	Low	Environmental impacts worksheets	TAG Unit A3 Section 7	Qualitative
	Heritage of Historic resources	Slight Benefit	Low	Environmental impacts worksheets	TAG Unit A3 Section 8	Qualitative
	Biodiversity	Slight Adverse	Low	Environmental impacts worksheets	TAG Unit A3 Section 9	Qualitative
	Water Environment	Slight Adverse	Low	Environmental impacts worksheets	TAG Unit A3 Section 10	Qualitative
Social	Commuting and Other users	Large Benefit	Low	Qualitative	TAG Unit A1-3	Qualitative
	Reliability impact on Commuting and Other users	Large Benefit	High	Qualitative		Qualitative

Impacts	Sub-impacts	Estimated Impact	Level of uncertainty	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output (Quantitative/ Monetary/ Distributional)
	Physical activity	Slight Benefit	Low	Qualitative	TAG Unit A4.1, Section 3	Qualitative
	Journey quality	Slight Benefit	Low	Qualitative	TAG Unit A4.1, Section 6	Qualitative
	Accidents	Slight Benefit	Low	COBALT	TAG Unit A4.1, Section 3	Quantitative/ Monetary
	Security	Neutral	Low	Qualitative	TAG Unit A4.1, Section 4	Qualitative
	Access to services	Slight Benefit	Low	Qualitative	TAG Unit A4.1, Section 8	Qualitative
	Affordability	Slight Benefit	Low	Qualitative	TAG Unit A4.1, Section 9	Qualitative
	Severance	Large Benefit	Low	Qualitative	TAG Unit A4.1, Section 5	Qualitative
	Option values	Slight-Large Benefit	Low	Qualitative	TAG Unit A4.1, Section 7	Qualitative
Public Accounts	Cost to Broad Transport Budget		Low	Scheme costings	TAG Unit A1-2	Monetary
	Indirect Tax Revenues		Low	Outputs from TUBA and AMAT		Monetary

B. Long List Options Assessment Report





Whittlesey Relief Road

Social Impact Appraisal

September 2024

This page left intentionally blank for pagination.

Mott MacDonald
10 Temple Back
Bristol BS1 6FL
United Kingdom

T +44 (0)117 906 9500
mottmac.com

Whittlesey Relief Road

Social Impact Appraisal

September 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
01	16/09/24	S Shuttleworth	J Vickers Strutt	C Payne	For review
02	23/09/24	S Shuttleworth	J Vickers Strutt	C Payne	For issue

Document reference 100114563 | P01 | 100114563-MMD-APP-03B-RP-BC-017

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
2	Accidents	3
1.1	Overview	3
1.2	Appraisal of impacts	3
1.3	Summary appraisal scores	4
3	Physical Activity	5
3.1	Overview	5
3.2	Appraisal of impacts	5
3.3	Summary appraisal scores	5
4	Security	7
4.1	Overview	7
4.2	Appraisal of impacts	7
4.3	Summary appraisal scores	7
5	Severance	8
5.1	Overview	8
5.2	Appraisal of impacts	8
5.3	Summary appraisal scores	8
6	Journey Quality	9
6.1	Overview	9
6.2	Appraisal of impacts	9
6.3	Summary appraisal scores	9
7	Option Values and Non-Use Values	11
7.1	Overview	11
7.2	Appraisal of impacts	11
7.3	Summary appraisal scores	11
8	Accessibility	12
8.1	Overview	12
8.2	Appraisal of impacts	12
8.3	Summary appraisal scores	13
9	Personal Affordability	14

9.1	Overview	14
9.2	Appraisal of impacts	14
9.3	Summary appraisal scores	14

1 Introduction

Mott MacDonald has been commissioned by Fenland District Council to support the development of the short listed options for the proposed Whittlesey Relief Road. A Social Impact Appraisal covers the human experience of a transport system and its impact on social factors not considered as part of economic and environmental appraisals. Methods prescribed in TAG Unit A4.1¹ have been used to determine any impacts of the scheme.

The eight social impacts, as defined by TAG Unit A4.1 guidance, assessed as part of the appraisal are:

- Accidents
- Physical activity
- Security
- Severance
- Journey quality
- Option and non-use values
- Accessibility
- Personal affordability

The overall summary of the expected social impacts is outlined in Table 1. Each social impact is assessed per option in more detail below.

Table 1: Summary of expected social impacts

Social Impact	Overall Appraisal Result			
	Option 1	Option 2	Option 3	Option 4
Accidents	Moderate beneficial	Moderate beneficial	Moderate beneficial	Slight beneficial
Physical Activity	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial
Security	Neutral	Neutral	Slight beneficial	Slight beneficial
Severance	Moderate beneficial	Moderate beneficial	Large beneficial	Slight beneficial
Journey Quality	Moderate beneficial	Large beneficial	Large beneficial	Slight beneficial
Option and non-use values	Neutral	Neutral	Neutral	Slight beneficial
Accessibility	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial

¹ Department for Transport, TAG UNIT A4.1 Social Impact Appraisal Guidance, Available at - [TAG UNIT A4.1 Social Impact Appraisal \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/101234/TAG_UNIT_A4.1_Social_Impact_Appraisal.pdf), accessed March 2022.

Personal affordability	Neutral	Neutral	Neutral	Neutral
-----------------------------------	---------	---------	---------	---------

2 Accidents

1.1 Overview

Transport interventions may reduce the likelihood of people being hurt in accidents. Accidents can occur in all modes of transportation, affecting both users and non-users. The key quantitative indicator for evaluating transportation initiatives is the difference in the number of casualties and accidents with and without the scheme.

Accidents can result in no casualties (resulting in damage only) or one or more casualties (such as Personal Injury Accidents) of varying severity. As stated in Section 2.1.4 in the TAG guidance², three groups are used to differentiate between casualty severity: fatal (death occurs within 30 days); serious (casualties require hospital treatment and have lasting injuries); and slight (casualties have injuries that do not require hospital treatment or if they do, effects subside quickly).

1.2 Appraisal of impacts

The A605 is a key route for east-west traffic between Peterborough and the Fenland market towns. The A605 through Whittlesey sees circa 7,500 vehicles per day from Peterborough and 5,000 vehicles per day from Fenland Market Towns, 75% of which is dominated by private vehicles. A significant proportion of all traffic along this route through Whittlesey is through traffic (40%) and 68% of HGV movements are through traffic. The high volume of traffic on the A605 through a town centre segregates the town and means accidents are likely, causing congestion and resulting in longer journey times for commuting traffic.

The objectives of the scheme include reducing congestion, improving safety and reducing severance on the local road network through Whittlesey, which requires a smoother flow of traffic in the area.

Option 1, 2 and 3 propose a new single carriageway relief road running to the south of Whittlesey town centre, that includes a parallel cycle track. This is likely to reduce the number of vehicles, of up to 3,000 vehicles per day, including up to 370 HGVs per day travelling through Whittlesey town centre, reducing the likelihood of collisions which will potentially improve safety in Whittlesey and reduce the number of accidents.

Option 2 includes enhanced pedestrian crossing facilities in the form of either islands or traffic lights, which is likely to improve safety and access for pedestrians in Whittlesey, reducing the likelihood of accidents involving pedestrians.

Option 3 includes include the introduction of new active travel improvements through the town and along the A605 which is likely to enable a greater level of local journeys around Whittlesey to be undertaken by walking or cycling, reducing car use for shorter journeys and subsequently congestion and likelihood of accidents. However, there may be an increase in accidents as a result of an increased number of pedestrians and cyclists.

Option 4 proposes a new Mobility Hub located to the east of the town which could improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. Option 4 will also include improved active travel provision across the town to both the Mobility Hub and Whittlesea station

² Department for Transport, TAG UNIT A4.1 Social Impact Appraisal Guidance, Available at - [TAG UNIT A4.1 Social Impact Appraisal \(publishing.service.gov.uk\)](#), accessed March 2022.

to encourage local trips to access bus and rail services without the use of a car. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport and active travel, thus slightly reducing the number of vehicles and congestion on the local road network, and improve safety in the area for pedestrians. However Option 4 will not reduce the level of HGV movements in Whittlesey, and the Mobility Hub's location may mean that residents in the west of Whittlesey may not utilise its facilities. Additionally, Option 4 is reliant on bus operators capitalising on these new improvements by running services.

All of these measures will ultimately contribute to reduced casualties, lower accident severity and a lower accident rate, benefiting non-motorised users (pedestrians and cyclists), as well as motorised users (drivers). Options 1, 2 and 3 will therefore yield a moderate beneficial impact and Option 4 a slight beneficial impact, for users of the A605 through Whittlesey.

1.3 Summary appraisal scores

Option 1: Moderate beneficial

Option 2: Moderate beneficial

Option 3: Moderate beneficial

Option 4: Slight beneficial

3 Physical Activity

3.1 Overview

The interdependence between transportation, the environment, and health has long been recognised³. Physical activity levels can be influenced by transportation. Physical inactivity is a major risk factor for a wide variety of noncommunicable diseases, including coronary heart disease, stroke, diabetes, as well as many cancers⁴. Physical activity is also effective in reducing weight gain and obesity, as well as enhancing mental health. This section examines the health benefits of travel (i.e. walking and cycling).

Physical activity benefits are often a major component of the scheme's benefits for interventions aimed at promoting cycling and walking. Physical activity impacts will be relevant for schemes such as this that involve other modes, if it can be proved that there is a considerable mode shift owing to the intervention to or from active modes.

3.2 Appraisal of impacts

The implementation of the proposed scheme may affect pedestrians, cyclists and existing public transport services.

Option 1, 2 and 3 propose a new single carriageway relief road running to the south of Whittlesey town centre, that includes a parallel cycle track. This is likely to reduce the number of vehicles travelling through Whittlesey town centre, improving safety and reducing severance for pedestrians and cyclists in Whittlesey.

Option 2 includes enhanced pedestrian crossing facilities which is likely to improve safety and access for pedestrians in Whittlesey.

Option 3 includes the introduction of new active travel improvements through the town and along the A605 which is likely to enable a greater level of local journeys around Whittlesey to be undertaken by walking or cycling and reducing car use for shorter journeys.

Option 4 proposes improved active travel provision across the town to a new Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport and active travel.

Overall, Options 1 is assessed to have a slight beneficial effect, Option 2 a moderate beneficial effect, Option 3 a large beneficial effect and Option 4 a moderate beneficial effect.

3.3 Summary appraisal scores

Option 1: Slight beneficial

Option 2: Moderate beneficial

Option 3: Large beneficial

Option 4: Moderate beneficial

³ Road Transport and Health (1997), British Medical Association

⁴ Department of Health (2004): At Least Five a Week. A report from the Chief Medical Officer.

4 Security

4.1 Overview

Transport interventions may have an impact on the level of security for transport users. The assessment of these impacts should take into account both changes in security and the predicted number of affected users. Site perimeters, entrances, and exits; formal and informal monitoring; landscaping; lighting and visibility; and emergency call points are all examples of security indicators.

While the TAG guidance focuses on the security impacts of railway stations and public transportation, our assessment will focus on the security of non-motorised users of the road, particularly pedestrians and cyclists. Certain user groups, such as women and older people, may be more prone to safety concerns and, as a result, are more likely to avoid travelling by bicycle or foot.⁵

4.2 Appraisal of impacts

While the development of the scheme aims to improve safety and security for all, the scheme is unlikely to affect vulnerability to crime and other aspects of personal safety, which are the primary factors assessed in the TAG guidance.

During construction of the scheme, there is potential for adverse landscape and visual effects, which may contribute to potential security concerns but are expected to be temporary in nature.

While Options 1, 2 and 3 provide an improved cycle track along the potential relief road, these improvements are unlikely to impact on perceived safety of non-motorised users from the perspective of reduced crime. Options 3 and 4 provide improved active travel infrastructure, including segregation where possible, improved lighting and improved surfaces. This has the potential to increase feelings of security amongst vulnerable road users (VRU's) such as the elderly. Therefore, the overall impact on security, during construction and operation is anticipated to be neutral for Options 1 and 2 and slightly beneficial for Options 3 and 4.

4.3 Summary appraisal scores

Option 1: Neutral

Option 2: Neutral

Option 3: Slight beneficial

Option 4: Slight beneficial

⁵ TAG Unit A4.1 Social Impact Appraisal

5 Severance

5.1 Overview

The introduction or removal of a physical barrier between residents and community facilities/services, as well as whether traffic flows arising from the scheme cause or remove barriers between residents and community facilities/services, are all considered in community severance. Significant changes in transportation infrastructure that obstruct pedestrian mobility or create a physical barrier to movement might cause severance.⁶

Severance predominantly impacts non-motorized modes of transportation, notably walkers, however this assessment will also consider motorised travel due to the higher impact on journey delays. Cyclists will be impacted differently by severance due to two factors: they travel faster and may not have access to crossing facilities. Severance impacts are grouped into four broad categories, according to TAG guidance: none, slight, moderate, and large.

5.2 Appraisal of impacts

The objective of the scheme is to reduce congestion, improve safety and reduce severance on the A605 through Whittlesey and the surrounding road, walking and cycling network.

The high volume of traffic on the A605 through Whittlesey segregates the town centre creating severance. Options 1, 2 and 3 are likely to reduce the severance caused by the high volume of traffic through Whittlesey by providing a relief road to the south of Whittlesey for through traffic. Additionally, the new cycle track parallel to the relief road will provide a new safe active travel route that bypasses Whittlesey Town Centre. Option 2 is also likely to discourage private vehicles travelling through Whittlesey town centre due to bus priority measures, further reducing severance along the A605. Option 3 has the potential to further reduce severance in Whittlesey through the introduction of active travel improvements including shared use paths and toucan crossings. Therefore the impact is assessed to be moderate beneficial for Option 1 and 2 and large beneficial for Option 3.

Option 4 has the potential to indirectly reduce severance by encouraging more public transport and active travel use though the provision of shared use spaces, toucan crossings, and a mobility hub. However this option will not reduce the number of HGVs travelling through Whittlesey, therefore the overall impact is assessed to be slight beneficial.

5.3 Summary appraisal scores

Option 1: Moderate beneficial

Option 2: Moderate beneficial

Option 3: Large beneficial

Option 4: Slight beneficial

⁶ TAG Unit A4.1 Social Impact Appraisal

6 Journey Quality

6.1 Overview

Journey quality is a measure of the real and perceived physical and social environment experienced while travelling and can be affected both by travellers and by network providers and operators. The journey quality assessment evaluates the actual and perceived social and physical environment experienced when travelling, which can have an important influence on travel choices. Traveller care, traveller perspectives, and traveller stress are three subcategories of journey quality. Poor journey experience may deter people from taking certain modes of transportation, whereas good journey quality can often go undetected and become assumed.

6.2 Appraisal of impacts

TAG Unit A4.1 guidance includes aspects such as cleanliness, level of facilities and information provision in traveller care, which have limited relevance in highways schemes.

As a result, this section primarily assesses traveller stress from the perspectives of both motorised and non-motorized users. Traveller stress, according to TAG guidelines, may be subdivided into frustration, fear of accidents, and route uncertainty, the latter of which is less relevant for highway schemes. Frustration is caused by road layout and geometry, road network quality, and overall ability to make effective progress along a route. The presence of other cars, inadequate sight distances, the risk of pedestrians stepping onto the road, the presence of central reservations or safety barriers, and the presence of roadworks all contribute to the concerns about potential accidents.

Options 1, 2 and 3 are likely to increase the journey quality of journeys for road users due to the provision of a relief road, directing through traffic out of Whittlesey town centre. Thus improving the road layout which is likely to reduce fear of accidents and frustration for users of the scheme, reducing travel stress levels. Options 1, 2 and 3 are expected to reduce traveller frustration and stress and as such improve journey quality for road users as a result of reduced congestion and improved, more predictable, journey times. The provision of safer and more reliable transport routes should contribute to positive impacts on journey quality for all road users.

Journey quality for those using public transport is particularly likely to improve as a result of Option 2 which includes bus priority measures within Whittlesey and Option 4 which includes a Mobility Hub, which is anticipated to improve the journey reliability and reduce stress of users travelling through and accessing Whittlesey.

Across all options, journey quality may be temporarily impacted during construction due to construction activities and potential road diversions or closures increasing route uncertainty. These disruptions to routes will no longer exist once the project is operational, and positive effects are envisaged. The provision of safer and more reliable transport networks should improve the overall quality of journey for all road users. The overall rating is assessed as moderate beneficial for Option 1, large beneficial for Options 2 and 3 and slight beneficial for Option 4.

6.3 Summary appraisal scores

Option 1: Moderate beneficial

Option 2: Large beneficial

Option 3: Large beneficial

Option 4: Slight beneficial

7 Option Values and Non-Use Values

7.1 Overview

Option and non-use values should be assessed if the scheme being appraised includes measures that will substantially change the availability of public transport services within the study area. Option values consider the willingness to pay to preserve the option of using a transport service for trips not yet anticipated or currently undertaken while non-use values are the values that are placed on the continued existence of a service.

7.2 Appraisal of impacts

Where a step-change in transport service is expected (e.g. the removal or introduction of a new mode), an appraisal is required include an assessment regarding the nature of the change in service and whether the change is beneficial or adverse in terms of option and non-use values. Options 1, 2 and 3 do not include measures that will change the availability of public transport options for those living in the study area. Therefore, the overall impact is considered for Options 1, 2 and 3 is neutral.

Option 4 proposes a new Mobility Hub which could improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport. However, the Mobility Hubs location may mean that residents in the west of Whittlesey may not utilise its facilities and this option is reliant on bus operators capitalising on these new improvements by running services. Overall the impact is considered slight beneficial for Option 4.

7.3 Summary appraisal scores

Option 1: Neutral

Option 2: Neutral

Option 3: Neutral

Option 4: Slight beneficial

8 Accessibility

8.1 Overview

This section is focussed on local accessibility impacts that more vulnerable residents, such as people who are disabled and older people, could experience. Residents without access to a private car and those from vulnerable social groups can be more reliant on public transport, non-motorised travel, or lifts from friends and family. Key barriers to accessibility according to TAG guidance are availability and physical accessibility of transport, cost of transport, services and activities located in inaccessible places, safety and security, and travel horizons.

8.2 Appraisal of impacts

Option 1, 2 and 3 increase accessibility to local roads in Whittlesey by locating through traffic onto a relief road, providing a parallel cycle track and improving links to the railway station, increasing interconnectivity and accessibility within and around Whittlesey. However, Option 1 predominantly focuses on accessibility for motorised users, with minimal focus on active travel and public transport therefore Option 1 is assessed to have a slight beneficial effect.

Option 2 also includes bus priority measures which will reduce bus journey times and improve reliability, thus enhancing the bus offer for those travelling between Whittlesey, March and Peterborough. However, this is reliant on bus operators capitalising on these new improvements by running services. Option 2 also enhances pedestrian crossing facilities to improve safety and access for pedestrians. Therefore Option 2 is assessed to have a moderate beneficial effect.

Option 3 includes the relief road mentioned above in addition to the introduction of new active travel improvements through the town and along the A605. This will include:

- Segregated active travel provision where possible along the A605 through the town, including enhanced junctions with greater priority for active travel to allow for safe and seamless connections across the town, and the A605.
- Improvements will be made to National Cycle Network route 63 through the town, from the northwest outskirts of the town to Lattersey Nature Reserve.
- An improved cycle link to the station along Station Road from the A605, New Road, and Hawthorne Drive.

Option 3 is likely to enable greater level of local journeys around Whittlesey to be undertaken by walking or cycling, reducing car use for shorter journeys. Improvements to National Cycle Network route 63 will improve the quality of longer distance journeys and improvements to active travel access to Whittlesea station, allowing for easier access to onwards journeys by rail. As well as more people orientated infrastructure in the town and the potential reduction in local car journeys which will enhance the public realm and experience for visitors. Therefore Option 3 is assessed to have a large beneficial effect.

Option 4 proposes a new Mobility Hub which could improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. Option 4 will also include improved active travel provision across the town to both the Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport and active travel. However, Option 4 is unlikely to significantly reduce the levels of through traffic in Whittlesey and the Mobility Hubs location may mean that residents in the west of Whittlesey may not utilise its facilities. The option is also reliant on bus operators capitalising

on these new improvements by running services. Overall, Option 4 is assessed to have a moderate beneficial effect.

Additionally, the scheme will have no impact on the availability and physical accessibility and cost of transport across all options.

8.3 Summary appraisal scores

Option 1: Slight beneficial

Option 2: Moderate beneficial

Option 3: Large beneficial

Option 4: Moderate beneficial

9 Personal Affordability

9.1 Overview

The monetary cost of travel can act as a major barrier to mobility for certain groups of people, for example those on lower incomes or from more deprived areas. Changes to the transport network that involve changes in user charging can impact upon those from low-income groups and deprived areas.

9.2 Appraisal of impacts

As the scheme proposes developments relating to changes to the road layout, and minor changes to public transport priority, there are no significant impact relating to personal affordability of transport. The proposed scheme also does not include measures that will change the affordability of public transport options for those living in the study area. Therefore, the overall impact appraisal is neutral across all options.

9.3 Summary appraisal scores

Option 1: Neutral

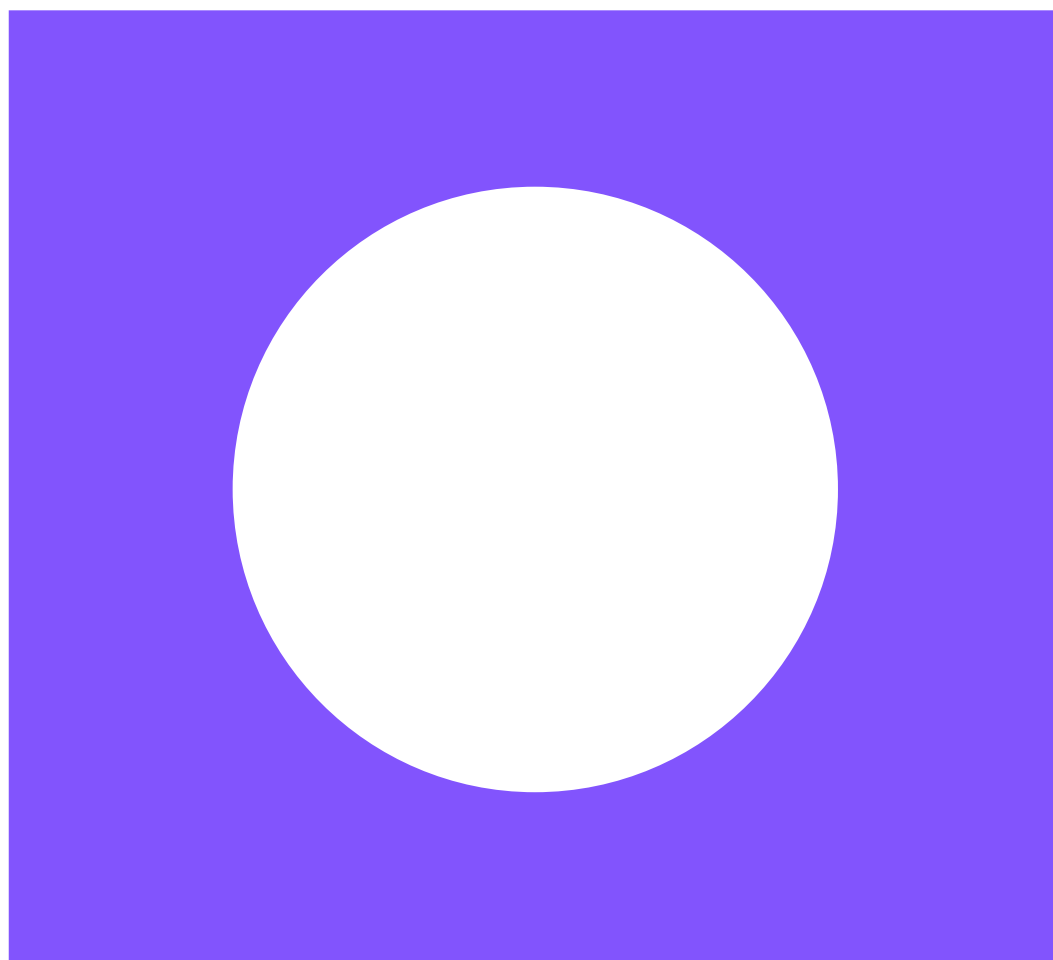
Option 2: Neutral

Option 3: Neutral

Option 4: Neutral



mottmac.com



Consultation Summary Report

Whittlesey Relief Road

December 2024

This page left intentionally blank for pagination.

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
mottmac.com

Consultation Summary Report

Whittlesey Relief Road

December 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	December 2024	S Adams	C Payne	J Bunney	First Issue
B	December 2024	S Adams	C Payne	J Bunney	Updated following client review

Document reference: 100114563-MMD-BCA-04-RP-BC-018

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Purpose	1
1.2	Scheme background	1
1.2.1	Short-list Options	1
2	Summary of Consultation	5
2.1	Consultation approach	5
2.2	Consultation materials	5
2.3	Consultation events	6
2.4	Online consultation	6
2.5	Consultation context	6
3	Demographics of Consultation Respondents	7
3.1	Number of responses	7
3.1.1	Location	7
3.2	Responses by age	7
3.3	Employment	8
3.4	Travel behaviour	9
3.4.1	Travel to work	9
3.4.2	Access to transport	9
4	Identified Issues	10
4.1	Opinions on current traffic conditions	10
4.2	Impact of current traffic volumes	11
4.3	Opinions on transport options	12
4.4	Agreement with identified issues	12
4.5	Further issues	13
4.6	Agreement with objectives	13
5	Responses to the Short-Listed Options	16
5.1	Option 1 (Relief Road with HGV re-routing)	16
5.2	Option 2 (Relief Road with HGV re-routing and bus priority improvements)	17
5.3	Option 3 (Relief Road with HGV re-routing and active travel improvements)	18
5.4	Option 4 (Mobility Hub with active travel improvements)	19
5.5	Ranking	20
6	Stakeholder Consultation Feedback	22
6.1	Cambridgeshire County Council	22

6.2	Middle Level Commissioners + Whittlesey & District Internal Drainage Board	22
7	Summary	23
A.	Stakeholder Engagement and Communications Plan	24
B.	Consultation Information Pack	25
C.	Consultation Advertisement Leaflet	26
D.	Consultation Questions and Responses	27

Figures

Figure 1.1: Option 1	1
Figure 1.2: Option 2	2
Figure 1.3: Option 3	3
Figure 1.4: Option 4	3
Figure 2.1: Consultation advertisement and section of material	5
Figure 3.1: Location of respondents	7
Figure 3.2: Age of respondents	8
Figure 3.3: Levels of employment	8
Figure 3.4: Mode of transport for travelling to work	9
Figure 4.1: Question 1 word cloud	10
Figure 4.2: Question 2 word cloud	11
Figure 4.3: Core themes and issues	12
Figure 4.4: Agreement with core themes and issues identified	13
Figure 4.5: Core Scheme objectives	14
Figure 4.6: Agreement with the objectives	15
Figure 5.1: Support and opposition for Option 1	16
Figure 5.2: Support and opposition for Option 2	17
Figure 5.3: Support and opposition for Option 3	18
Figure 5.4: Support and opposition for Option 4	19
Figure 5.5: Option ranking	20

[Click or tap here to enter text.](#)

1 Introduction

1.1 Purpose

This report provides a summary of the consultation undertaken for the Whittlesey Relief Road Project that ran from Wednesday 23rd October to Friday 22nd November 2024. This consultation was undertaken as part of the development of the Strategic Outline Business Case (SOC) to seek feedback on the underlying issues that inform the case for change for the project, and to seek feedback on the short-listed scheme options.

1.2 Scheme background

Previous studies examining challenges within the town of Whittlesey have identified growing pressures associated with growth in new housing and employment sites within, and around, the town. There are issues arising from traffic impacting upon the historic nature of the town and how this affects local people.

The idea of a relief road as a solution to help alleviate traffic in the town, in particular heavy goods vehicles, has been around for many years. Whilst the background to this project is based on the concept that a relief road could be delivered, it has been highlighted by the Cambridgeshire and Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC), and the Fenland District Council (FDC) that there is still a need to fully explore the issues and opportunities underpinning the concept of a relief road, and to explore more widely if there are other solutions that should be considered.

As such, an SOC is being developed to present the case for a scheme intervention and to set out a range of potential options that could meet the needs of Whittlesey.

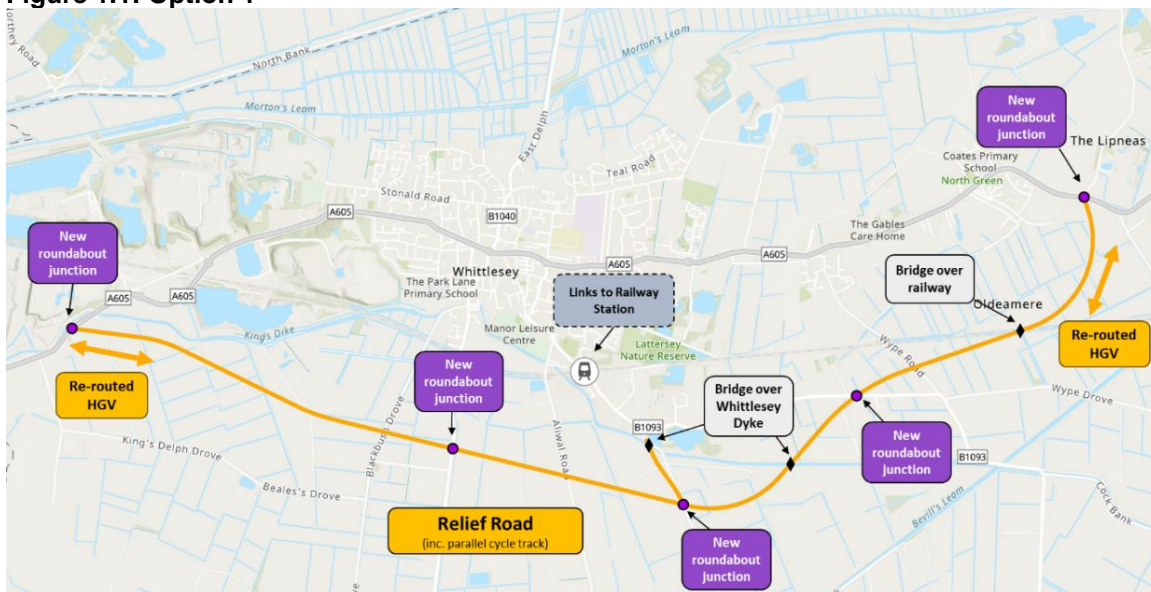
1.2.1 Short-list Options

After an optioneering process to assess potential options, four short-list Options were selected for further design development, appraisal and consultation. These options are set out below.

1.2.1.1 Option 1 (Relief Road with HGV re-routing)

Option 1 comprises of a new single carriageway road running to the south of Whittlesey town centre, that includes a parallel cycle track, shown in Figure 1.1.

Figure 1.1: Option 1



Source: Mott MacDonald

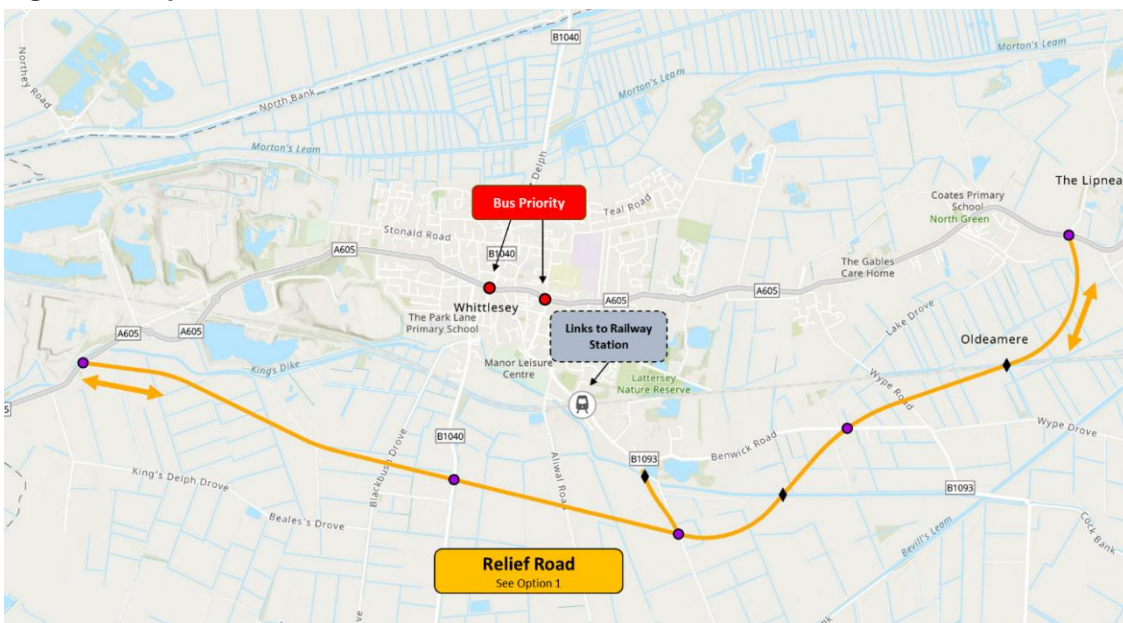
Coming from the west of the town, the new road would divert from the A605 to the south of King’s Dyke, running across fields to link into Turningtree Road, to the south of Station Road, enabling access to Whittlesea railway station. The road would then continue to the east, crossing over Whittlesey Dyke and the railway line, before connecting back into the A605 at Wisbech Road.

The road would include junctions at key intersects with roads connecting into Whittlesey, including the B1093 Turningtree Road to allow access to the railway station and industrial sites to the south of the town, and Wype Road to allow access to Eastrea.

1.2.1.2 Option 2 (Relief Road with HGV re-routing and bus priority improvements)

Option 2 includes a relief road and parallel cycle track as with Option 1, but also introduces new bus priority measures through the town and along the A605 to Peterborough, shown in Figure 1.2.

Figure 1.2: Option 2



Source: Mott MacDonald

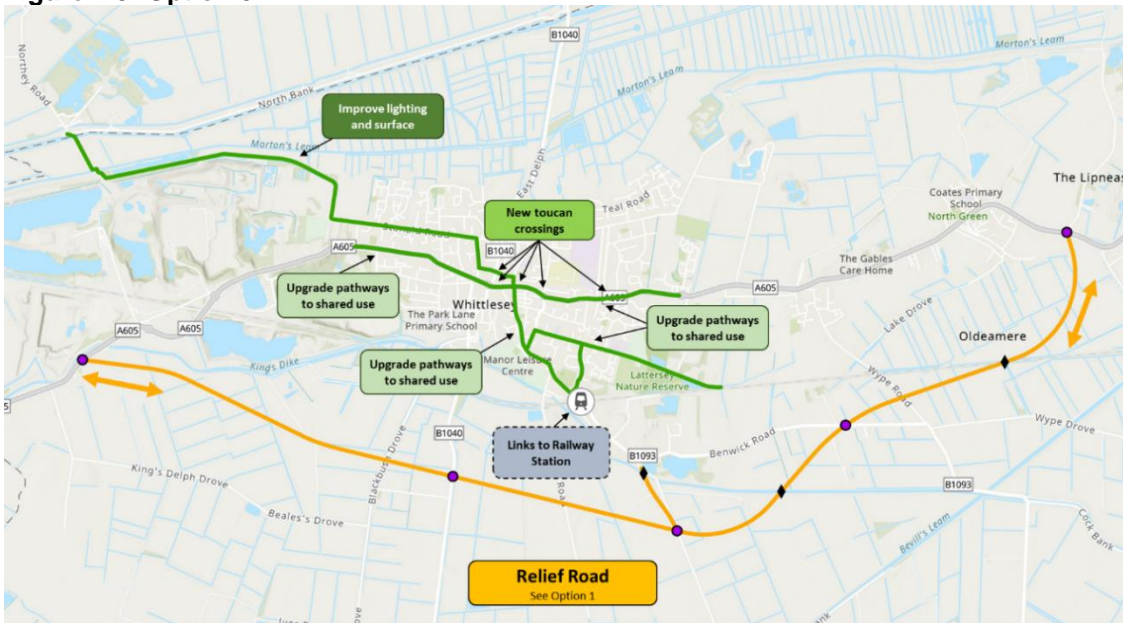
Measures would be introduced at the junctions between A605 and B1040, and the A605 and B1093, that would aim to provide greater priority for buses through these roundabouts. This could be in the form of either enhancing the current roundabouts to provide a bus lane through them, or through the introduction of signal-controlled junctions that would allow for buses to be given priority.

Enhanced pedestrian crossing facilities would also be introduced in the form of either pedestrian crossing islands or signal controlled crossing. This option could also see a downgrade in road space for cars at these junctions to provide bus priority.

1.2.1.3 Option 3 (Relief Road with HGV re-routing and active travel improvements)

Option 3 includes a relief road and parallel cycle track as with Option 1, but also includes new active travel improvements through the town and along the A605, shown in Figure 1.3.

Figure 1.3: Option 3



Source: Mott MacDonald

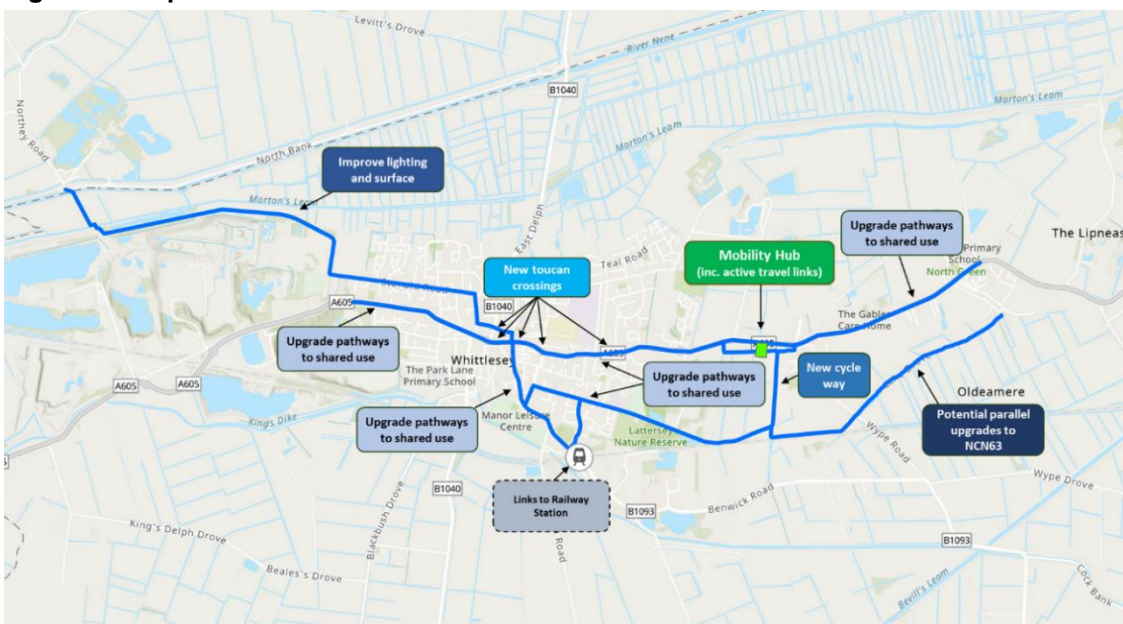
This will include segregated active travel provision where possible along the A605 through the town, including enhanced junctions with greater priority for active travel to allow for safe and seamless connections across the town, and the A605.

Improvements will be made to National Cycle Network route 63 through the town, from the northwest outskirts of the town to Lattersey Nature Reserve. This option would also include an improved cycle link to the station along Station Road, New Road, and Hawthorne Drive.

1.2.1.4 Option 4 (Mobility Hub with active travel improvements)

Option 4 is shown in Figure 1.4 and includes a new Mobility Hub located to the east of the town which can improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough.

Figure 1.4: Option 4



Source: Mott MacDonald

The option also includes improved active travel provision from across the town to both the Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car.

The Mobility Hub includes provision for circa 200 parking spaces, including for blue badge holders, and cycle storage facilities. There is also provision of seating and waiting facilities, as well as the potential for bike pumps, toilets and showering facilities.

2 Summary of Consultation

2.1 Consultation approach

A Stakeholder Engagement and Communications Plan (SECP) has previously been prepared that sets out the planned approach to engagement and consultation with stakeholders and members of the public. The SECP is available in Appendix A.

As stated in the SECP, the aim of the public consultation was to ascertain feedback from stakeholders, residents, and members of the public on general support and public acceptability for the proposals, including views on the proposed short-listed options for intervention. These views will add a further layer of detail to the options assessment and be used to directly inform the SOC and the potential preferred way forward.

2.2 Consultation materials

An information pack which outlines the purpose of the Scheme, the Scheme Objectives, and an overview of the four short-listed Options was produced for the consultation. This material was available at all consultation events and in Whittlesey Town Hall over the course of the consultation period, as well as being available online. Advertisement for the consultation and a section of the consultation material is shown in Figure 2.1.

Figure 2.1: Consultation advertisement and section of material

Whittlesey Relief Road Consultation
23rd October to 22nd November

The **Whittlesey Relief Road Project** is to examine a wide range of solutions to address the town's transport issues. Options that could achieve this have been identified and we would like to know what your views are about these options.

Option 1 - Relief Road with HGV re-routing

Description

- Creation of a new single carriageway road running to the south of Whittlesey with parallel cycle track.
- The new road would divert from the A605 west of King's Dyke and reconnect with the A605 at Wisbech Road.
- The route would run across fields and provide a link to Station Road to enable access to the train station and the industrial area.
- The route would include new junctions at key roads connecting into Whittlesey and Eastrea.

Benefits

- Potential to divert up to 3,000 east/west bound vehicles away from Whittlesey, Eastrea and Coates per day.
- Providing improved capacity and resilience on the A605.
- Potential reduction of around 370 HGV vehicles per day travelling in and through Whittlesey (and villages).
- Provision of better routes to enable HGV access to the southern trading estate and western industrial areas via the relief road.
- Provides a new, safe, long distance active travel route along the relief road plus potential to release road space on A605 that could be used for active travel infrastructure or public transport improvements.

Challenges

- The funding required for this scheme is expected to be significant. Options to fund a new road scheme of this scale may be limited as road building is currently a low priority across the country.
- A number of dikes, watercourses and the railway line will need to be crossed, requiring new infrastructure.
- Rail services could be temporarily impacted by the bridge construction.
- The scheme will have environmental impacts on local habitat and carbon emissions from its construction.

How to find out more and have your say!

Visit www.fenland.gov.uk/WRRConsultation for details about the project and to access the consultation survey.

Or visit us in person at the following locations on these dates:

- Fri. 25th October** between 8am and 12noon at Whittlesey Town Council Offices, Peel House, 8 Queen Street, Whittlesey, PE7 1JY
- Sat. 9th November** between 10am and 3pm at Aldi, Eastrea Road, Whittlesey, PE7 2AE
- Tues. 12th November** between 6pm and 8pm online via TEAMS Contact: transportandaccess@fenland.gov.uk to book your place.

Project team contact details:
 @transportandaccess@fenland.gov.uk
 01534 122 645
 Printed surveys are available on request.
 All consultation responses and feedback must be received in full by no later than midnight, Friday 22nd November.

Source: Fenland District Council

This information pack is available in Appendix B, and the advertisement for the consultation is available in Appendix C.

2.3 Consultation events

Two in-person public consultation events were held in Whittlesey over the consultation period, and one virtual public consultation was held via Teams. These events gave the public the opportunity to read the consultation materials and speak to members of FDC and Mott MacDonald who are engaged on the project.

These events were held on:

- Friday 25 October 2024: Whittlesey Town Council offices, Peel House, 8 Queen Street, Whittlesey, PE7 1AY, 8am to 12noon.
- Saturday 9 November 2024: Aldi supermarket, Eastrea Road, Eastrea, PE7 2AE, 10am to 3pm.
- Tuesday 12 November 2024: Online via Microsoft Teams, 6pm to 8pm

These events were well attended with approximately 150 attendees at the first event, 300 at the second event, and nine at the online event. In addition to this, the consultation materials were available in Whittlesey Town Hall to be viewed by the public, with approximately 400 people having access to these over the consultation period. Overall, there has been in the region of 850 instances where people have had the opportunity to directly engage with the materials via the events.

2.4 Online consultation

An online consultation was run over the course of 23rd October – 24th November 2024 using the platform SurveyMonkey. This online consultation asked respondents a series of questions to understand public perception of issues facing Whittlesey, their opinions on the four short-listed Options, and their general demographic data. This data has been anonymously collected and analysed within this report.

The questions included in the online consultation survey and complete anonymised answers can be found in Appendix D.

2.5 Consultation context

During the consultation period, Whittlesey has been facing some infrastructure challenges that, whilst external to this Scheme, may have influenced some of the consultation responses, taking away focus from the aims of this consultation which was to gain feedback on this Scheme. These challenges relate to the Ralph Butcher Causeway to the west of Whittlesey, which has been reduced to a single lane of operation due to structural issues, as well as the extended closure of the B1040 due to the flooding of the Whittlesey Washes and associated road repairs that were being undertaken.

3 Demographics of Consultation Respondents

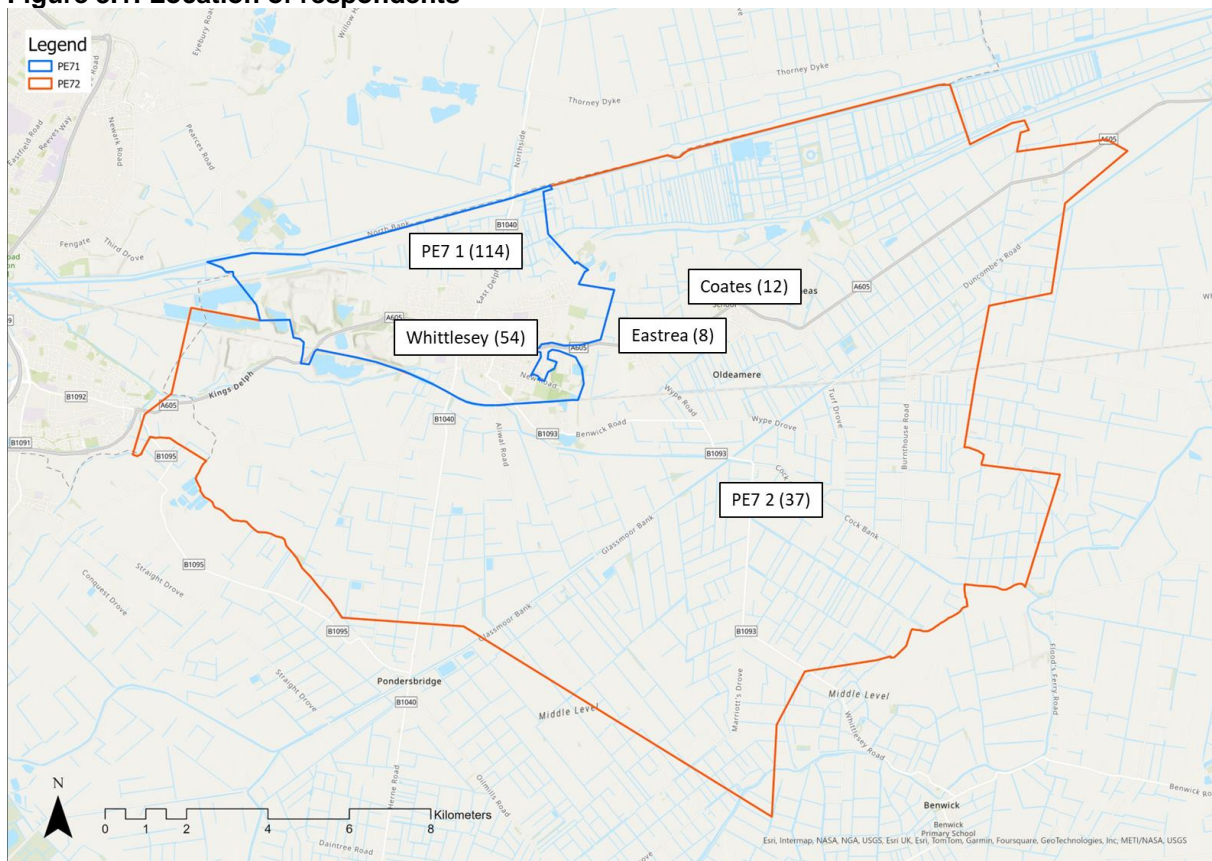
3.1 Number of responses

In total there were 310 responses to the online consultation, with 252 responding as individuals, 5 on behalf of a business or organisation, and 53 not stating. It was not required for respondents to complete every question in the consultation, and whilst every respondent did provide some level of insight around their opinions on the issues in Whittlesey and the shortlisted Options, not every question received 310 responses.

3.1.1 Location

Figure 3.1 shows the location of where the majority of respondents live. A total of 114 of the 250 respondents that provided a location live in a PE7 1 postcode, which covers the majority of Whittlesey, whilst 37 live in a PE7 2 postcode, which covers to the East and South of Whittlesey. A further 54 respondents stated their location as “Whittlesey”. Other locations included Coates (12) and Eastrea (8).

Figure 3.1: Location of respondents

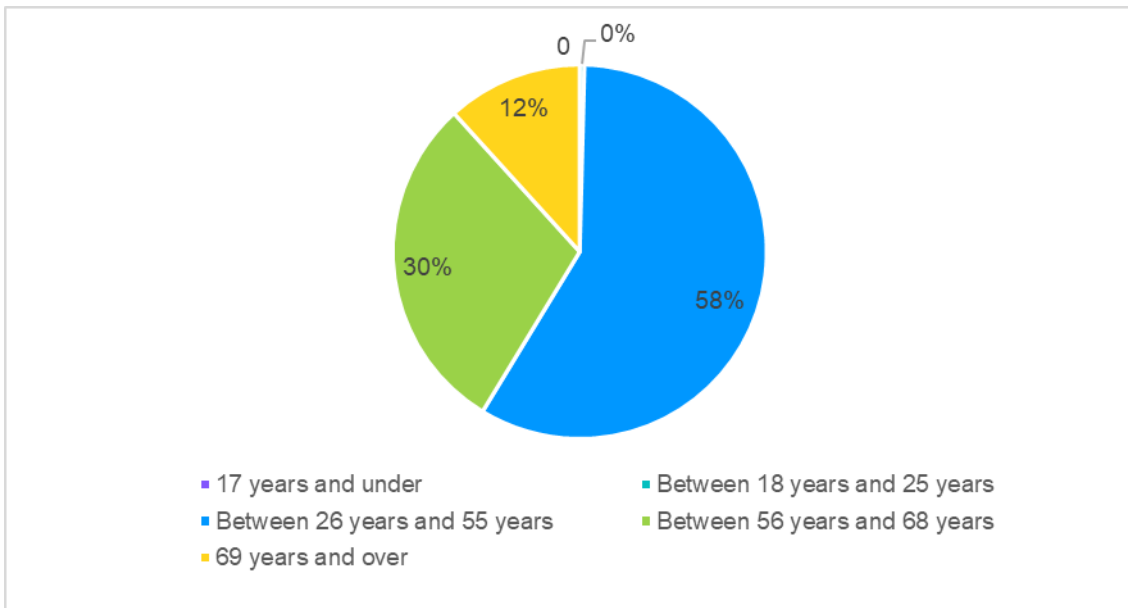


Source: Mott MacDonald

3.2 Responses by age

Of those 264 respondents who provided details about their age, the majority of responses were from people aged between 26 years and 55 years with 144 (58%), followed by those aged between 56 years and 68 years with 73 responses (30%), and then those aged 69 years and over with 29 responses (12%). There were 64 respondents who did not wish to state their age.

Figure 3.2: Age of respondents

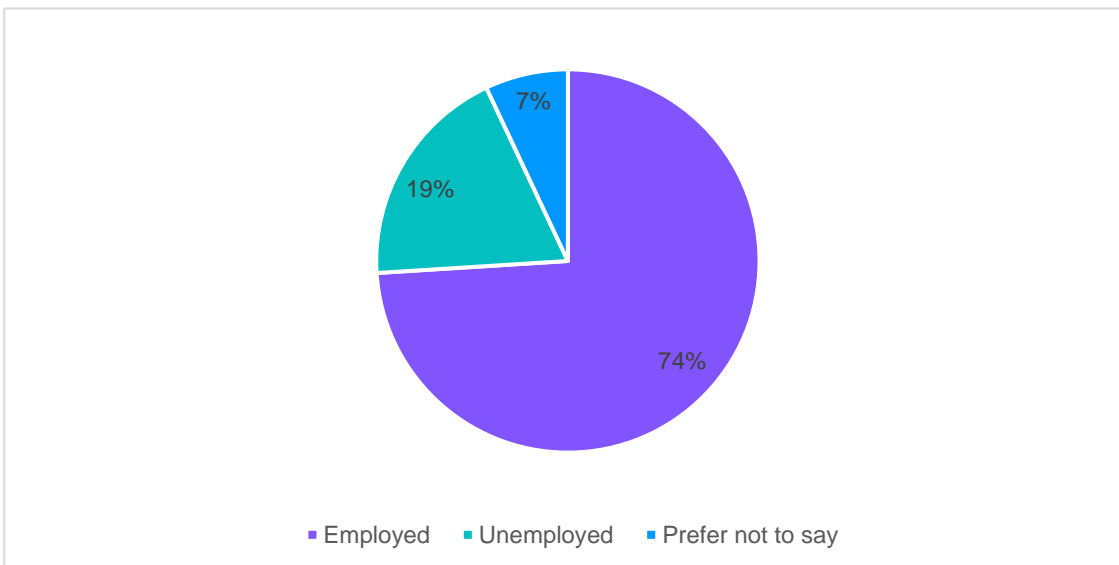


There were no respondents recorded as aged 17 years and under and only one aged between 18 and 25 years. The lack of young respondents can be likely attributed to the fact that they are traditionally a hard-to-reach group in terms of public participation and engagement, and due to the demographic build-up of the area. The split of responses by age does not reflect the exact make-up of the Whittlesey population.

3.3 Employment

Of the 253 respondents who answered the question ‘Are you currently employed or do any work either unpaid or voluntary?’, 186 (74%) advised that they are, while 48 (19%) are not, with 19 (7%) preferring not to say. In addition to this, six respondents advised that they are in full time education.

Figure 3.3: Levels of employment



Out of those that are employed or doing any work, either unpaid or voluntary, 175 provided details on where they work. Of these, 23 work at least one day in Whittlesey, 65 at least one day in Peterborough, and 18 at least one day at home.

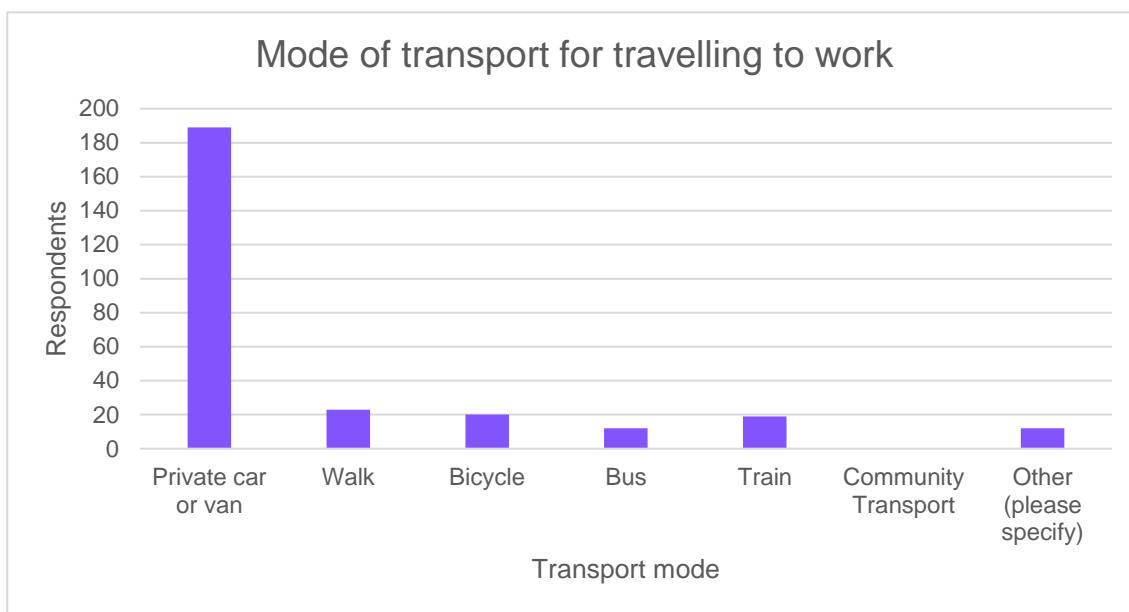
A total of 23 respondents stated that they owned a business either in or near Whittlesey. Of these, 12 stated that their business is located in Whittlesey while the other locations were in the local area including Peterborough, Coates, Thorney, and Turves.

3.4 Travel behaviour

3.4.1 Travel to work

Of the 216 respondents who advised they are in employment or doing any work, either unpaid or voluntary, and responded to the question ‘*What mode of transport do you use to travel to work? Please select all that apply*’, the majority (189 / 88%) advised that private car or van is their mode of transport for travelling to work. This was followed by walking (23 / 11%), bicycle (20 / 9%), train (19 / 9%) and then bus (12 / 6%).

Figure 3.4: Mode of transport for travelling to work



There were 12 responses that stated they travel to work by another mode, eight comments did not state the other mode. However, the other modes that were stated were:

- Work van
- Motorcycle
- Plane
- Vehicle

3.4.2 Access to transport

The majority of the 253 respondents who answered the question ‘*Do you have access to a car, van or other motor vehicle? This may be via others in your household*’, stated that they did (236 / 93%).

In addition to this, 183 respondents stated that they are able to ride a bicycle.

A total of 143 respondents stated that they have used public or community transport in the past 12 months. Out of these respondents, 79 advised they have used a train and 67 have used a bus. Some other methods of transport used include coach and a community car scheme.

4 Identified Issues

Respondents were asked a series of questions around current traffic conditions, the impact this has, as well as their opinion of transport options. They were also asked to state whether they supported the set of core themes and issues presented and the proposed objectives for the Scheme.

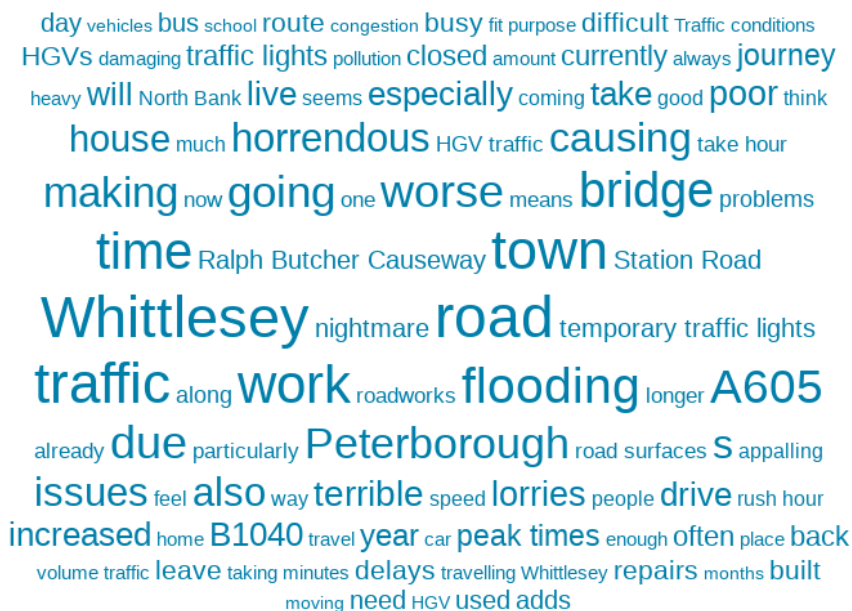
4.1 Opinions on current traffic conditions

Question 1 of the online consultation asked the respondents:

Please tell us your views and experiences of the current traffic conditions in Whittlesey.

In total there were 285 responses to Question 1. Figure 4.1 shows a word cloud of the most used words from the answers, showing that traffic, flooding, bridge and A605 were commonly mentioned in responses.

Figure 4.1: Question 1 word cloud



Source: SurveyMonkey

The following key themes were identified from the answers:

Congestion and traffic issues: Many respondents mentioned that the town experiences significant traffic congestion, especially during peak hours and when there are roadworks or flooding. This has a detrimental impact on travel times, affecting daily commutes and school runs.

HGVs: According to respondents, HGVs have a substantial impact in Whittlesey, stating that they cause traffic issues, present dangerous conditions, and cause damage to roads and houses in the town.

Road conditions and infrastructure issues: Existing infrastructure issues in the area, including flooding closing the B1040, Ralph Butcher Causeway bridge being reduced to one lane, and narrow unmaintained roads impact the experiences of traffic conditions of respondents.

Impact on daily life: Respondents highlighted that the current traffic conditions are having an impact on their health, safety and local environment. There are also claims that the traffic issues are seen as a deterrent for visitors and potential new residents, which could negatively impact local businesses and the town's economy.

Public transport and active travel: There were many respondents who highlighted that there are few bus and train services in Whittlesey and that walking and cycling is not pleasant, particularly near the secondary school.

4.2 Impact of current traffic volumes

Question 2 of the online consultation asked the respondents:

Please tell us your views and experiences of how the current traffic volumes in Whittlesey effect the town.

In total there were 264 responses to Question 2. Figure 4.2 shows a word cloud of the most used words from the answers, showing that traffic, roads, people and town were commonly mentioned in responses.

Figure 4.2: Question 2 word cloud



Source: SurveyMonkey

The following key themes were identified from the answers:

Congestion: Respondents stated that the high amounts of cars and HGVs in the town contribute to large amounts of congestion, which is only getting worse.

Impact on local business and visitors: The heavy traffic deters visitors and shoppers, negatively affecting local businesses. Some respondents mentioned that the lack of parking, and the difficulty in navigating the town, make it less appealing for potential customers.

Environmental and health: There are widespread concerns about pollution from vehicle emissions, which affects air quality and public health. This is also accompanied by large amounts of noise pollution, including early in the mornings.

Safety: The volume of traffic, especially HGVs, poses safety risks for pedestrians and cyclists. Narrow roads and the presence of large vehicles make it dangerous for non-motorized road users.

Infrastructure: According to respondents, the current traffic volumes are also having a negative impact on the infrastructure in the town, including roads and shaking buildings.

4.3 Opinions on transport options

Question 3 of the online consultation asked the respondents:

Please tell us your views and experiences of transport options available in Whittlesey.

The following key themes were identified from the answers:

Bus services: Many respondents highlighted that buses are infrequent, with long gaps between services, especially in the evenings and on weekends. There is no bus service on Sundays, which significantly impacts those who rely on public transport for work or other activities.

Train services: Similar to buses, train services were criticized for their infrequency. Respondents expressed a desire for more trains to stop at Whittlesey station, particularly during peak hours. The train station's location was noted as inconvenient for many, requiring additional transport to reach it. There were also concerns about the lack of services connecting to other major destinations.

Active travel: Active travel provision in Whittlesey also had mixed opinions but were mostly negative. Safety was a major concern, with heavy traffic making it dangerous to walk or cycle in some areas, with calls for better infrastructure including wider pathways and dedicated cycle lanes.

Traffic conditions: Many comments were made about the poor state of road surfaces, which are seen as dangerous and in need of repair.

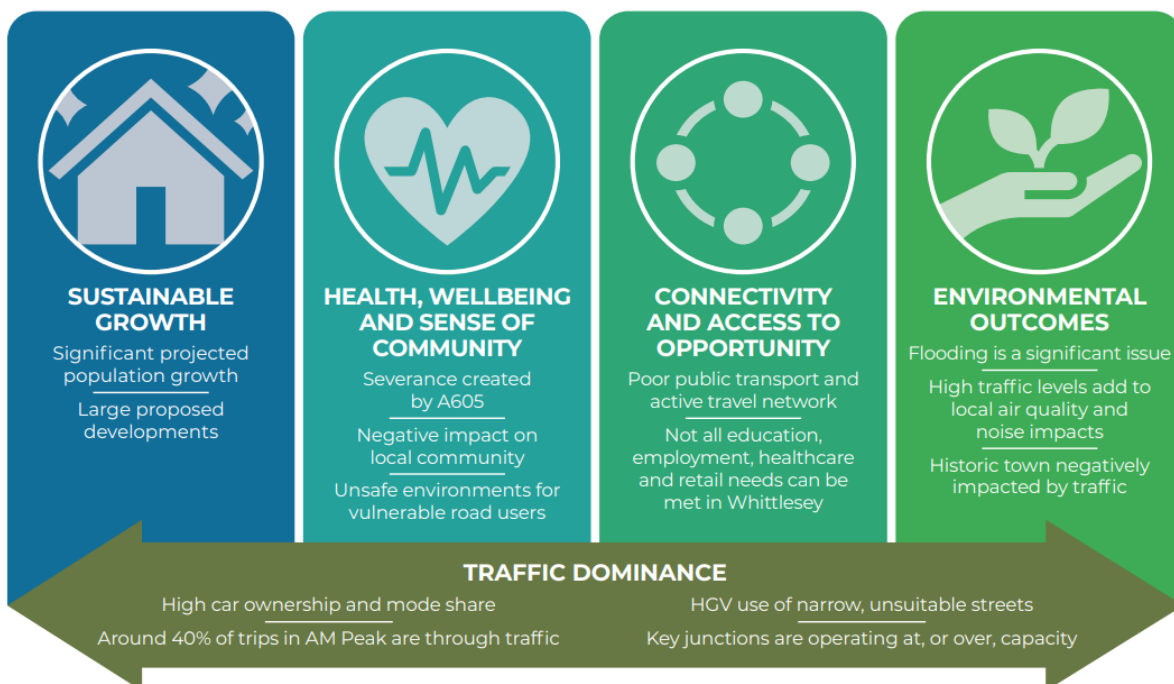
4.4 Agreement with identified issues

Question 4 asked respondents:

Do you agree with the core themes and issues that have been identified for Whittlesey?

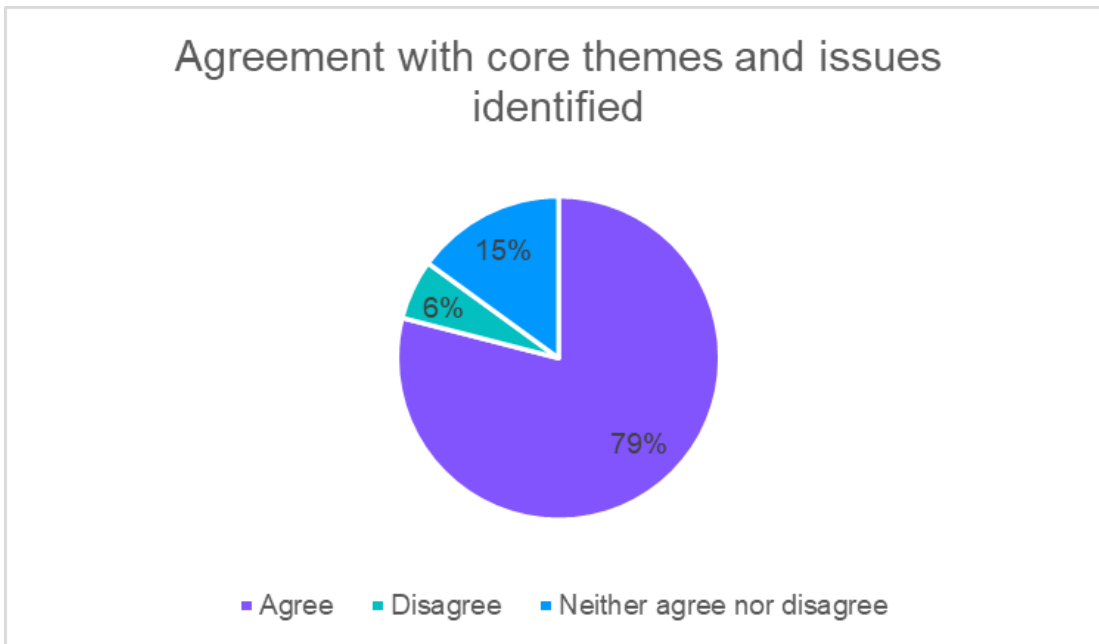
These core themes and issues are shown in Figure 4.3.

Figure 4.3: Core themes and issues



There were 261 responses to this question, with 207 (79%) in agreement, 14 (6%) disagreeing, while 40 (15%) neither agreed nor disagreed.

Figure 4.4: Agreement with core themes and issues identified



4.5 Further issues

Question 5 asked respondents:

Is there anything else you would like to highlight as an issue in Whittlesey?

The answers reflect a broad range of issues that residents feel need addressing to improve the quality of life in Whittlesey. The responses suggest a strong desire for better infrastructure, more effective traffic management, and enhanced public services to support the growing community.

The following key themes were identified from the answers:

Healthcare and education: There is a significant concern about the lack of adequate healthcare facilities (GPs, dentists) and schools to support the growing population.

Parking: Illegal and dangerous parking practices are frequently mentioned, with a lack of enforcement exacerbating the problem.

Infrastructure: Many respondents mentioned the poor condition of roads and the inadequacy of the new bridge, which is seen as poorly constructed and requiring constant repairs. This was coupled with the common flooding on the B1040.

Housing development: The rapid pace of new housing developments is seen as unsustainable without corresponding improvements in infrastructure.

Saxon Pit: The constant noise and pollution from Saxon Pit are significant concerns for nearby residents.

4.6 Agreement with objectives

Question 6 asked respondents:

Do you agree with the objectives the options aim to resolve?

These objectives are shown in Figure 4.5 and Table 4.1.

Figure 4.5: Core Scheme objectives

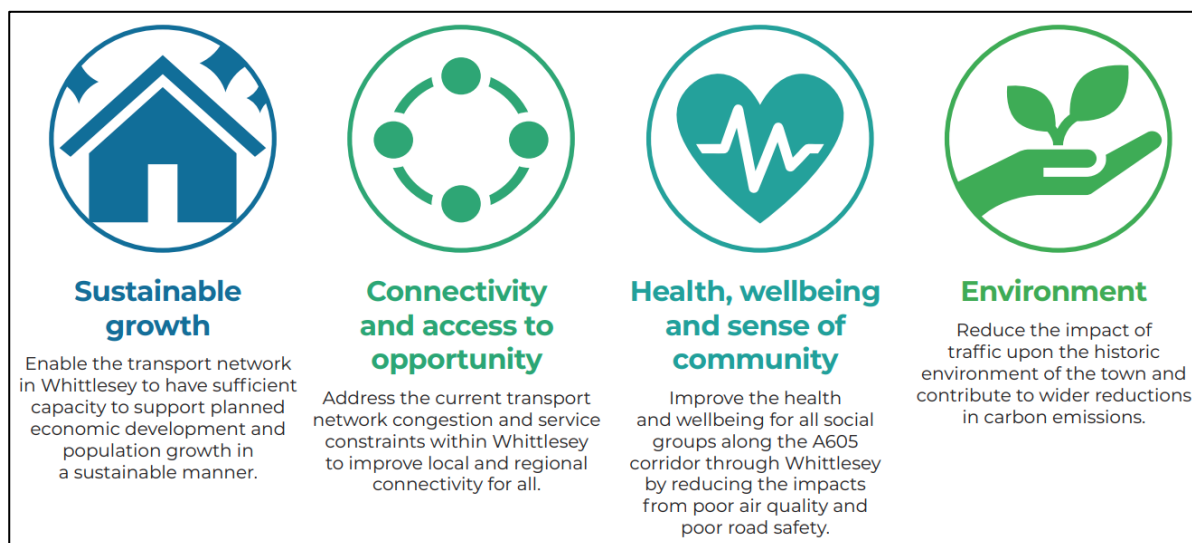
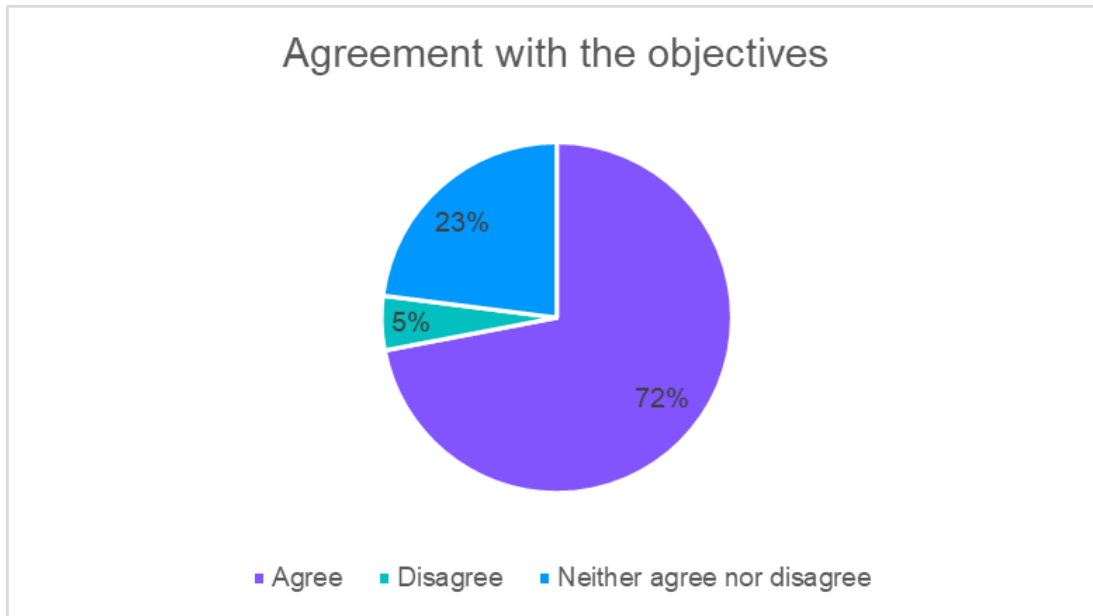


Table 4.1: Scheme sub-objectives

Main objective theme	Sub-objective
1. Sustainable Growth:	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
	1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.
2. Connectivity and access to opportunity:	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
	2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
	2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.
3. Health, wellbeing and sense of community:	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
	3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
	3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.
4. Environment:	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
	4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
	4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.

There were again 261 responses to this question with 189 (72%) in agreement, 13 (5%) disagreeing, and 59 (23%) neither agreed nor disagreed.

Figure 4.6: Agreement with the objectives



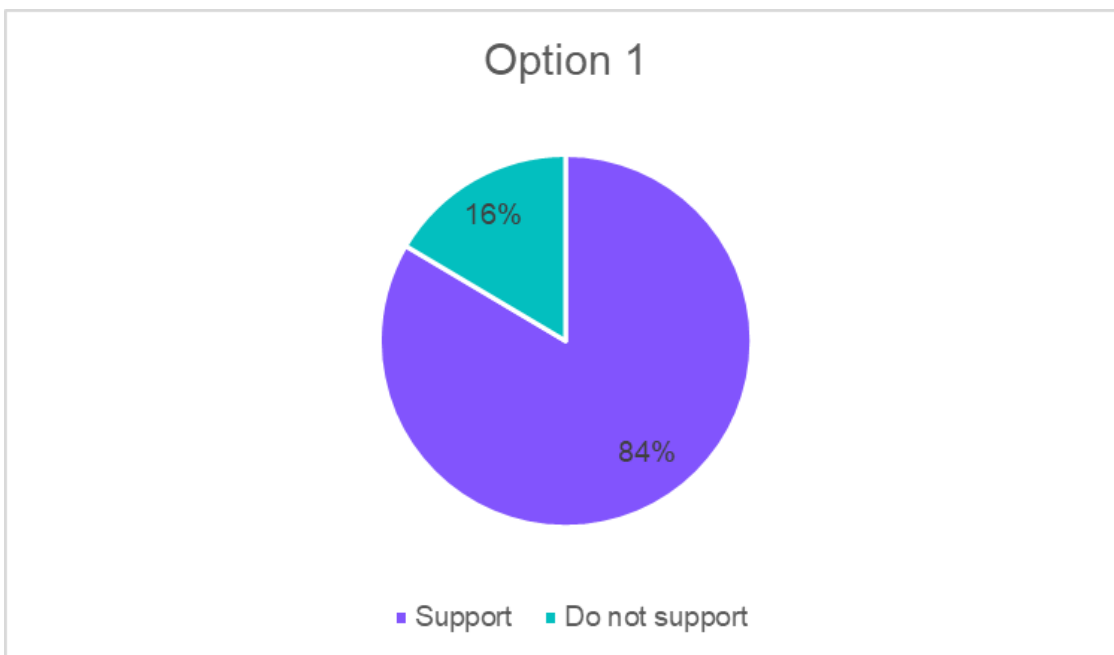
5 Responses to the Short-Listed Options

Respondents were offered the opportunity to express their support or opposition for each of the short-listed Options and offer their opinions.

5.1 Option 1 (Relief Road with HGV re-routing)

Out of 261 respondents, 218 (84%) stated that they support Option 1 while 43 (16%) did not. This Option has the highest level of support out of the four Options.

Figure 5.1: Support and opposition for Option 1



Of the 218 respondents who stated that they support Option 1, 102 left comments, while of the 43 who stated that they do not support Option 1 there were 24 comments.

Of those who stated that they support Option 1, the comments were generally based around support for re-routing HGVs and reducing traffic, and the environmental and health benefits that it might bring. There were also some comments amongst those who support the Option but have some reservations.

Traffic reduction and HGV re-routing: Many respondents believe this option will significantly reduce traffic, especially HGVs, through the town, making roads safer for pedestrians and school children. This also included minimising the risk of potholes and worsening road conditions and protecting the buildings in the town.

Environmental and health benefits: Reducing traffic through Whittlesey is seen as beneficial for air quality and reducing noise pollution, and facilitate more journeys taken by active modes, which would improve residents' health and well-being.

Support Option 1 yet have a few reservations: There were a few respondents who supported Option 1 but had some reservations on its effectiveness, particularly if the ground on which it would be built would be suitable, the impact it may have on natural habitats, and that it does not address issues with public transport.

Of those who stated that they do not support Option 1, the comments were generally based around the impact the relief road will have on local homes, the expectation that it would be ineffective, and that it may not be worth the money.

Impact on residents: Some residents are concerned about the noise, dust, and disruption the construction and presence of the relief road will cause, potentially affecting property values.

Environmental impact: There are worries about the roads impact on local wildlife and natural habitats, as well as the potential for subsidence due to the area's geology.

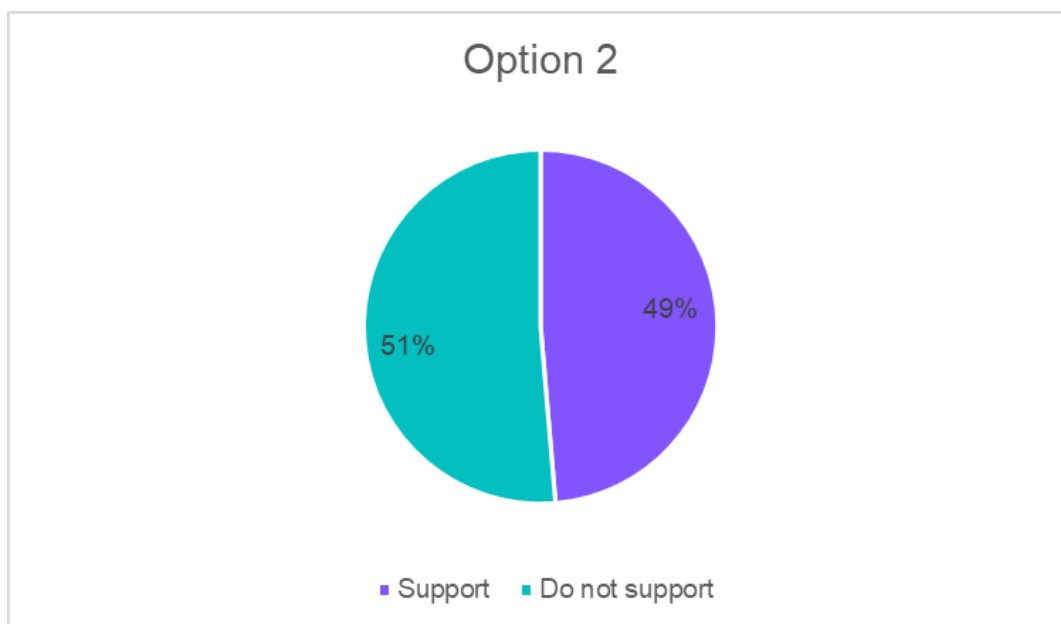
Effectiveness and cost: Some respondents questioned whether the relief road will effectively reduce traffic or if it will simply shift congestion to other areas. There are also concerns about the project's cost and whether it represents the best use of public funds.

There was also a selection of comments from respondents who support what Option 1 is aiming to achieve but had some recommendations on how to minimise the impact on the area and maximise its effectiveness. Some of these recommendations included ensuring the HGVs are directed through the industrial estate rather than existing roads, connecting the relief road to Cardea roundabout, and ensuring that the relief road doesn't follow the same fate as Ramsey Road, which is subject to sinking.

5.2 Option 2 (Relief Road with HGV re-routing and bus priority improvements)

Out of 261 respondents, 127 (49%) stated that they support Option 2, while 134 (51%) did not.

Figure 5.2: Support and opposition for Option 2



Of the 127 respondents who stated that they support Option 2, only 30 left comments, while of the 134 who stated that they do not support Option 2 there were 71 comments.

Of those who stated that they support Option 2, the comments were generally based around support for the relief road, support for the bus priority measures, and the desire for improved bus services.

General support for relief road: Many respondents believe a relief road is essential to reduce traffic and improve safety and see it as the only viable option to manage traffic effectively. This largely echoed what was mentioned regarding the relief road for Option 1.

Bus priority measures: Supporters think bus priority could enhance public transport and reduce overall traffic, however some supporters still questioned whether there is space for the infrastructure in the town.

Desire for improved bus services: There were suggestions that more regular bus routes are needed to make the bus priority measures effective, particularly to Peterborough.

Of those who stated that they do not support Option 2, the comments were generally based around the lack of bus services, the impact that the bus priority measures may have on traffic, and the ineffectiveness of the bus priority measures.

Lack of bus services: Some respondents claimed that, due to the low frequency of bus services currently operating in Whittlesey, bus priority measures are not needed and would offer little value for money.

Impact bus priority measures may have on traffic: There are worries that bus priority measures could cause more traffic congestion in Whittlesey, both during construction and operation, reducing overall traffic throughput.

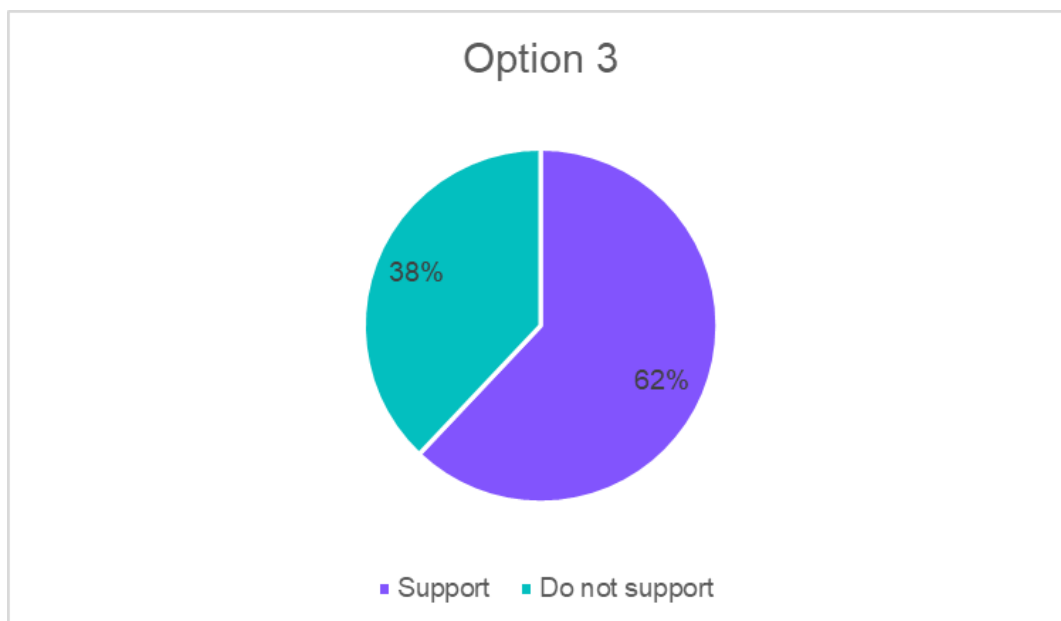
Ineffectiveness of bus priority measures: There are doubts that bus priority measures would have a meaningful impact on bus services or travel times and would need a substantial shift from cars to buses.

There were also comments left by those who both support and oppose Option 2 on whether bus priority measures would be needed if a relief road was provided, stating that if the relief road reduced congestion through the town, then buses would be able to travel through the town more efficiently.

5.3 Option 3 (Relief Road with HGV re-routing and active travel improvements)

Out of 261 respondents, 162 (62%) stated that they support Option 3, while 99 (38%) did not.

Figure 5.3: Support and opposition for Option 3



Of the 162 respondents who stated that they support Option 3, 46 left comments, while of the 99 who stated that they do not support Option 3 there were 35 comments.

Of those who stated that they support Option 3, the comments were generally based around support for the relief road, support for the active travel improvements, and the desire for further improvements.

General support for relief road: Again, many respondents believe a relief road is the most important feature of the option, echoing what was mentioned regarding the relief road for Options 1 and 2. There were some comments stating that the active travel improvements should only be implemented after the relief road, if there is funding remaining.

Active travel improvements: Respondents believed that the active travel schemes would improve safety for those who use them, stating that the current facilities are very poor, and walking is currently unsafe.

Further improvements: There were some suggestions that the active travel improvements should extend to the industrial areas, as well as Eastrea and Coates, and that cycle parking should be introduced around the town.

Of those who stated that they do not support Option 3, the comments were generally based around the cost, the lack of need for active travel improvements, and concerns regarding safety.

Financial cost of the scheme: Some of the opposition comments were stating that the relief road should be funded before anything else and that, for the money, the active travel improvements would not offer the benefits needed.

Lack of need for active travel improvements: Some respondents claimed that the current active travel provision was adequate for the number of users, and that more crossings would impact drivers and the flow of traffic in Whittlesey.

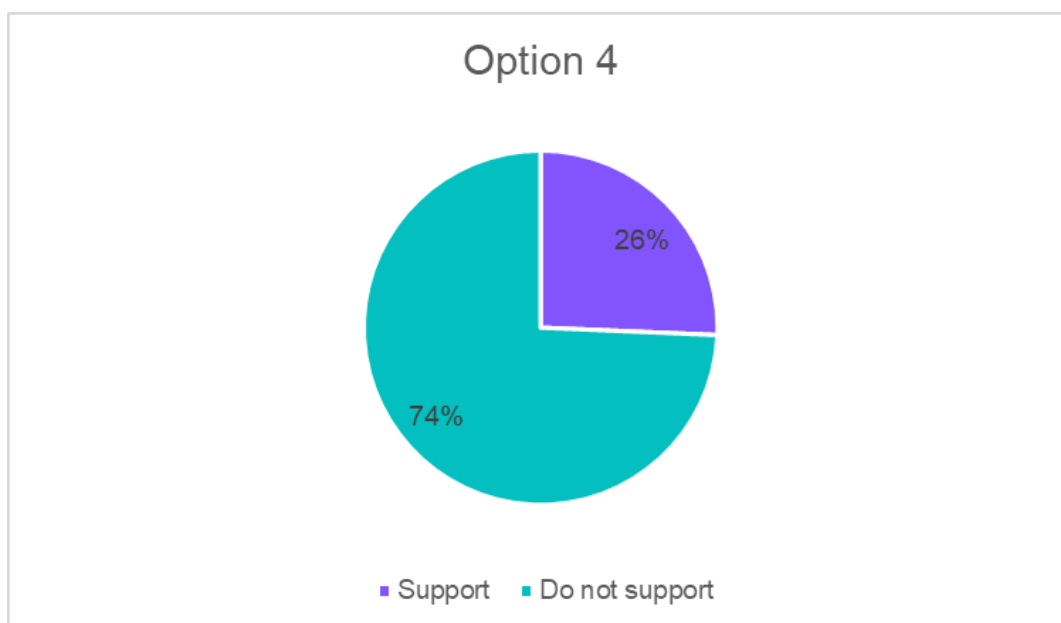
Safety concerns: There are fears that shared walking and cycling facilities would be dangerous for users, especially for the elderly, due to cyclists, e-bikes and e-scooters traveling too fast very close to pedestrians.

Again, there were comments left by those who both support and oppose Option 3 on whether the active travel measures would be needed if a relief road was provided, stating that walking and cycling would be much easier with the reduction of traffic brought by the relief road.

5.4 Option 4 (Mobility Hub with active travel improvements)

Out of 261 respondents, only 67 (26%) stated that they support Option 4, while 194 (74%) did not. This was the least supported Option.

Figure 5.4: Support and opposition for Option 4



Of the 67 respondents who stated that they support Option 4, only 11 left comments, while of the 194 who stated that they do not support Option 4 there were 82 comments.

Of those who stated that they support Option 4, the comments were generally based around support for the active travel and public transport improvements, and believe it would be the most cost effective, however, there were also those that support this option but don't think that it will address the issues facing Whittlesey.

Active travel and public transport: Many support the idea of improving active travel and bus/rail services, stating that it would aid a lot of non-car users and those with mobility issues.

Cost effectiveness: This Option is seen as more reasonable and cost effective compared to the other Options.

Further issues: Some of the respondents that support this Option acknowledged that it would not solve a lot of the issues facing Whittlesey, particularly the HGVs that pass through the town.

Of those who stated that they do not support this Option, the comments were generally based around not addressing the traffic issues in Whittlesey, doubts that there is the demand for a Mobility Hub, and the desire for a relief road.

Traffic issues: A significant number of respondents feel this option does not address the main problem of traffic congestion, especially from HGVs, and more buses may add to the congestion on the A605.

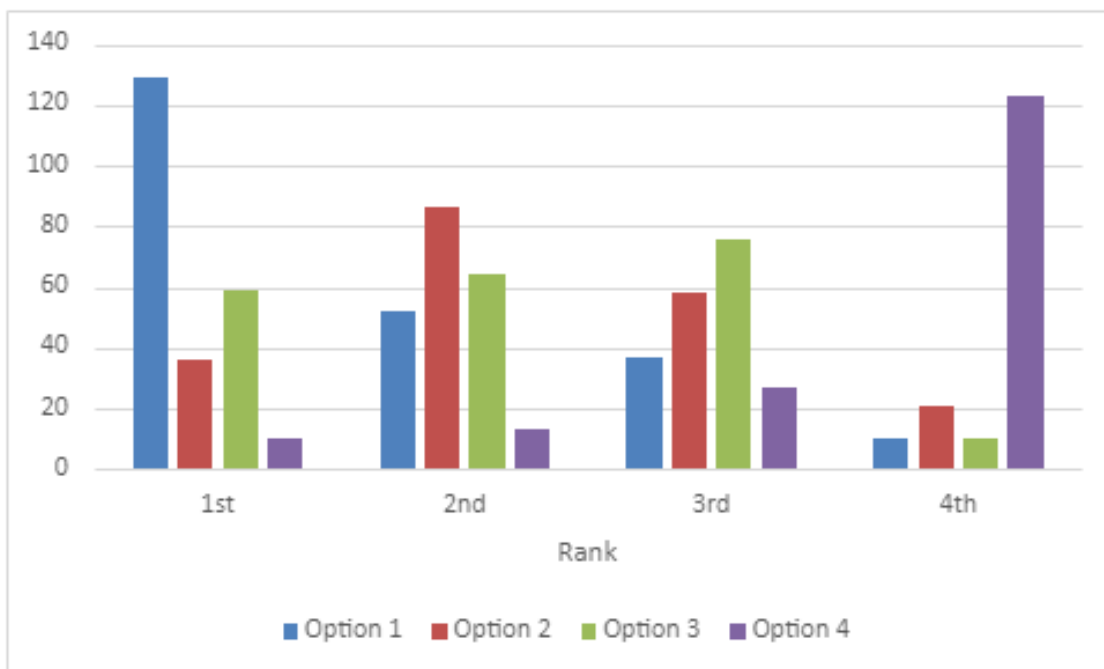
Lack of demand: There is scepticism about the demand for a mobility hub and whether it would be widely used as Whittlesey is not a huge population area and there are few current bus services.

Relief road: Many respondents stated that they believed the relief road is the only measure that could solve the issues that are facing Whittlesey and should be the focus of this Scheme.

5.5 Ranking

Respondents were asked to rank the short-listed Options in order of their preference from most liked to least liked, with 256 responses. The results are shown in Figure 5.5.

Figure 5.5: Option ranking



The results demonstrate that Option 1 was selected as the most favourable option amongst respondents, with 129 stating that it was the option that they liked the most. This was followed by Option 3, with 59 respondents stating that it was their preference, then Option 2 with 36, and finally Option 4 with only 10 respondents finding it the most favourable. This means that 224 respondents in total placed the relief road as their preferred choice, with 95 of those desiring further measures with the relief road.

Option 4 was ranked least preferred with 123 respondents, while Option 1 and Option 3 were only ranked least preferable by 10 people each. There were a further 79 respondents that stated they did not support Option 4 and classed it as 'N/A'.

6 Stakeholder Consultation Feedback

Whilst stakeholders have been engaged throughout the development of the SOC, the following section summaries the formal responses from key stakeholders that were approached as part of the consultation.

6.1 Cambridgeshire County Council

Cambridgeshire County Council's (CCC) Flood Risk Team were approached to provide feedback on the consultation. They advised that, from a flood risk perspective, they would look for more detail relating to the following as part of any scheme development:

- How surface water will be managed, through the use of SuDS where possible
- Existing and proposed impermeable areas
- Flood Risk Assessment
- Drainage general arrangement plans outlining location/ diameters of all pipes/ infrastructure along with discharge points/rates
- Appropriate water quality treatment
- Maintenance plans

6.2 Middle Level Commissioners + Whittlesey & District Internal Drainage Board

At the time of issuing this report feedback from the Middle Level Commissioners + Whittlesey & District Internal Drainage Board was still to be received.

7 Summary

The public consultation allowed for a wide range of views to be collected and analysed on the issues Whittlesey is facing and the opinions on the short-listed options. These responses will help to guide the future stages of the project and develop the options to maximise their potential.

The headline issues that were identified from the public consultation were the impact that HGVs are having on the town, including on safety, infrastructure and traffic. High amounts of congestion, especially at peak times, were also reiterated throughout the consultation. Inadequate public transport, particularly bus services, and poor access to the railway station were also highlighted as contributing to high levels of car usage and worsening the issues of congestion.

Overall, Option 1 of the relief road with parallel cycle track and HGV re-routing was the most favourable option, with 84% of respondents supporting this option. Option 4 was the least favourable option, with only 26% of respondents stating that they support it.

A. Stakeholder Engagement and Communications Plan

B. Consultation Information Pack

Welcome to the Whittlesey Relief Road Project



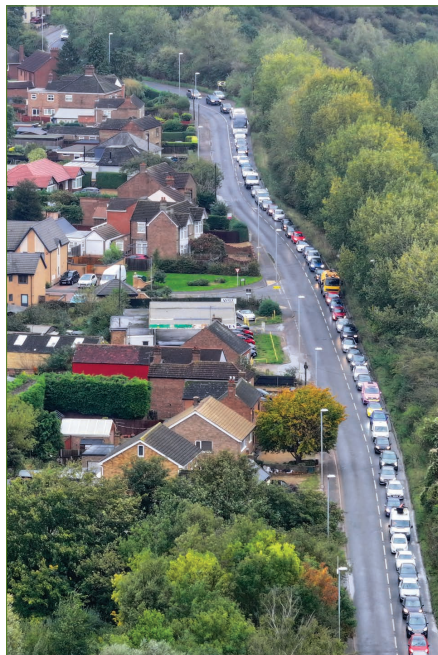
What are we hoping to achieve?

The outcome of this project is to develop a Strategic Outline Business Case (SOBC) to demonstrate the need for investment to address the town's transport issues and examine a wide range of solutions to assess and determine the best option to take forward.



Why a relief road project?

The idea for a relief road for Whittlesey has existed for several decades, with the aim of reducing through traffic to improve the conditions of the town centre for businesses, residents, and visitors, thereby contributing to its growth in keeping with its market town status.



Are we only looking at road options?

Whilst the concept of a relief road is well established locally, this project aims to fully explore and evidence the issues that a relief road is proposing to address, and to understand whether alternative options could be considered alongside relief road proposals. This will enable a robust case to be made for investment in a well-rounded solution that meets the needs of Whittlesey and its residents.



How is the current work being funded?

The Strategic Outline Business Case is funded by the Cambridgeshire and Peterborough Combined Authority and being delivered by Fenland District Council with support from consultants Mott MacDonald.

Future stages of the project will require further funding to take forward (see "Next Steps" for more details).



About Whittlesey



A Small Market Town

Whittlesey has a rich heritage and culture, with a long-established history. The town has many historical features at its heart, such as the 17th Century Buttercross, and Mud Walls dotted across the town that date back 200 years.

The town, with a population of around 18,000, has a distinctive and attractive offer to those who live there, and those who choose to travel there for work or leisure. However, these same features that make the town attractive, also create some impacts that are less conducive with modern day living, particularly in relation to access and transport.



Links to Peterborough

Whittlesey benefits from being close to the vibrant city of Peterborough. This creates opportunities for residents to work, study, and shop in Peterborough, whilst still maintaining a proudly independent identity and distinct local culture.



Best of both worlds

Whittlesey can offer the sense of community, calm and proximity to the countryside, alongside the benefits of being situated so close to a bustling city, with everything that it has to offer. A key focus for the town is how it can further benefit from that connection, while also offering something distinct as a place to visit and spend time.



Public Transport

Low frequency bus and rail services in Whittlesey means public transport is limited. There are few alternatives for many journeys resulting in a high reliance on travel by private car which adds to local traffic volumes.



Why do we need a Relief Road Project?



Traffic volumes and through traffic

Whittlesey experiences high levels of traffic due to its location on the A605 and proximity to Peterborough. There is a particular issue with HGVs with around 755 of these passing-through Whittlesey on a given single weekday. The route of the A605 through the centre of Whittlesey means this traffic splits the north and south of the town making walking or cycling in these directions more challenging.



Highway diversions and Flooding

The A605 forms part of the National Highways' diversion route for the A47 and is a key route for freight. These aspects can lead Whittlesey to experience higher levels of traffic within the town centre when there is disruption on the wider road network. Flooding events often cause the north section of the B1040 to close, further causing issues for traffic through Whittlesey. There are limited options for those impacted by these road closures, resulting in traffic diverting along the A605 through Whittlesey instead.



Whittlesey is growing

Fenland District's population is expected to grow 16% by 2040. Housing development is planned within Fenland and the surrounding area during the next decade to accommodate this growth, but this will only exacerbate the transport network problems. Solutions are needed to resolve current issues and support future demand.



Road safety

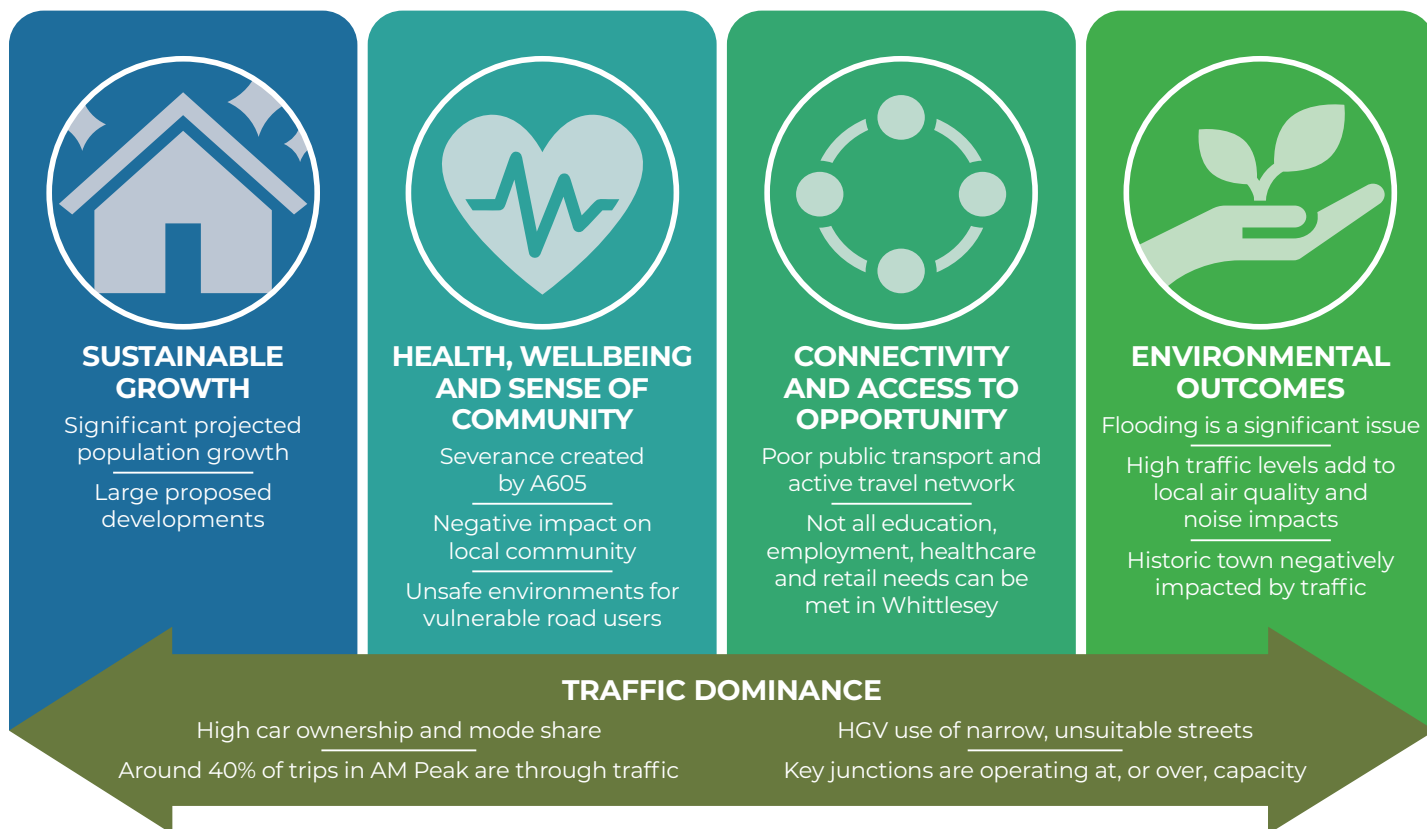
There are a number of small clusters of collisions at key junctions in Whittlesey, in particular at the A605/B1040 junction. This includes 1 fatal pedestrian accident in the past 5 years, and 3 serious incidents involving cyclists.



Core themes and issues for Whittlesey



The consistent theme of traffic dominance has a significant effect across areas of opportunity for Whittlesey. This is shown on the table below where the issues and challenges Whittlesey faces have been grouped under the opportunities they affect.



This suggests that improving transport issues in Whittlesey can unlock potential for growth, health, connectivity and sustainability for the town. To ensure the best option is put forward in the Strategic Outline Business Case the project has set out a range of objectives. Solutions to reduce traffic dominance in Whittlesey would need to achieve these objectives.



Scheme Objectives



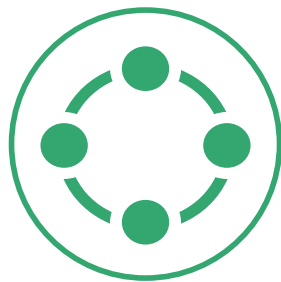
Four core scheme objectives have been established based around the core themed issues and opportunities in Whittlesey. These are linked to national, regional and local strategy themes relevant to the town.

The main scheme objectives are set out below and the targets connected to them are set out on the next board through a series of sub-objectives. These have been established from the main objectives to create meaningful, measurable targets for a transport solution for Whittlesey to be assessed against.



Sustainable growth

Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.



Connectivity and access to opportunity

Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.



Health, wellbeing and sense of community

Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.



Environment

Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.



What do we want the options to achieve?



Measurable sub-objectives:

Sustainable Growth:

- Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
- Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.

Connectivity and Access to Opportunity:

- Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
- Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
- Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.

Health, Wellbeing and Sense of Community:

- Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
- Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
- Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.

Environment:

- Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
- Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
- Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.



Do the options include improvements to Whittlesea Railway Station?

Work to consider improvements to Whittlesea Railway Station are part of a separate project. £3 million pounds has been awarded for project and scheme delivery between April 2024 and March 2027. A public consultation is expected to take place in 2025.

Further details are available from this link:

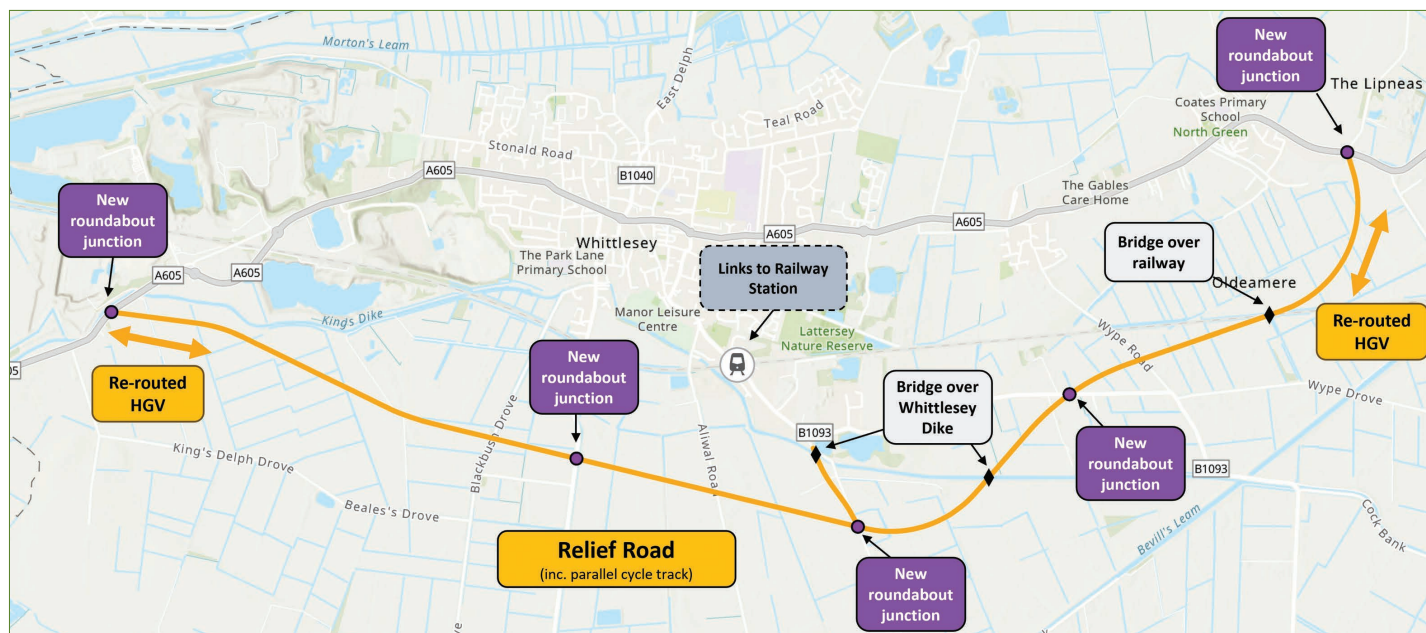


Option 1 - Relief Road with HGV re-routing



Description

- Creation of a new single carriageway road running to the south of Whittlesey with parallel cycle track.
- The new road would divert from the A605 west of King's Dyke and reconnect with the A605 at Wisbech Road.
- The route would run across fields and provide a link to Station Road to enable access to the train station and the industrial area.
- The road would include new junctions at key roads connecting into Whittlesey and Eastrea.



Benefits

- Potential to divert up to 3,000 east/west bound vehicles away from Whittlesey, Eastrea and Coates per day. Providing improved capacity and resilience on the A605.
- Potential reduction of around 370 HGV vehicles per day traveling in and through Whittlesey (and villages).
- Provision of better routes to enable HGV access to the southern trading estate and western industrial areas via the relief road.
- Provides a new, safe, long distance active travel route along the relief road plus potential to release road space on A605 that could be used for active travel infrastructure or public transport improvements.

Challenges

- The funding required for this scheme is expected to be significant. Options to fund a new road scheme of this scale may be limited as road building is currently a low priority across the country.
- A number of dykes, watercourses and the railway line will need to be crossed, requiring new infrastructure.
- Rail services could be temporarily impacted by the bridge construction.
- The scheme will have environmental impacts on local habitat and carbon emissions from its construction.

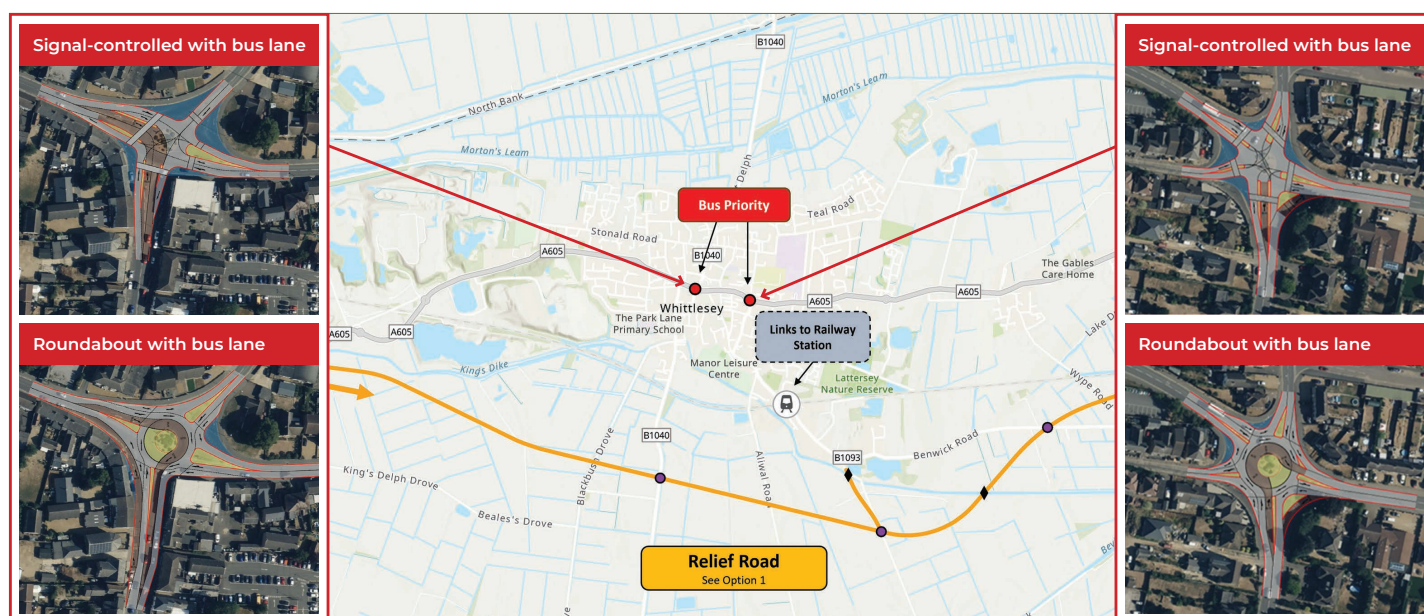


Option 2 - Relief Road with HGV re-routing plus bus priority improvements



Description

- Option 1 with the addition of new bus priority measures to the two main roundabouts on the A605. This combination would use the space created by the reduction of through traffic achieved by the relief road to provide better access for buses.
- Greater priority at the junctions between A605 and B1040, and the A605 and B1093 would be created, enabling buses easier access to and from Grosvenor Road bus station to the A605. This could be in the form of introducing bus lanes to the current roundabouts, or through the introduction of signal-controlled junctions that would allow for buses to be given priority.



Benefits

- This option provides all the benefits of Option 1 plus better bus access and reliability, making bus travel more appealing for users and supporting opportunities for bus operators to provide new or more frequent services through Whittlesey. This could include services to Whittlesea Railway Station.
- The provision of bus priority measures links with the CPCA's Bus Service Improvement Strategy.
- Junction improvements would result in better crossing provision for pedestrians and cyclists on the two roundabouts.

Challenges

- This option provides all the challenges of Option 1 plus additional funding will be needed to implement the junction upgrades.
- Construction work will create temporary disruption to the town and A605.
- Better bus frequency or new services would be dependent on bus operators and may require additional funding.
- Lane space on the two roundabouts would be reduced for general traffic, although it is expected that space released through the creation of the relief road would minimise the impact of this on journey times.

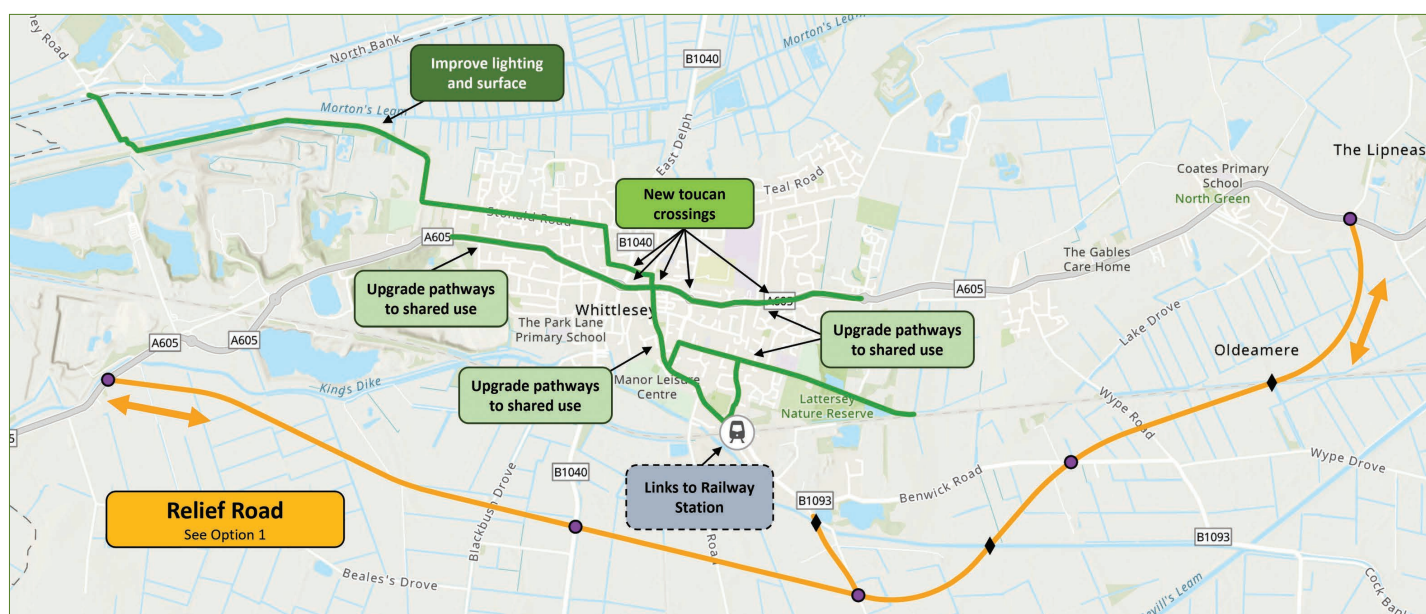


Option 3 - Relief Road with HGV re-routing with active travel improvements



Description

- Option 1 with the introduction of new active travel infrastructure along the A605 and through the town. Routes will focus on the National Cycle Network route 63 into and through Whittlesey and better walking and cycling links to the railway station.
- Improvements will include segregated active travel provision, where possible, improved junctions and crossing points, and better lighting, surfacing and safety.



Benefits

- This option provides all the benefits of Option 1 plus improvements to active travel links along the A605 and through Whittlesey.
- Better walking and cycling provision will support more shorter journeys to be undertaken by active travel. Reducing car reliance and improvement people's health and wellbeing.
- Improvements to the NCN63 supports longer journeys by bicycle or e-bike and links to Whittlesea Railway Station supports multi modal active travel.
- The active travel improvements in this option link with the Fenland Cycling, Walking and Mobility Aid Improvement Strategy.

Challenges

- This option provides all the challenges of Option 1 plus additional funding will be needed to deliver improvements to the walking and cycling network in Whittlesey. However, funding could be available through active travel initiatives to support some of this work.
- Limited road widths along some parts of the walking and cycling routes could impact the type and consistency of active travel improvements that could be delivered.
- Construction work will create temporary disruption to the town and A605.

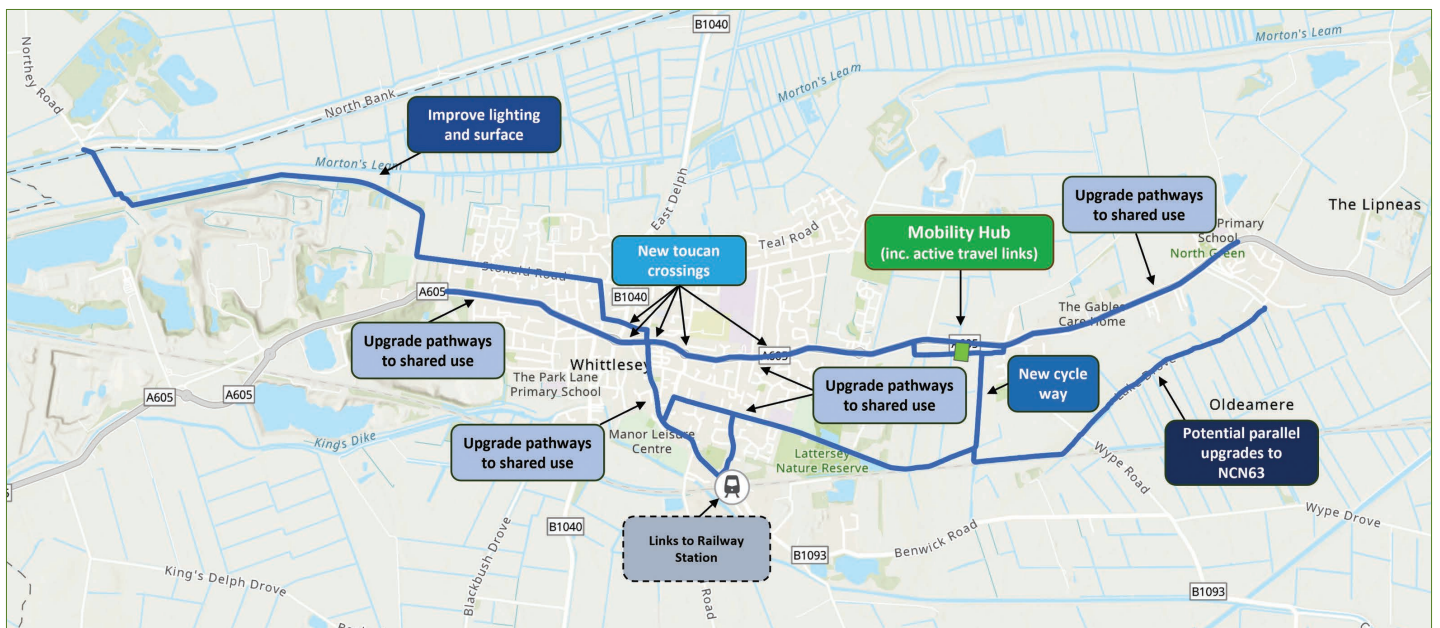


Option 4 - Mobility Hub with active travel improvements



Description

- A new mobility hub would be located to the east of the town to enable the introduction of new bus services linking into the town centre, Whittlesea Railway Station and through to Peterborough.
- The mobility hub may provide a range of facilities which could include parking for around 200 cars plus cycle storage and cycle pumps/repair stations, seating and waiting facilities, toilets and possibly showering facilities for commuters.
- In addition, active travel links into the new mobility hub would be improved to encourage local access without the use of a car. This would include the introduction of new active travel infrastructure along the A605 and through the town as set out in Option 3.



Benefits

- This option provides all the benefits of Option 3 (excluding the relief road) and is a lower cost option by comparison.
- This option supports and encourages all forms of sustainable transport and links with the CPCA's Bus Service Improvement Strategy, FDC's Cycling, Walking and Mobility Aid Improvement Strategy and the CPCA's emerging Mobility Hub Strategy.

Challenges

- This option provides the challenges of Option 3 excluding the relief road.
- No relief road means there would not be an alternative traffic route away from Whittlesea for HGVs nor would additional road space be released from redirected through traffic.
- Better bus frequency or new bus services would be dependent on bus operators or require additional funding.
- The location of the mobility hub may mean that residents west of Whittlesea might not utilise its facilities.



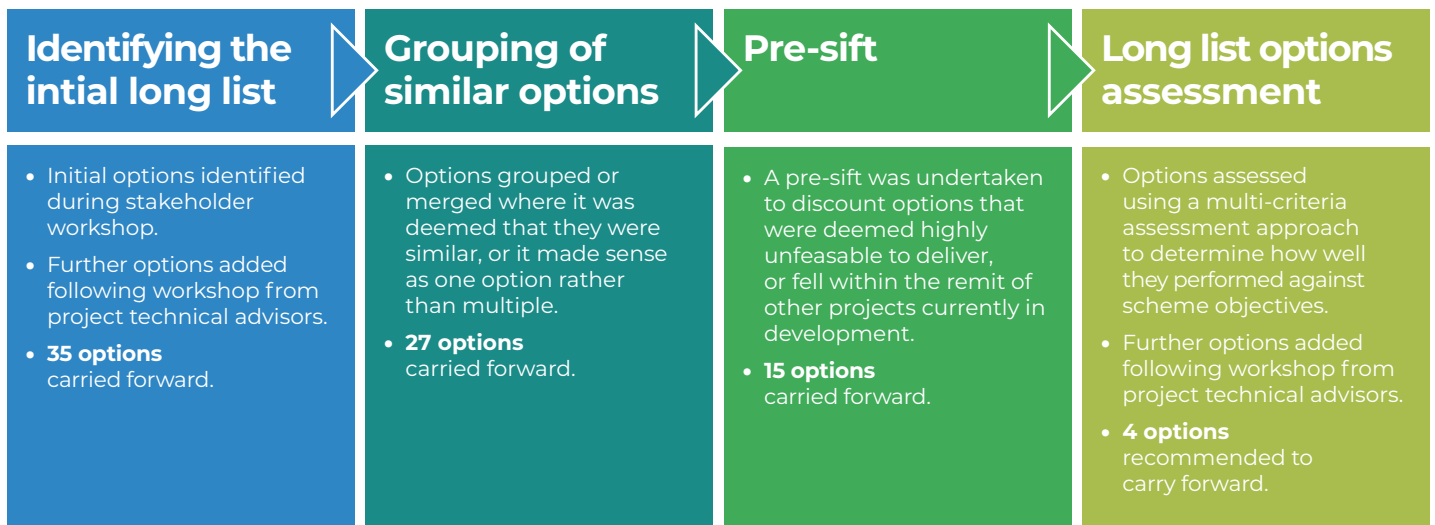
Have we considered any other options?



The project identified a long list of 35 potential schemes, covering a wide range of solutions, these included:

- **Relief Roads** – various alignments, including to the north and south of the town.
- **Public transport enhancements** – both infrastructure provision and service enhancements for bus and rail.
- **Active travel enhancements** – including improved connections within the town and to Peterborough.
- **Parking management** – including Park & Ride solutions, and parking control measures within the town.
- **HGV re-routing** – based on both weight and time restrictions.
- **Alterations to the A605** – speed limit restrictions, junction enhancements, pedestrian crossing enhancements.

The process for identifying, sifting and assessing the options the project identified is shown on the table below:



This work showed that different options scored well across different objectives, but no single option would achieve everything needed for the town. As a result, the options being developed are made up of a series of interventions that have been identified as having the greatest potential to best meet the needs of the town.



Stakeholder engagement and consultation



Stakeholders and Consultees

Stakeholder engagement and consultation is central to informing and understanding the issues and challenges Whittlesey faces.

Advice from technical experts in fields such as flooding, heritage and ecology has been sought as part of the development of the options included in this project. Alongside input from local residents, businesses and places of education, employers, healthcare providers, sustainable transport providers and active travel experts, we are able to develop a strong case for change and provide valuable feedback and views on potential solutions. These potential solutions are the subject of this consultation.

Consultation period and events

This consultation will run from **Wednesday 23rd October to Friday 22nd November**.

All consultation materials, including these information boards are available online here www.fenland.gov.uk/WRRConsultation.



Events where you can engage with the project team and members of the project board will be held on the following dates:

- Friday 25th October**
 at Whittlesey Town Council Offices, Peel House, 8 Queen Street, Whittlesey, PE7 1AY.
 To attend this event please drop in any time between 8am and 12noon.
- Saturday 9th November**
 at Aldi, Eastrea Road, Whittlesey, PE7 2AE.
 To attend this event please drop in any time between 10am and 3pm.
- Tuesday 12th November**
 online via TEAMS.
 This event is open to all.
 Please contact the project team at transportandaccess@fenland.gov.uk to book your place.



Survey link and next steps



Have your say!

We would like to know what you think about the options proposed in the Whittlesey Relief Road Consultation. This input will be used to inform final outcomes for the project and included in the final Strategic Outline Business Case. Please visit www.fenland.gov.uk/WRRConsultation to provide your feedback and comments.

Printed versions of the survey are available on request from Whittlesey Town Council, Peel House, Queen Street, Whittlesey. Opening hours: 09:30 – 13:00 Monday to Friday.

For any other enquiries please contact transportandaccess@fenland.gov.uk or telephone 01354 622445 to leave your name and number for a callback from the project officer.

All responses and feedback must be received in full by no later than **Friday 22nd November**.

What happens next?

A final version of the Strategic Outline Business Case for the Whittlesey Relief Road Project will be developed that presents the options being considered and will reflect the feedback we receive from this consultation.

The Strategic Outline Business Case will then be submitted to the Cambridge and Peterborough Combined Authority for an independent review (a requirement of the Combined Authority funding for the development of the business case).

Following the completion of this review, the Strategic Outline Business Case, and the recommendations within, will be put forward for adoption by the Combined Authority and Fenland District Council, and will form the basis for the next stages of scheme development.

The next stage of a business case is the Outline Business Case where the preferred scheme option will be developed in more detail. If you would like more details about business case development please visit Transport business case guidance - GOV.UK (www.gov.uk)



C. Consultation Advertisement Leaflet

Whittlesey Relief Road Consultation

23rd October to 22nd November

The **Whittlesey Relief Road Project** is to examine a wide range of solutions to address the town's transport issues. Options that could achieve this have been identified and we would like to know what your views are about these options.



How to find out more and have your say!



Visit www.fenland.gov.uk/WRRConsultation for details about the project and to access the consultation survey.

Or visit us in person at the following locations on these dates:

Fri. 25th October
between 8am and 12noon

at Whittlesey Town Council Offices Peel House, 8 Queen Street, Whittlesey, PE7 1AY

Sat. 9th November
between 10am and 3pm

at Aldi, Eastrea Road, Whittlesey, PE7 2AE

Tues. 12th November
between 6pm and 8pm

online via **TEAMS**

Contact: transportandaccess@fenland.gov.uk to book your place.

Project team contact details:

@ transportandaccess@fenland.gov.uk

☎ 01354 622 445

Printed surveys are available on request.

All consultation responses and feedback must be received in full by no later than midnight Friday 22nd November.



D. Consultation Questions and Responses

Online Consultation Questions

Whittlesey Relief Road

Project: Whittlesey Relief Road

Subject: Online consultation questions and responses

Q1 (Optional) Please tell us your views and experiences of the current traffic conditions in Whittlesey.

Answered: 285

Skipped: 25

Q2 (Optional) Please tell us your views and experiences of how the current traffic volumes in Whittlesey effect the town.

Answered: 264

Skipped: 46

Q3 (Optional) Please tell us your views and experiences of transport options available in Whittlesey.

Answered: 244

Skipped: 66

Q4 Do you agree with the core themes and issues that have been identified for Whittlesey on page 4 of the consultation information?

Answered: 261

Skipped: 49

Answer choices	Responses
Agree	207 (79.31%)
Neither agree nor disagree	40 (15.33%)
Disagree	14 (5.36%)
Total	261

Q5 Is there anything else you would like to highlight as an issue in Whittlesey?

Answered: 240

Skipped: 70

Answer choices	Responses
Yes – please provide details in the comment box below	130 (54.17%)
No	112 (46.67%)

Answer choices	Responses
Total	240

Q6 Do you agree with the objectives the options aim to resolve that are detailed on pages 5 and 6 of the consultation information?

Answered: 261

Skipped: 49

Answer choices	Responses
Agree	189 (72.41%)
Neither agree nor disagree	59 (22.61%)
Disagree	13 (4.98%)
Total	261

Q7 Please tell us your views on Option 1 (Relief Road and HGV re-routing) set out on page 7 of the consultation information. Do you support this option?

Answered: 261

Skipped: 49

Answer choices	Responses
Yes	218 (83.52%)
No	43 (16.48%)
Total	261

Q8 Please tell us your views on Option 2 (Relief Road & HGV re-routing with bus priority measures) set out on page 8 of the consultation information. Do you support this option?

Answered: 261

Skipped: 49

Answer choices	Responses
Yes	127 (48.66%)
No	134 (51.34%)
Total	261

Q9 Please tell us your views on Option 3 (Relief Road & HGV re-routing with active travel improvements) set out on page 9 of the consultation information. Do you support this option?

Answered: 261

Skipped: 49

Answer choices	Responses
Yes	162 (62.07%)
No	99 (37.93%)

Answer choices	Responses
Total	261

Q10 Please tell us your views on Option 4 (Mobility Hub with active travel improvements) set out on page 10 of the consultation information. Do you support this option?

Answered: 261

Skipped: 49

Answer choices	Responses
Yes	67 (25.67%)
No	194 (74.33%)
Total	261

Q11 Please rank the proposed options in order of your preference, i.e. please place the option you like the best as number 1, next best as number 2, etc. If there are any options you do not support please select n/a.

Answered: 256

Skipped: 54

Option	1 st	2 nd	3 rd	4 th	N/A	Total	Score
Option 1: Relief Road with HGV Re-routing	129 (52.87%)	52 (21.31%)	37 (15.16%)	10 (4.10%)	16 (6.56%)	244	3.32
Option 2: Relief Road with HGV Re-routing and bus priority measures	36 (14.40%)	86 (34.40%)	58 (23.30%)	21 (8.40%)	49 (19.60%)	250	2.68
Option 3: Relief Road with HGV Re-routing and active travel improvements	59 (23.51%)	64 (25.50%)	76 (30.28%)	10 (3.98%)	42 (16.73%)	251	2.81
Option 4: Mobility Hub with active travel improvements	10 (3.97%)	13 (5.16%)	27 (10.71%)	123 (48.81%)	79 (31.35%)	252	1.48

Q12 I am responding as:

Answered: 257

Skipped: 53

Answer choices	Responses
An individual	252 (98.05%)

Answer choices	Responses
On behalf of a business or organisation Please provide the name, location and type in the text box below and skip to question 22.	5 (1.95%)
Total	257

Q13 Where do you live? Please provide your postcode or the name of the place (e.g. village, town, city) you live closest to.

Answered: 250

Skipped: 60

Q14 Are you currently employed or do any work either unpaid or voluntary?

Answered: 253

Skipped: 57

Answer choices	Responses
Yes - please provide the location of your workplace (e.g. village, town or city) or indicate whether you work from home in the comment box below.	186 (73.52%)
No (skip to question 5)	48 (18.97%)
Prefer not to say (skip to question 5)	19 (7.51%)
Total	253

Q15 What mode of transport do you use to travel to work? Please select all that apply.

Answered: 216

Skipped: 94

Answer choices	Responses
Private car or van	189 (87.50%)
Walk	23 (10.65%)
Bicycle	20 (9.26%)
Bus	12 (5.56%)
Train	19 (8.80%)
Community Transport	0 (0.00%)
Other (please specify)	12 (5.56%)
Total	216

Q16 Do you own a business in or near Whittlesey?

Answered: 244

Skipped: 66

Answer choices	Responses
Yes - please state where in the comment box below	23 (9.43%)
No	212 (86.89%)
Prefer not to say	9 (3.69%)
Total	244

Q17 Are you currently in full or part-time education?

Answered: 244

Skipped: 66

Answer choices	Responses
Yes - please state where and your means of transport in the comment box below	6 (2.46%)
No	235 (96.31%)
Prefer not to say	3 (1.23%)
Total	244

Q18 Do you have access to a car, van or other motor vehicle? This may be via others in your household.

Answered: 253

Skipped: 57

Answer choices	Responses
Yes	236 (93.28%)
No	16 (6.32%)
Prefer not to say	1 (0.40%)
Total	253

Q19 Are you able to ride a bicycle?

Answered: 251

Skipped: 59

Answer choices	Responses
Yes	183 (72.91%)
No	62 (24.70%)
Prefer not to say	6 (2.39%)
Total	251

Q20 Do you or have you used public or community transport in the past 12 months? By public or community transport we mean a scheduled bus or train service or dial-a-ride.

Answered: 253

Skipped: 57

Answer choices	Responses
Yes - please provide details in the comment box below.	143 (56.52%)
No	107 (42.29%)
Prefer not to say	3 (1.19%)
Total	253

Q21 Which of these best represents your age group?

Answered: 251

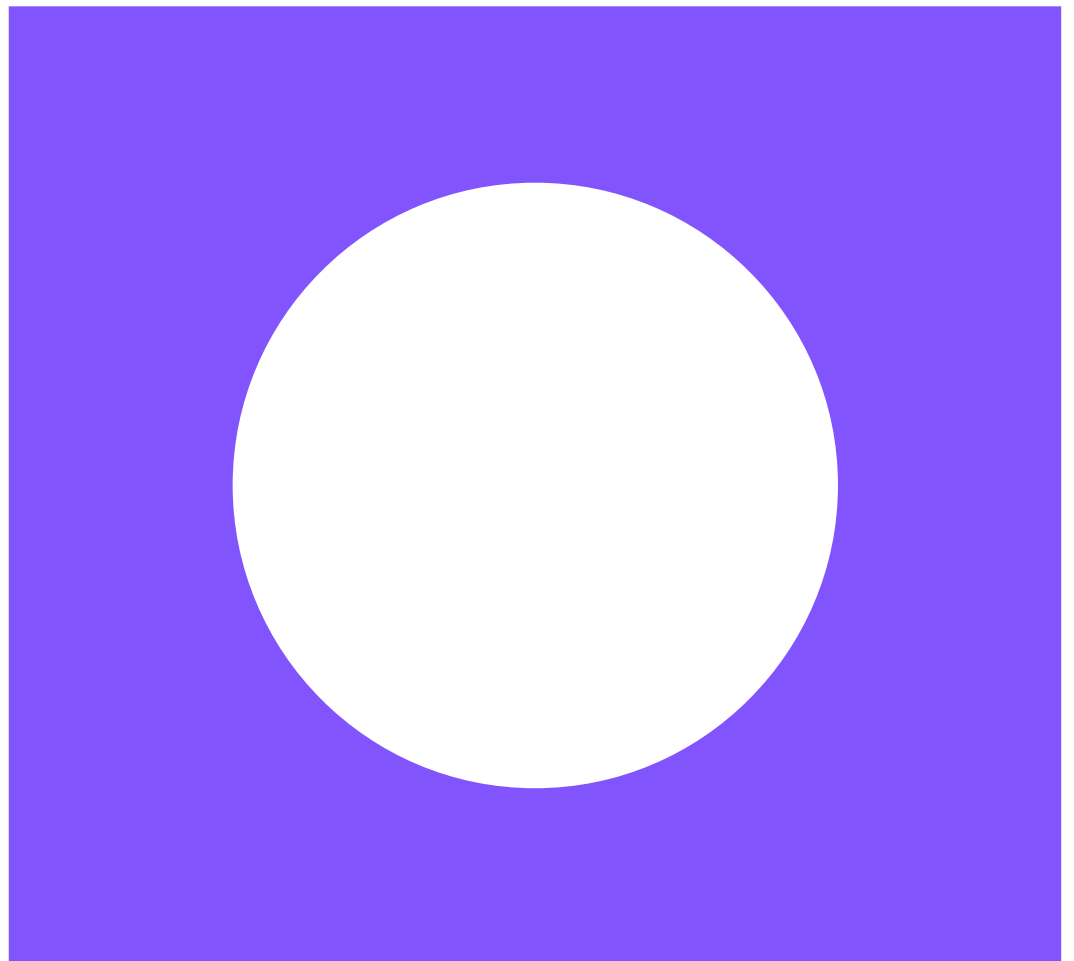
Skipped: 59

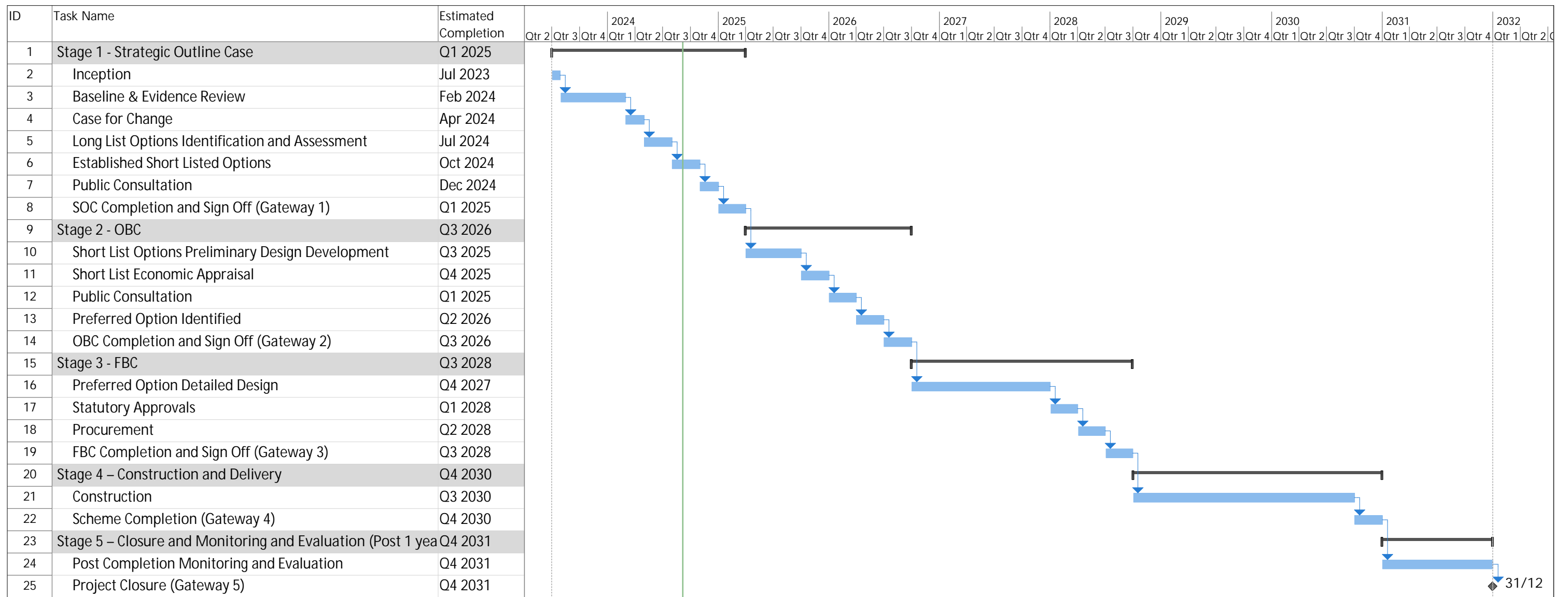
Answer choices	Responses
17 years and under	0 (0.00%)
Between 18 years and 25 years	1 (0.40%)
Between 26 years and 55 years	144 (57.37%)
Between 56 years and 68 years	73 (29.08%)
69 years and over	29 (11.55%)
Prefer not to say	5 (1.99%)
Total	251

Q22 Optional - Please use this space to provide any further comments that you have not had an opportunity to state in any part of the earlier sections.

Answered: 58

Skipped: 252





31/12

Project: SOC Programme Date: Fri 06/09/24	Task		Project Summary		Manual Task		Start-only		Deadline	
	Split		Inactive Task		Duration-only		Finish-only		Progress	
	Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
	Summary		Inactive Summary		Manual Summary		External Milestone			

Risk Ref No.	Risk Category	Risk Description	Potential Impact on Project	Result	Likelihood	Impact	Initial Risk Score	Risk Owner	Risk Mitigation Measure	Adjusted Likelihood	Adjusted Impact	Total Risk (mitigated)	Mitigation Action Owner	Current Risk Status	Notes/Updates
5	Project Funding	Affordability of the shortlisted solutions identified as part of the SOBC. Lack of appropriate funding stream for shortlisted options.	Programme Delay, Cost	Viability of delivering a solution is affected and subsequent stages (OBC) not achievable.	5	5	25	FDC / MM	SOBC to explore a variety of options to resolve identified issues, including a low cost option. Project board meetings used to gain confidence from board about alternative solutions. CPCA need to be well engaged throughout the process to assess funding options. Development of robust funding strategy in financial case. Identify options to potentially reduce delivery costs and opportunities to link this project with other schemes in the local area.	5	5	25	MM	Open	As it stands the cost of a solution, including a relief road is likely to be deemed unaffordable even with mitigation. Therefore, the likelihood and impact of this risk remains unchanged.
7	Design	Shortlisted solutions may have an adverse impact on environmental matter (i.e. floodplains, biodiversity, visual, noise etc).	Programme Delay, Cost	Harder to deliver project, including securing statutory approvals.	5	5	25	FDC / MM	Early engagement with environmental professionals. Prior to consultation consider early engagement with potential land owners. Set out details of the proposed options sensitively in public consultation.	5	4	20	FDC / MM	Open	
3	Delivery	Suitable traffic modelling tools are not available or of high enough quality to test the scheme options.	Programme Delay, Cost, Quality Impacted	Unable to model options according to programme and unable to test options to understand their impacts and build the case for change and recommend a short list of options.	5	4	20	FDC / MM	Early review of LMVR. Keep in regular contact with the modelling team at CCC and Milestone to understand potential options and solutions. Alternative means for testing and appraising options to be explored without use of models. Early review of available data. Modelling meeting held in Sept with all parties to understand possible paths with other meetings planned for appropriate stages of the project.	3	4	12	FDC / MM	Closed	Alternative modelling approach adopted for the scheme using spreadsheet approach built on TAG principles.
4	Delivery	Poor quality or limited data to support the understanding of the issues supporting the scheme.	Programme Delay, Cost	Poor evidence base, weakened case for change.	3	4	12	FDC / MM	Data analysis activity has been undertaken to assess gaps. Traffic surveys are being explored to fill in any gaps.	2	2	4	FDC / MM	Closed	
1	Design	A strong economic case is not achievable for an intervention.	Programme Delay, Cost, Quality Impacted	Scheme objectives can't be met, funding unable to be secured and scheme can't be progressed.	5	5	25	FDC / MM	Identify and highlight wider non-monetised benefits of the scheme to build the case, including environmental, health, placemaking and social benefits.	5	3	15	FDC / MM	Open	Economic appraisal completed and included appraisal of environmental and social benefits. These are included in the final writing up of the business case and inform the VM assessment.
6	Design	Potential requirements for land to deliver a solution may hinder the delivery of the scheme.	Programme Delay, Cost	Extended programme to go through land acquisition processes. Increased costs, lengthened process, potential that land isn't acquired.	4	4	16	FDC / MM	Prior to consultation consider early engagement with potential land owners. Set out details of the proposed options sensitively in public consultation. Longer term issues of land acquisition will be looked at in subsequent stages.	4	3	12	FDC / MM	Open	Whilst it is unlikely that the scheme can avoid the need for land purchase, whether it can be done through negotiation, or has to be done via CPO is unknown at this stage. Negotiation would be the preferred approach. It is also unknown the exact amount of land required.
2	Stakeholder	Solutions and proposals for addressing identified issues are not supported by stakeholders.	Programme Delay, Cost	Solution is not progressed, or preferred option doesn't have public support.	4	5	20	FDC / MM	Early engagement with stakeholders to understand what problem they want resolving and to bring them on the journey of finding an array of appropriate solutions. Ensure stakeholder and public understand the scope of work (assessing various options). Ongoing programme of stakeholder engagement.	2	5	10	FDC / MM	Open	
31	Stakeholder	Lack of support from highways authority to deliver scheme beyond SOBC.	Programme delays	Project can't be delivered.	4	5	20	FDC	Discussions with highways authority to be held to discuss and agree.	2	5	10	FDC	Open	
13	Stakeholder	Failure to secure support from statutory bodies.	Programme Delay	Programme delay, and even risk that scheme can not progress.	3	5	15	FDC / MM	Stakeholder mapping and engagement to understand potential issues. Early identification of required approvals. Dedicated MM comms manager. Project will follow statutory processes to ensure it is compliant with requirements.	2	5	10	FDC / MM	Open	
21	Stakeholder	Delays or cost overruns due to interfaces with stakeholders/national bodies.	Additional costs and programme delays	National bodies could cause interfaces that require rework to incorporate them into the designs.	4	4	16	FDC	Enter and maintain discussions with key stakeholder/national bodies early in the SOBC process and take account of their requirements. Incorporate their feedback in the design evolution as best possible.	3	3	9	FDC	Open	Whilst this risk remains open for later stages of work, for the SOBC stage this risk has reduced significantly.
25	Policy	Change of transport specific guidance.	Additional costs and programme delays	Policy/guidance changes after designs/sections of SOBC have been produced leading to rework and programme delay.	3	4	12	MM	Keep abreast of any potential changes to transport specific guidance and get early sight of what the changes could be.	3	3	9	MM	Open	Risk has been avoided at SOBC stage but remains unchanged for next stage of work.
12	Stakeholder	Stakeholders are not aligned in what they want from the scheme.	Abortive work / programme delay / additional cost	Competing interests/ambitions for the outcome of the SOBC and design options could lead to additional engagement and rework to come to an agreed design.	4	4	16	FDC / MM	Engage with stakeholders from early in the project to understand what they want from a scheme. Engage throughout the project and inform them of the design options.	2	4	8	FDC / MM	Open	Through continuous engagement and public consultation, views on the scheme do appear to be aligned.

32	Political	The Project Board requires significant changes to the SOBC report.	Additional costs and programme delays	There are requirements to rewrite/develop sections of the SOBC which delays its completion and submission to CPCA	4	4	16	FDC / MM	Hold regular Project Board meetings and get sign off on the components of the SOBC as its development and drafting progress.	2	4	8	FDC / MM	Open	
8	Design	Solutions being identified don't fully align with current national and local transport policy, in particular with regards to net zero.	Programme Delay, Cost	Optimal solution cannot be progressed.	3	4	12	FDC / MM	MM to ensure up to date guidance is followed throughout the design process and the design team are fully aware of standards. Options that benefit net zero to be considered as part of the development of options.	2	4	8	MM	Open	While mitigation measures have been put in place, the options being considered still may still not fully meet net zero targets. Further work would be required at next stage to understand how options could be altered to better align.
22	Design	Change of national / regional policy or guidance.	Abortive work / programme delay / additional cost	Policy/guidance changes after designs/sections of SOBC have been produced leading to rework and programme delay.	3	4	12	MM	Keep abreast of changes to policy and raise at fortnightly progress meetings as to how could impact project.	2	4	8	MM	Open	
18	Design	Poor communication between MM and FDC client team/ stakeholders results in designs which are unacceptable.	Abortive work / programme delay	Miscommunication could lead to rework being necessary to bring designs to a point where they are aligned with expectations.	2	4	8	FDC / MM	Fortnightly progress meetings to be held between CCC and MM. Stakeholder engagement role to manage stakeholder inputs and expectations.	1	2	2	FDC / MM	Closed	Designs agreed and approved by FDC.
19	Design	Designs are not compliant with required standards.	Abortive work / programme delay	Rework would be necessary to align designs with required standards.	2	3	6	MM	Design team to adhere to MM checking and approval processes to ensure designs are of the required standard and any discrepancies are caught early.	1	3	3	MM	Closed	Designs of the short listed options have been completed. Designs are concept and will be developed further at next stage.
20	Design	Interface with other projects undermines viability.	Additional costs and programme delays	Emerging projects in the area could cause interfaces that require rework to incorporate them into the designs.	2	2	4	FDC	Engage early with other projects/potential projects in the area. Look at linkages where we can support or be supported by other projects in the area (Whittlesea Station).	1	2	2	FDC	Closed	
14	Stakeholder	Change of local political administration resulting in changed priorities among elected members and officers as part of local government reform (Mayoral elections).	Abortive work / programme delay	Key stakeholders change along with views of the project.	2	4	8	Project Board	Ensure SOBC production continues on current programme.	2	4	8	Project Board	Open	Note - Mayoral and County elections to be held in May 2025
9	Project Funding	CPCA/Steer review and assurance process means changes are required to SOBC.	Abortive work / programme delay / additional cost	Rework is required in order to be approved by CPCA/Steer which will push delivery date back.	3	4	12	FDC / MM	Early identification of required processes/approvals. SOBC technical team to be aware of the requirements and assurance framework that the SOBC will go through.	2	3	6	FDC / MM	Open	
15	Delivery	Key members of Mott MacDonald staff become unavailable or changes in resource are necessary.	Programme delay	Additional time is required to complete tasks as new resources will need time to be onboarded and get up to speed with the project. Possible loss of scheme knowledge with departing resource.	3	4	12	FDC / MM	All work to be stored on project SharePoint site. Project Plan of Work to clearly state planned ways of working and key information. Mott MacDonald team arrangement has been set up to increase resilience of any unforeseen changes and have a wide resource pool with the relevant expertise. Handover between new resource and old resource to be held where possible.	3	2	6	MM	Open	
24	Design	ANPR surveys impacted by flooding and road closures.	Additional costs and programme delays	Additional surveys would need to be undertaken later in the programme to ensure data is robust which could impact critical path.	3	3	9	FDC	Ensure weather conditions and road closures are reviewed in the weeks and days leading up to the surveys to ensure results will be robust.	2	3	6	FDC	Closed	
17	Design	Programme slippage due to unforeseen issues or delays related to design and/or SOBC production.	Programme delay / additional cost	Unforeseen issues could cause delays to the design and/or SOBC production which could cause delay to SOBC delivery.	3	4	12	MM	Applying familiar methodology and using a team that are familiar working together to deliver projects using this approach. Diligent programme review and flagging or issues and delays as early as possible. Project Director and Project Manager to regularly monitor progress of tasks against the programme and provide regular progress updates to the client lead, supplemented where necessary by more regular email and phone calls. Project extension has been approved by CPCA - Jan 2025	2	3	6	MM	Open	
26	Political	Risk of general election during project lifetime.	Additional costs and programme delays	Pre-election period delays/stoppages could elongate programme.	5	5	25	Project Board	Keep abreast of political announcements to understand when general election and associated processes will be held and what the impacts will be on the programme/stages of work. Maintain open communication with funders and project board	5	4	20	Project Board	Closed	
27	Project Funding	SOBC funding constraints related to fixed budget.	Limited scope changes	Limited budget means that certain aspects, such as ANPR surveys, modelling or additional Steer assurance reviews are not able to be undertaken.	4	3	12	FDC	Keep track of project budget and aware of areas where additional spend could be necessary so that budget is only spent on vital aspects of the project. Continue to seek options for additional funding if appropriate.	3	2	6	FDC	Open	
28	Political	Client enforced changes leading to prolongation.	Additional costs and programme delays	Effect on timeline and budget meaning the project doesn't meet completion dates of funder and could incur additional cost.	3	4	12	FDC	Agree and maintain scope of project. Closely monitoring potential changes to ensure early warning given. Any significant change to be agreed through the Project Board with clear understanding of affect to programme and budget.	3	2	6	FDC	Open	
29	Project Funding	Additional work may be needed to assess non relief road options (costs not included within current budget forecast).	Additional Costs	Limited budget means that assessment of non relief road options are not able to be undertaken.	5	4	20	FDC / MM	Explore low cost options to assess non relief road options. Explore options for additional funding.	3	3	9	FDC / MM	Closed	All options identified in the optioneering work for the SOBC have been considered at the long listing stage.
30	Consultation	Providing poor information for consultation.	Additional costs and programme delays	SOBC is weakened due to lack of support.	3	4	12	FDC / MM	Develop content for consultation earlier, collaborate within project group on designs and content (meeting to be held 09/08/24).	2	3	6	FDC / MM	Closed	Consultation completed.

16	Delivery	Absence of Mott MacDonald and/or Fenland District Council Project Manager.	Programme delay	PM is not available to initiate workstreams or give the go ahead on deliverables.	3	3	9	FDC / MM	Fenland District Council working closely with Transport Development Manager who will deputise if required. Mott MacDonald PM working closely with technical lead (TL) who will deputise if required. All communications to go via both PMs with support cc'd	3	2	6	FDC / MM	Open	
23	Design	Seasonality of traffic movements shown from ANPR surveys - agricultural movements and brickworks.	Additional costs and programme delays	Further surveys required for OBC at additional cost and could cause programme delays.	2	3	6	FDC	Review results against previous year's data to ensure results are robust.	2	3	6	FDC	Open	

Risk Likelihood Ratings:





Description	Descriptor	Scale
May only occur in exceptional circumstances, highly unlikely	Very Low	1
Is unlikely to occur in normal circumstances, but could occur at some time	Low	2
Likely to occur in some circumstances or at some time	Moderate	3
Is likely to occur at some time in normal circumstances	High	4
Is highly likely to occur at some time in normal circumstances	Very High	5

Risk Impact Ratings:

Description	Descriptor	Scale
Insignificant disruption to the project or service delivery Little or no delay to project programme or service delivery No environmental impact No reputational impact to Skanska or the Client Negligible financial impact to the project or service delivery (proportionate to budget involved)	Negligible	1
Minor disruption to the project or service delivery Minor delay to project programme or service delivery Minor environmental impact Minor reputational impact to Skanska or the Client Minor financial impact to the project or service delivery (proportionate to budget involved)	Marginal	2
Noticeable disruption to project or service delivery Moderate direct effect to to project programme or service delivery Moderate damage to environment Some longer lasting reputational damage to Skanska or the Client Process compliance compromised or non conformance Moderate financial impact to the project or service delivery (proportionate to budget involved)	Significant	3
Major disruption or longer term impact to project or service delivery Significant reputational damage resulting in loss of client, repeat work, opportunities Major detriment to environment Process failure or major non-conformance Major financial impact (proportionate to budget involved)	Critical	4
Critical impact to project or service delivery which may not be manageable longer term Critical reputational impact resulting in major loss of workload which may not be manageable longer term Complete breakdown of process requiring restructure or new process Significant damage to environment Huge financial impact (proportionate to budget involved)	Catastrophic	5

		Score	Likelihood				
			Very Low	Low	Medium	High	Very High
			1	2	3	4	5
Negative Consequence	Very Low	1	1	2	3	4	5
	Low	2	2	4	6	8	10
	Medium	3	3	6	9	12	15
	High	4	4	8	12	16	20
	Very High	5	5	10	15	20	25

Risk Key

Major	RED		20 to 25
Significant	AMBER		10 to 16
Tolerable	YELLOW		5 to 9
Negligible / Trivial	GREEN		1 to 4

Whittlesey Relief Road - Benefits Realisation Plan

ID	Benefit title	Benefit description	Link to Scheme Objectives				Who benefits?	Benefit Owner - who is accountable for delivery of the expected benefits	Dependencies - Activity/Trigger required to confirm realisation	Target realisation date	Risks to realisation	Link to Monitoring & Evaluation	
			3a	4a	4b	4c						How the benefit will be measured	When the benefit will be measured
001	Reduced air and noise pollution within Whittlesey	Reduction in measurable levels of PM10 and NOx. Reduction in road related noise levels.	3a	4a	4b	4c	Residents Healthcare providers Visitors	Fenland District Council	Reliance of the completion of the Scheme. Successful design and implementation of new infrastructure that removes/reduces the causes of noise and air pollution i.e. vehicles.	5 years after scheme delivery.	Provision of alternative modes, such as the frequency of bus and rail services is reduced, or people are unable to access active travel modes, thereby reducing level of mode shift. There is also a risk that a relief road may free up capacity on the A605 that is then used by local trips, thereby not achieving the reductions in air and noise pollution being targeted.	Air quality and noise level monitoring sites.	Pre-construction Year 1 Year 5
002	Increased physical activity and generated health benefits through an increase in active travel.	Increased levels of walking and cycling within Whittlesey. Reduction of traffic within Whittlesey, easing issues around congestion, noise, air quality and safety. Improved health and fitness of residents.	3a	3b	3c	4c	Residents Healthcare Commuters Visitors Businesses	Fenland District Council	Reliance of the completion of the Scheme and the successful design of new active travel infrastructure that meets the needs of users to attract them to using it. Access to affordable bikes. Effective marketing campaigns to encourage use of active travel.	5 years after scheme delivery.	Lack of mode shift from car use towards cycling and walking as car is still considered as first choice of travel.	Cycling and walking counts along the A605 within the town, along with general traffic counts.	Pre-construction Year 1 Year 5
003	Enhanced connectivity within the town and across the wider district.	Improved access to education, work and recreation opportunities. Improved economic activity leading to growth.	1a	1b	2a	2b	Residents Commuters Visitors Businesses	Fenland District Council	Reliance of the completion of the Scheme. Successful design of new infrastructure or successful implementation of new public transport services to meet the needs of users.	1 year after scheme delivery.	Key locations are not served by the Scheme.	Trip origin-destination surveys.	Pre-construction Year 1 Year 5
004	Reduced economic inactivity as people can access opportunities in the district efficiently.	Decreased levels of economic inactivity within Whittlesey and Fenland. Stimulus of jobs and land value uplift.	1a	2a	2b		Residents Businesses	Fenland District Council	Reliance of the completion of the Scheme. Scheme links into current and planned opportunity locations. New developments are built. There isn't an economic downturn more broadly across the county i.e. recession.	5 years after scheme delivery.	External factors such as economic downturn.	Office for National Statistics - statistics held on economic inactivity	Pre-construction Year 1 Year 5
005	Decreased levels of congestion within Whittlesey, resulting in improved journey times.	Reduction in journey time variability and junction queues during peak times. A reduction in noise and an increase in air quality along route due to lower levels of traffic.	1a/1b	2b/2c	3a	4a/4b/4c	Residents Commuters Visitors Businesses	Fenland District Council	Reliance of the completion of the Scheme. Successful modal shift away from private vehicles to active travel or public transport as well as vehicles moving away from using the A605. Dependant on capacity that is freed up on the A605 not being taken up again by new trips. Effective marketing campaigns to encourage use of the Scheme. Consideration around how the A605 is used following implementation of the scheme to prevent build up in congestion again.	5 years after scheme delivery.	Use of the Scheme not significant enough to meaningfully reduce congestion. Any reduction in vehicles along the A605 is short term before growth in traffic results in re-emergence of congestion issues.	Traffic surveys (ATCs) along the A605. TomTom road speed data.	Pre-construction Year 1 Year 5
006	Improved safety for pedestrians and cyclists.	Reduction in accidents involving pedestrians and cyclists. Increase in walking and cycling within Whittlesey.	3b	3c			Residents Healthcare Visitors	Fenland District Council	Reliance of the completion of the Scheme. Implementation of high quality segregated active travel infrastructure.	1 year after scheme delivery.	Scheme design does not improve infrastructure provision that enables safer journeys to be undertaken.	Numbers of Killed or Severely Injured (KSI) along the A605.	Pre-construction Year 1 Year 5
007	Decrease in private car use as a result of increased public transport use.	Increased bus and rail patronage, and public transport operator revenue. Decrease in traffic and private vehicle use.	1a	2a	2b		Residents Commuters Visitors	Fenland District Council	Reliance of the completion of the Scheme. Scheme to introduce substantial enough improvements to make public transport a viable and attractive alternative to private vehicles. Cooperation of bus and train operators to run public transport services i.e. no reductions in current service provision.	5 years after scheme delivery.	Service cuts result in poorer service provision.	Local bus and rail patronage provided by operators. Where not available from operators, counts to be undertaken.	Pre-construction Year 1 Year 5
008	Improved levels of the public's satisfaction with public realm.	Improvement in local residents satisfaction within Whittlesey. Whittlesey becomes a more attractive place to live, work and invest.	3c	4a	4b		Residents Visitors	Fenland District Council	Reliance of the completion of the Scheme to the satisfaction of local residents. Wider improvements and enhancements to the town centre that complement the reduction in traffic i.e. place making schemes.	1 years after scheme delivery.	Quality of public realm improvements does not increase public satisfaction.	Public satisfaction surveys.	Pre-construction Year 1

Analysis of Monetised Costs and Benefits - Option 1

			Source
Noise	1.5	(12)	AMAT
Local Air Quality	0.64	(13)	AMAT
Greenhouse Gases	8.31	(14)	AMAT
Journey Quality	785	(15)	AMAT
Physical Activity	1,428	(16)	AMAT
Accidents	3,273	(17)	COBALT + AMAT
Economic Efficiency: Consumer Users (Commuting)	2,983	(1a)	TEE + AMAT
Economic Efficiency: Consumer Users (Other)	5,867	(1b)	TEE
Economic Efficiency: Business Users and Providers	9,596	(5)	TEE
Wider Public Finances (Indirect Taxation Revenues)	-480	(11) - sign changed from PA table, as PA table represents costs, not benefits	TEE + AMAT
Present Value of Benefits (see notes) (PVB)	23,462	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)	
Broad Transport Budget	122,988	(10)	
Present Value of Costs (see notes) (PVC)	122,988	(PVC) = (10)	
OVERALL IMPACTS			
Net Present Value (NPV)	-99,526	NPV=PVB-PVC	
Benefit to Cost Ratio (BCR)	0.19	BCR=PVB/PVC	

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits - Option 2

			Source
Noise	1.50	(12)	AMAT
Local Air Quality	0.64	(13)	AMAT
Greenhouse Gases	8.31	(14)	AMAT
Journey Quality	785	(15)	AMAT
Physical Activity	1428	(16)	AMAT
Accidents	3273	(17)	TUBA (Option 1) + AMAT
Economic Efficiency: Consumer Users (Commuting)	3004	(1a)	TEE (Option 1) + AMAT + Bus appraisal
Economic Efficiency: Consumer Users (Other)	5880	(1b)	TEE (Option 1) + Bus appraisal
Economic Efficiency: Business Users and Providers	9597	(5)	TEE (Option 1) + Bus appraisal
Wider Public Finances (Indirect Taxation Revenues)	-480	(11) - sign changed from PA table, as PA table represents costs, not benefits	TEE (Option 1) + AMAT
Present Value of Benefits (see notes) (PVB)	23498	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)	
Broad Transport Budget	123806	(10)	
Present Value of Costs (see notes) (PVC)	123806	(PVC) = (10)	
OVERALL IMPACTS			
Net Present Value (NPV)	-100308	NPV=PVB-PVC	
Benefit to Cost Ratio (BCR)	0.19	BCR=PVB/PVC	

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits - Option 3

		Source
Noise	3.06 (12)	AMAT
Local Air Quality	1.30 (13)	AMAT
Greenhouse Gases	17 (14)	AMAT
Journey Quality	1178 (15)	AMAT
Physical Activity	2991 (16)	AMAT
Accidents	3297 (17)	TUBA (Option 1) + AMAT
Economic Efficiency: Consumer Users (Commuting)	3123 (1a)	TEE (Option 1) + AMAT
Economic Efficiency: Consumer Users (Other)	5867 (1b)	TEE (Option 1)
Economic Efficiency: Business Users and Providers	9596 (5)	TEE (Option 1)
Wider Public Finances (Indirect Taxation Revenues)	-478 - (11) - sign changed from PA table, as PA table represents costs, not benefits	TEE (Option 1) + AMAT
Present Value of Benefits (see notes) (PVB)	25596 (PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)	
Broad Transport Budget	127082 (10)	
Present Value of Costs (see notes) (PVC)	127082 (PVC) = (10)	
OVERALL IMPACTS		
Net Present Value (NPV)	-101486 NPV=PVB-PVC	
Benefit to Cost Ratio (BCR)	0.20 BCR=PVB/PVC	

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits - Option 4

			Source
Noise	£ 2.73	(12)	AMAT
Local Air Quality	£ 1.16	(13)	AMAT
Greenhouse Gases	£ 15	(14)	AMAT
Journey Quality	£ 1,136	(15)	AMAT
Physical Activity	£ 2,905	(16)	AMAT
Accidents	£ 41	(17)	AMAT
Economic Efficiency: Consumer Users (Commuting)	£ 4,378	(1a)	TEE
Economic Efficiency: Consumer Users (Other)	£ 1,320	(1b)	TEE
Economic Efficiency: Business Users and Providers	£ 159	(5)	TEE
Wider Public Finances (Indirect Taxation Revenues)	£ 93	- (11) - sign changed from PA table, as PA table represents costs, not benefits	PA Table
Present Value of Benefits (see notes) (PVB)	£ 10,051	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)	
Broad Transport Budget	£ 23,492	(10)	
Present Value of Costs (see notes) (PVC)	£ 23,492	(PVC) = (10)	
OVERALL IMPACTS			
Net Present Value (NPV)	-£ 13,441	NPV=PVB-PVC	
Benefit to Cost Ratio (BCR)	£ 0.43	BCR=PVB/PVC	0.43

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Appraisal Summary Table		Date produced:	Contact:			
Name of scheme: Whittlesey Relief Road Description of scheme: <ul style="list-style-type: none"> A new single carriageway road running to the south of Whittlesey town centre, that includes a parallel cycle track. Coming from the west of the town, the new road would divert from the A605 to the south of King's Dike, running across fields to link into Turningtree Road, to the south of Station Road, enabling access to Whittlesea railway station. The road would then continue to the east, crossing over Whittlesey Dike and the railway line, before connecting back into the A605 at Wisbech Road. The road would include junctions at key intersects with roads connecting into Whittlesey, including the B1093 Turningtree Road to allow access to the railway station and industrial sites to the south of the town, and Wype Road to allow access to Eastrea. 			Name: Organisation: Role: Promoter/Official			
Scenario: Option 1 – Relief Road with HGV re-routing						
Impacts	Summary of key impacts	Assessment				
		Quantitative			Qualitative	Monetary £(NPV)
Economy	Business users & transport providers Option 1 is expected to have a positive impact on business users due to the diverting of HGVs away from the narrow streets in Whittlesey on to the relief road and by providing a more appropriate route for HGVs to access the industrial area to the south of Whittlesey. The majority of the monetary benefits is a result of impacts to road freight, analysed through the TEE Table.	Value of journey time changes(£) Net journey time changes (£) 0 to 2min 2 to 5min > 5min			£9,596,000.00	
	Reliability impact on Business users Option 1 is expected to have a positive impact on business user reliability due to the journey time savings for HGVs from the relief road, as well as providing an additional route east to west to the A605 around Whittlesey which is a dedicated National Highways diversion route.				Moderate beneficial	
	Wider Impacts In addition to the quantified economic benefits, the relief road with HGV Re-routing will likely increase carrying capacity for future development, improve living standards and the quality of Whittlesey's public realm, and support local trade within the town. However, there is a potential the induced demand could negate some of the traffic reduction objectives, as the increased capacity generated by the relief road may then attract additional trips by car. In addition, the proposed parallel cycle track is unlikely to benefit the town itself, providing only a route around, rather than into Whittlesey and the businesses located there.				Slight beneficial	
Environmental	Noise Under this option, there would likely be an opportunity to reduce traffic noise levels within the town centre by reducing traffic flows along the A605 and B1040, and re-routing heavy goods vehicles (HGVs) away from the centre of Whittlesey. This should directly benefit noise-sensitive receptors such as residences, schools, medical facilities, and community centres. However, the noise levels are likely to increase along and close to the proposed new route, bringing traffic noise to the area near King's Delph Drive and the B1093. A Noise Important Area (NIA ID 11393) is situated on the A605 east of Coates near the proposed roundabout junction at the end of the relief road, which may be affected by changes in traffic levels. Noise mitigation measures such as noise barriers or acoustic screens along the new relief road could help manage and minimise the impacts on nearby receptors. It should be noted that the monetary benefits for noise relate to the active travel improvements only and does not account for the impact of the relief road or changes to road user behaviour on noise, analysed through the AMAT.				Slight beneficial	£1,497
	Air Quality The air quality baseline shows that existing air quality does not currently exceed relevant air quality objectives and limit values. Projections from the Pollution Climate Model (PCM) show declining NO2 concentrations due to cleaner vehicle technologies and air quality measures, suggesting that air quality is expected to continue improving in the future. The scheme could significantly reduce traffic congestion by diverting up to 3,000 vehicles per day, including 370 HGVs, away from Whittlesey's town centre. This could lead to lower vehicle idling and smoother traffic flows, which would improve air quality by reducing emissions associated with stop-start driving engines. The rerouting of HGVs away from the town centre is likely to decrease emissions of nitrogen oxides and particulate matter (PM10 and PM2.5) in the area, but it will be introducing these emissions into the new area. Also, the new cycle lane that might change travel patterns and improve active travel could lead to decreased emissions and better air quality. However, construction activities will generate dust and increase emissions to air from construction vehicles, potentially affecting air quality in the vicinity, albeit temporarily. It should be noted that the monetary benefits for air quality relate to the active travel improvements only and does not account for the impact of the relief road or changes to road user behaviour on air quality, analysed through the AMAT.				Moderate beneficial	£638.22
	Greenhouse gases This option has the potential to reduce greenhouse gas emissions by alleviating congestion, improving traffic flow and reducing emissions associated with stop-start driving engines, and encouraging active travel. However, these reductions in emissions may be partially offset by the increase in journey lengths for those using the relief road. It should be noted that the monetary benefits for greenhouse gases relate to the active travel improvements only and does not account for the impact of the relief road or changes to road user behaviour on greenhouse gases, analysed through the AMAT.	Change in non-traded carbon over 60y (CO2e) Change in traded carbon over 60y (CO2e)			Slight beneficial	£8,308
	Landscape The new road will alter the visual character of the landscape to the south of Whittlesey centre as it will replace existing fields with paved surfaces and infrastructure (bridges, junctions, roundabouts, etc.), significantly changing the natural landscape, especially if the new infrastructure contrasts sharply with the existing landscape.				Moderate adverse	
	Townscape Diverting HGVs away from the town centre could reduce congestion and improve the overall appearance of the town centre. This option is also likely to make the area more pedestrian-friendly and attractive to residents and visitors, leading to an overall improvement in townscape character.				Slight beneficial	
	Historic Environment Providing an alternative route for around 3000 vehicles, including diverting HGVs away, could reduce congestion within the centre of Whittlesey, and this would reduce associated noise, air pollution and vibration, and thereby improve the setting for listed buildings, and other heritage assets, within this historic market town. However, the new route may impact known archaeological sites, such as the Bronze Age Round Barrow Cemetery (National Heritage List for England reference: 1020844) situated south of Whittlesey, or the internationally important archaeological sites buried within paleochannels located to the west of Whittlesey; this could result in direct physical damage to these sites, which are of regional or national importance.				Neutral	
	Biodiversity The proposed route for the relief road mostly runs across fields; building new crossings over dykes, watercourses, and the railway line might alter local hydrology and impact wetland habitats. This could disrupt habitats and affect species dependent on these water bodies, including the great crested newt. However, Whittlesey also has several important locations concerning biodiversity close to the centre of the town or the A605, which, by providing the new route to the south of Whittlesey centre, will have the potential to reduce the existing impacts from the highway network on ecological receptors.				Moderate adverse	
Water Environment The proposed relief road would be in flood zone 3a, increasing the risk of flooding for the road itself and potentially causing disruptions to transportation and access. It could also interfere with natural flood management processes and worsen flooding issues if not properly managed. The new road infrastructure and implementation of flood management features, such as improved drainage systems, flood barriers, and mitigation measures to protect the floodplain, will be considered as an opportunity to improve the water environment to withstand flooding events to avoid damage and ensure the continuity of the transport network.				Neutral		
Social	Commuting and Other users Option 1 offers benefits for commuters that are travelling to Peterborough from the east of Whittlesey as the relief road offers a route to bypass the town and avoid traffic at the A605. This also benefits commuters and other users in Whittlesey due to the reduction in traffic in the town. The majority of monetary benefits are derived from travel time savings from other users, analysed through the TEE Table and AMAT.	Value of journey time changes(£) Net journey time changes (£) 0 to 2min 2 to 5min > 5min			£8,849,628	
	Reliability impact on Commuting and Other users Option 1 provides some reliability benefits for commuting by providing an additional route into Peterborough that avoids Whittlesey town centre.				Slight beneficial	
	Physical activity Option 1 is likely to reduce the number of vehicles travelling through Whittlesey town centre, improving safety and reducing severance for pedestrians and cyclists in Whittlesey. Option 1 also includes a cycle track that runs in parallel to the relief road that facilitates safe longer distance cycle journeys from east to west. The monetary benefit for physical activity only accounts for the reduced risk of premature death and absenteeism from the cycle track, analysed through the AMAT.				Slight beneficial	£1,427,994
	Journey quality Option 1 should improve journey quality for road users with the relief road diverting through-traffic out of Whittlesey town centre. This will reduce the frustration and uncertainty of congestion on travel times, as well as fear of accidents, reducing travel stress levels. The provision of safer and more reliable transport routes should contribute to positive impacts on journey quality for all road users in the town centre. The provision of a dedicated cycle track alongside the relief road will improve journey quality for long-distance cycle trips. Journey quality may be temporarily impacted during construction phase, with potential road diversions or closures increasing route uncertainty. It should be noted that the monetary benefits for journey quality relate to the active travel improvements only and does not account for the impact of the relief road or changes to road user behaviour on journey quality, analysed through the AMAT.				Moderate beneficial	£784,799
	Accidents Option 1 will reduce the number of vehicles (up to 3,000 vehicles per day, including up to 370 HGVs) travelling through Whittlesey town centre, reducing the likelihood of collisions and improving safety for all road users in Whittlesey; the scheme will help reduce casualties in the town centre, as well as lower accident severity, benefiting non-motorised users (pedestrians and cyclists), as well as motorised users (drivers). It should be noted that the monetary benefits for accidents accounts for both the active travel and highway aspects of the Option from AMAT and COBALT analysis.				Moderate beneficial	£3,273,355
	Security Option 1 provides an improved cycle track along the potential relief road, these improvements are unlikely to impact on perceived safety of non-motorised users from the perspective of reduced crime.				Neutral	
	Access to services Option 1 increase accessibility to local roads in Whittlesey by locating through traffic onto a relief road, providing a parallel cycle track and improving links to the railway station, increasing interconnectivity and accessibility within and around Whittlesey. However, Option 1 predominantly focuses on accessibility for motorised users, with minimal focus on active travel and public transport.				Slight beneficial	
	Affordability The proposed scheme option does not include measures that will change the affordability of public transport options for those living in the study area.				Neutral	
	Severance Option 1 will reduce severance caused by high volumes of through traffic in Whittlesey by diverting traffic onto the relief road to the south. Additionally, the new cycle track parallel to the relief road will provide a new safe active travel route for long-distance cycle trips. The relief road does not impact upon any existing routes to the south of Whittlesey and all PRoW will be maintained to ensure it does not increase severance.				Moderate beneficial	
	Option and non-use values Option 1 does not include measures that will change the availability of public transport options for those living in the study area.				Neutral	
Public Accounts	Cost to Broad Transport Budget The PVC for Option 1 is £122,988,152. This includes direct construction works, indirect construction works, and design and project management costs, but does not account for risk or inflation.				£122,988,152	
	Indirect Tax Revenues Indirect tax has been calculated through AMAT and TEE Table.				-£479,809	

Appraisal Summary Table		Date produced:	Contact:															
Name of scheme:	Whittlesey Relief Road		Name															
Description of scheme:	<ul style="list-style-type: none"> A new single carriageway road running to the south of Whittlesey town centre, that includes a parallel cycle track. Coming from the west of the town, the new road would divert from the A605 to the south of King's Dike, running across fields to link into Turningtree Road, to the south of Station Road, enabling access to Whittlesey railway station. The road would then continue to the east, crossing over Whittlesey Dike and the railway line, before connecting back into the A605 at Wisbech Road. The road would include junctions at key intersects with roads connecting into Whittlesey, including the B1093 Turningtree Road to allow access to the railway station and industrial sites to the south of the town, and Wype Road to allow access to Eastrea. Includes the introduction of new bus priority measures through the town and along the A605 to Peterborough. Measures will be introduced at the junctions between A605 and B1040, and the A605 and B1093, that will provide priority for buses accessing these roundabouts. This could be in the form of either enhancing the current roundabouts to provide a bus lane through them, or through the introduction of signal-controlled junctions that would allow for buses to be given priority. Enhanced pedestrian crossing facilities are also introduced in the form of either islands or traffic lights. This option could see a downgrade in road space for cars at these junctions to provide bus priority. 	Organisation Role Promoter/Official																
Scenario:	Option 2 – Relief Road with HGV re-routing with bus priority improvements																	
Impacts	Summary of key impacts	Assessment																
		Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp													
Economy	Business users & transport providers	Option 2 is expected to have a positive impact on business users due to the diverting of HGVs away from the narrow streets in Whittlesey on to the relief road and by providing a more appropriate route for HGVs to access the industrial area to the south of Whittlesey. The majority of the monetary benefit is a result of impacts to road freight, analysed through the TEE Table. It is not expected that the bus priority improvements will have an impact on business users.	<table border="1"> <thead> <tr> <th colspan="3">Value of journey time changes (£)</th> </tr> <tr> <th colspan="3">Net journey time changes (£)</th> </tr> <tr> <th>0 to 2min</th> <th>2 to 5min</th> <th>> 5min</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Value of journey time changes (£)			Net journey time changes (£)			0 to 2min	2 to 5min	> 5min					£9,596,785	
	Value of journey time changes (£)																	
	Net journey time changes (£)																	
0 to 2min	2 to 5min	> 5min																
Reliability impact on Business users	Option 2 is expected to have a positive impact on business user reliability due to the journey time savings for HGVs from the relief road, as well as providing an additional route east to west to the A605 around Whittlesey which is a dedicated National Highways diversion route. It is not expected that the bus priority improvements will have an impact on business user reliability.		Moderate beneficial															
Regeneration	Not assessed																	
Wider Impacts	In addition to the quantified economic benefits, the relief road with HGV Re-routing will likely increase carrying capacity for future development, improve living standards and the quality of Whittlesey's public realm, and support local trade within the town. However, there is a potential the induced demand could negate some of the traffic reduction objectives, as the increased capacity generated by the relief road may then attract additional trips by car. In addition, the proposed parallel cycle track is unlikely to benefit the town itself, providing only a route around, rather than into Whittlesey and the businesses located there. In addition to the benefits and disbenefits outlined in Option 1 this option benefits from a higher quality urban realm through the provision of bus priority improvements. Additionally, the public transport enhancements are a benefit for future development, however, improved provision of bus services would need to occur to maximise this benefit.		Slight beneficial															
Environmental	Noise	Assessment results indicate that there would likely be an opportunity to reduce traffic noise levels within the town centre by reducing traffic flows along the A605 and B1040, and re-routing heavy goods vehicles (HGVs) away from the centre of Whittlesey. This should directly benefit noise-sensitive receptors such as residential, schools, medical facilities, and community centres. However, the noise levels are likely to increase along and close to the proposed new route, bringing traffic noise to the area near King's Dalph Drive and the B1093. A Noise Important Area (NIA ID 1193) is situated on the A605 east of Coates near the proposed roundabout junction at the end of the relief road, which may be affected by changes in traffic levels. Noise mitigation measures such as noise barriers or acoustic screens along the new relief road could help manage and minimise the impacts on nearby receptors. It should be noted that the monetary benefits for noise relate to the active travel improvements only and does not account for the impact of the relief road, junction improvements or changes to road user behaviour on noise, analysed through the AMAT.		Slight beneficial	£1,497													
	Air Quality	The air quality baseline shows that existing air quality does not currently exceed relevant air quality objectives and limit values. Projections from the Pollution Climate Model (PCM) show declining NO2 concentrations due to cleaner vehicle technologies and air quality measures, suggesting that air quality is expected to continue improving in the future. With Option 2, improving bus priority measures could make public transport more attractive and efficient. Increased use of buses and a reduction in private car use can decrease the number of vehicles on the road, which may contribute to lower levels of NOx and particulate emissions. Also, by diverting up to 3,000 vehicles per day, including 370 HGVs, away from Whittlesey's town centre, the scheme could significantly reduce traffic congestion. This reduction can lead to lower vehicle idling and smoother traffic flows, which improves air quality in these heavily populated areas by reducing emissions associated with stop-start driving engines. The re-routing of HGVs away from the town centre will likely decrease emissions of nitrogen oxides and particulate matter (PM10 and PM2.5) in the area, but it will introduce these emissions into the area of the proposed relief road. Also, the new cycle lane that might change travel patterns and improve active travel could lead to decreased emissions and better air quality. However, construction activities will generate dust and increase emissions to air from construction vehicles, potentially affecting air quality in the vicinity, albeit temporarily. Overall, Option 2 has the potential to positively impact air quality in Whittlesey by reducing HGV traffic, promoting public transport, and encouraging cycling. It should be noted that the monetary benefits for air quality relate to the active travel improvements only and does not account for the impact of the relief road, junction improvements or changes to road user behaviour on air quality, analysed through the AMAT.		Moderate beneficial	£638													
	Greenhouse gases	This option has the potential to reduce greenhouse gas emissions by alleviating congestion, improving traffic flow and eventually reducing emissions associated with stop-start driving engines, promoting public transport, and encouraging active travel. However, these reductions in emissions may be partially offset by the increase in journey lengths for those using the relief road. It should be noted that the monetary benefits for greenhouse gases relate to the active travel improvements only and does not account for the impact of the relief road, junction improvements or changes to road user behaviour on greenhouse gases, analysed through the AMAT.	<table border="1"> <thead> <tr> <th>Change in non-traded carbon over 60y (CO2e)</th> </tr> </thead> <tbody> <tr> <td></td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Change in traded carbon over 60y (CO2e)</th> </tr> </thead> <tbody> <tr> <td></td> </tr> </tbody> </table>	Change in non-traded carbon over 60y (CO2e)		Change in traded carbon over 60y (CO2e)			Slight beneficial	£8,308								
Change in non-traded carbon over 60y (CO2e)																		
Change in traded carbon over 60y (CO2e)																		
Landscape	The new road will alter the visual character of the landscape to the south of Whittlesey centre as it will replace existing fields with paved surfaces and infrastructure (bridges, junctions, roundabouts, etc.), significantly changing the natural landscape, especially if the new infrastructure contrasts sharply with the existing landscape.		Moderate adverse															
Townscape	Introducing signal-controlled junctions, bus priority lanes, and enhanced pedestrian crossings will alter the townscape. These modifications could improve the functionality of the town centre by making it more accessible and pedestrian-friendly, which could enhance the overall townscape environment. Diverting HGVs away from the town centre would reduce congestion and improve the overall appearance of the town centre. This option is also likely to make the area more pedestrian-friendly and attractive to residents and visitors, leading to an overall improvement in townscape character.		Moderate beneficial															
Historic Environment	Providing an alternative route for around 3000 vehicles, including diverting HGVs away, could reduce congestion within the centre of Whittlesey, and this would reduce associated noise, air pollution and vibration, and thereby improve the setting for listed buildings, and other heritage assets, within this historic market town. By improving bus services and reducing traffic congestion, Option 2 could also make Whittlesey more accessible to visitors. This could promote heritage tourism, increasing awareness and appreciation of Whittlesey's historic and archaeological significance. However, the new route may impact known archaeological sites, such as the Bronze Age Round Barrow Cemetery (National Heritage List for England reference: 1020844) situated south of Whittlesey, or the internationally important archaeological sites buried within peasechannels located to the west of Whittlesey; this could result in direct physical damage to these sites, which are of regional or national importance. Also, the Fen Causeway Roman Road is known to have passed near Whittlesey. Any development to enhance bus priority in this area has the potential to uncover or disturb remains related to this ancient route or associated settlements.		Neutral															
Biodiversity	Option 2 may positively impact biodiversity by reducing traffic through sensitive areas and improving access to public transport. The construction associated with the new bus priority measures and junction enhancements might temporarily disturb local habitats. This could impact species if activities encroach upon or near sensitive areas like Lattersey Field Local Nature Reserve. The proposed route for the relief road mostly runs across fields; building new crossings over dikes, watercourses, and the railway line might alter local hydrology and impact wetland habitats. This could disrupt habitats and affect species dependent on these water bodies, including the great crested newt. However, Whittlesey also has several important locations concerning biodiversity close to the centre of the town or the A605, which, by providing the new route to the south of Whittlesey centre, will have the potential to reduce the existing impacts from the highway network on ecological receptors.		Moderate adverse															
Water Environment	The proposed relief road would be in flood zone 3a, increasing the risk of flooding for the road itself and potentially causing disruptions to transportation and access. It could also interfere with natural flood management processes and worsen flooding issues if not properly managed. The new road infrastructure and implementation of flood management features, such as improved drainage systems, flood barriers, and mitigation measures to protect the floodplain, will be considered as an opportunity to improve the water environment to withstand flooding events to avoid damage and ensure the continuity of the transport network. The construction activities required for bus priority measures and other road improvements may temporarily disrupt local drainage patterns. Proper management and mitigation measures would need to be implemented to minimise potential adverse effects on the local water environment.		Neutral															
Social	Commuting and Other users	Option 2 offers benefits for commuters that are travelling to Peterborough from the east of Whittlesey as the relief road offers a route to bypass the town and avoid traffic on the A605. This also benefits commuters and other users in Whittlesey due to the reduction in traffic in the town. The majority of monetary benefits are derived from travel time savings from other users, analysed through the TEE Table and AMAT.	<table border="1"> <thead> <tr> <th colspan="3">Value of journey time changes (£)</th> </tr> <tr> <th colspan="3">Net journey time changes (£)</th> </tr> <tr> <th>0 to 2min</th> <th>2 to 5min</th> <th>> 5min</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Value of journey time changes (£)			Net journey time changes (£)			0 to 2min	2 to 5min	> 5min					£8,884,260	
	Value of journey time changes (£)																	
	Net journey time changes (£)																	
0 to 2min	2 to 5min	> 5min																
Reliability impact on Commuting and Other users	Option 2 provides some reliability benefits for commuting by providing an additional route into Peterborough that avoids Whittlesey town centre. It is not expected that the bus priority improvements will have a significant impact on reliability.		Slight beneficial															
Physical activity	Option 2 is likely to reduce the number of vehicles travelling through Whittlesey town centre, improving safety and reducing severance for pedestrians and cyclists in Whittlesey. Option 2 also includes a cycle track that runs in parallel to the relief road that facilitates safe longer distance cycle journeys from east to west. Option 2 includes enhanced pedestrian crossing facilities which is likely to improve safety and access for pedestrians in Whittlesey. The monetary benefit for physical activity only accounts for the reduced risk of premature death and absenteeism from the cycle track, analysed through the AMAT.		Moderate beneficial	£1,427,994														

	Journey quality	Option 2 should improve journey quality for road users with the relief road diverting through-traffic out of Whittlesey town centre. This will reduce the frustration and uncertainty of congestion on travel times, as well as fear of accidents, reducing travel stress levels. The provision of safer and more reliable transport routes should contribute to positive impacts on journey quality for all road users in the town centre. The provision of a dedicated cycle track alongside the relief road will improve journey quality for long-distance cycle trips. Journey quality may be temporarily impacted during construction phase, with potential road diversions or closures increasing route uncertainty. Journey quality for those using public transport is particularly likely to improve as a result of Option 2 which includes bus priority measures within Whittlesey which is anticipated to improve the journey reliability and reduce stress of users travelling through and accessing Whittlesey. Journey quality may be temporarily impacted during construction due to construction activities and potential road diversions or closures increasing route uncertainty. These disruptions to routes will no longer exist once the project is operational, and positive effects are envisaged. The provision of safer and more reliable transport networks should improve the overall quality of journey for all road users. It should be noted that the monetary benefits for journey quality relate to the active travel improvements only and does not account for the impact of the relief road, junction improvements or changes to road user behaviour on journey quality, analysed through the AMAT.		Large beneficial	£784,799	
	Accidents	Option 2 will reduce the number of vehicles (up to 3,000 vehicles per day, including up to 370 HGVs) travelling through Whittlesey town centre, reducing the likelihood of collisions and improving safety for all road user in Whittlesey, the scheme will help reduce casualties in the town centre, as well as lower accident severity, benefiting non-motorised users (pedestrians and cyclists), as well as motorised users (drivers). Option 2 includes enhanced pedestrian crossing facilities in the form of either islands or traffic lights, which is likely to improve safety and access for pedestrians in Whittlesey, reducing the likelihood of accidents involving pedestrians. All of these measures will ultimately contribute to reduced casualties, lower accident severity and a lower accident rate, benefiting non-motorised users (pedestrians and cyclists), as well as motorised users (drivers). It should be noted that the monetary benefits for accidents accounts for both the active travel and highway aspects of the Option from AMAT and COBALT analysis.		Moderate beneficial	£3,273,355	
	Security	Option 2 provides an improved cycle track along the potential relief road, these improvements are unlikely to impact on perceived safety of non-motorised users from the perspective of reduced crime.		Neutral		
	Access to services	Option 2 increase accessibility to local roads in Whittlesey by locating through traffic onto a relief road, providing a parallel cycle track and improving links to the railway station, increasing interconnectivity and accessibility within and around Whittlesey. Option 2 also includes bus priority measures which will reduce bus journey times and improve reliability, thus enhancing the bus offer for those travelling between Whittlesey, March and Peterborough. However, this is reliant on bus operators capitalising on these new improvements by running services. Option 2 also enhances pedestrian crossing facilities to improve safety and access for pedestrians.		Moderate beneficial		
	Affordability	The proposed scheme also does not include measures that will change the affordability of public transport options for those living in the study area.		Neutral		
	Severance	Option 2 will reduce severance caused by high volumes of through traffic in Whittlesey by diverting traffic onto the relief road to the south. Additionally, the new cycle track parallel to the relief road will provide a new safe active travel route for long-distance cycle trips. The relief road does not impact upon any existing routes to the south of Whittlesey and all PRow will be maintained to ensure it does not increase severance. Option 2 is also likely to discourage private vehicles travelling through Whittlesey town centre due to bus priority measures, further reducing severance along the A605.		Moderate beneficial		
	Option and non-use values	Option 2 does not include measures that will change the availability of public transport options for those living in the study area.		Neutral		
Public Accounts	Cost to Broad Transport Budget	The PVC for Option 2 is £123,805,557. This includes direct construction works, indirect construction works, and design and project management costs, but does not account for risk or inflation.			£123,805,557	
	Indirect Tax Revenues	Indirect tax has been calculated through AMAT and TEE Table.			-£479,809	

Appraisal Summary Table		Date produced:	Contact:							
Name of scheme:	Whittlesey Relief Road		Name							
Description of scheme:	<p>A new single carriageway road running to the south of Whittlesey town centre, that includes a parallel cycle track.</p> <p>Coming from the west of the town, the new road would divert from the A605 to the south of King's Dike, running across fields to link into Turningtree Road, to the south of Station Road, enabling access to Whittlesea railway station.</p> <p>The road would then continue to the east, crossing over Whittlesey Dike and the railway line, before connecting back into the A605 at Wisbech Road.</p> <p>The road would include junctions at key intersects with roads connecting into Whittlesey, including the B1093 Turningtree Road to allow access to the railway station and industrial sites to the south of the town, and Wype Road to allow access to Eastrea.</p> <p>Include the introduction of new active travel improvements through the town and along the A605.</p> <p>This will include segregated active travel provision where possible along the A605 through the town, including enhanced junctions with greater priority for active travel to allow for safe and seamless connections across the town, and the A605.</p> <p>Improvements will be made to National Cycle Network route 63 through the town, from the northwest outskirts of the town to Lattersey Nature Reserve.</p> <p>This will also include an improved cycle link to the station along Station Road from the A605, New Road, and Hawthorne Drive.</p>	Organisation	Promoter/Official							
Scenario:	Option 3 – Relief Road with HGV re-routing with active travel improvements									
Impacts	Summary of key impacts	Assessment								
		Quantitative	Qualitative	Monetary £(NPV)						
Economy	<p>Business users & transport providers</p> <p>Option 3 is expected to have a positive impact on business users due to the diverting of HGVs away from the narrow streets in Whittlesey on to the relief road and by providing a more appropriate route for HGVs to access the industrial area to the south of Whittlesey. The majority of the monetary benefit is a result of impacts to road freight, analysed through the TEE Table. It is not expected that the active travel improvements will have an impact on business users.</p>	<p>Value of journey time changes (£)</p> <p>Net journey time changes (£)</p> <table border="1"> <tr> <td>0 to 2min</td> <td>2 to 5min</td> <td>> 5min</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	0 to 2min	2 to 5min	> 5min					£9,596,000
		0 to 2min	2 to 5min	> 5min						
	<p>Reliability impact on Business users</p> <p>Option 3 is expected to have a positive impact on business user reliability due to the journey time savings for HGVs from the relief road, as well as providing an additional route east to west to the A605 around Whittlesey which is a dedicated National Highways diversion route. It is not expected that the active travel improvements will have an impact on business user reliability.</p>		Moderate beneficial							
	<p>Regeneration</p> <p>Not assessed</p>									
	<p>Wider Impacts</p> <p>In addition to the quantified economic benefits, the relief road with HGV Re-routing will likely increase carrying capacity for future development, improve living standards and the quality of Whittlesey's public realm, and support local trade within the town. However, there is a potential the induced demand could negate some of the traffic reduction objectives, as the increased capacity generated by the relief road may then attract additional trips by car. In addition, the proposed parallel cycle track is unlikely to benefit the town itself, providing only a route around, rather than into Whittlesey and the businesses located there.</p> <p>Active travel improvements in Whittlesey enhance the benefits of the relief road by improving access for local journeys, improving the quality of the public realm, and better encouraging modal shift to improve health and potential growth. However, improvements remain constrained due to limited space along A605 and the surrounding road network.</p>		Moderate beneficial							
Environmental	<p>Noise</p> <p>By reducing traffic flows along the A605 and B1040 and diverting traffic, including HGVs, away from the town centre and improving the road infrastructure, Option 3 will likely reduce overall traffic noise levels within Whittlesey town centre. Also, developing new cycle lanes and improved active travel infrastructure and road surfaces may reduce short local car journeys, which may further reduce overall traffic noise in the town. This could directly benefit noise-sensitive receptors such as residences, schools, medical facilities, community centres and the NIAs situated along the A605 (ID 11392, ID 14085, and ID 11393). However, the noise levels are likely to increase along the proposed new route, bringing traffic noise to the area near King's Dike and the B1093. Noise mitigation measures such as noise barriers or acoustic screens along the new relief road could help manage and minimise the impact on nearby receptors.</p> <p>It should be noted that the monetary benefits for noise relate to the active travel improvements only and does not account for the impact of the relief road or changes to road user behaviour on noise, analysed through the AMAT.</p> <p>It should be noted that the monetary benefits for noise relate to the active travel improvements only and does not account for the impact of the relief road, junction improvements or changes to road user behaviour on noise.</p>		Slight beneficial	£3,061						
		<p>Air Quality</p> <p>The air quality baseline shows that existing air quality does not currently exceed relevant air quality objectives and limit values. Projections from the Pollution Climate Model (PCM) show declining NO2 concentrations due to cleaner vehicle technologies and air quality measures, suggesting that air quality is expected to continue improving in the future. With Option 3, the new cycling provisions that might change travel patterns and improve active travel could lead to decreased emissions and better air quality. Increased active travel and a reduction in private car use can decrease the number of vehicles on the road, which may contribute to lower levels of NOx and particulate emissions. Also, by diverting up to 3,000 vehicles per day, including 370 HGVs, away from Whittlesey's town centre, the scheme could significantly reduce traffic congestion. This reduction can lead to lower vehicle idling and smoother traffic flows, which improves air quality in these heavily populated areas by reducing emissions associated with stop-start driving engines. The rerouting of HGVs away from the town centre will likely decrease emissions of nitrogen oxides and particulate matter (PM10 and PM2.5) in the area, but it will introduce these emissions into the area of the proposed relief road. Construction activities will generate dust and increase emissions to air from construction vehicles, potentially, affecting air quality in the vicinity, albeit temporarily. Overall, Option 3 has the potential to positively impact air quality in Whittlesey by reducing HGV traffic, and promoting active travel.</p> <p>It should be noted that the monetary benefits for air quality relate to the active travel improvements only and does not account for the impact of the relief road, junction improvements or changes to road user behaviour on air quality, analysed through the AMAT.</p>		Moderate beneficial	£1,305					
	<p>Greenhouse gases</p> <p>This option has the potential to reduce greenhouse gas emissions by alleviating congestion, improving traffic flow and eventually reducing emissions associated with stop-start driving engines, promoting public transport, and encouraging active travel. However, these reductions in emissions may be partially offset by the increase in journey lengths for those using the relief road.</p> <p>It should be noted that the monetary benefits for greenhouse gases relate to the active travel improvements only and does not account for the impact of the relief road, junction improvements or changes to road user behaviour on greenhouse gases, analysed through the AMAT.</p>	<table border="1"> <tr> <td>Change in non-traded carbon over 60y (CO2e)</td> <td></td> </tr> <tr> <td>Change in traded carbon over 60y (CO2e)</td> <td></td> </tr> </table>	Change in non-traded carbon over 60y (CO2e)		Change in traded carbon over 60y (CO2e)		Slight beneficial	£16,986		
Change in non-traded carbon over 60y (CO2e)										
Change in traded carbon over 60y (CO2e)										
	<p>Landscape</p> <p>The new road will alter the visual character of the landscape to the south of Whittlesey centre as it will replace existing fields with paved surfaces and infrastructure (bridges, junctions, roundabouts, etc.), significantly changing the natural landscape, especially if the new infrastructure contrasts sharply with the existing landscape.</p>		Moderate adverse							
	<p>Townscape</p> <p>The enhanced active travel infrastructure within Whittlesey associated with Option 3, including segregated cycle lanes and improved pedestrian crossings, can significantly improve the townscape by making the town more pedestrian and cyclist-friendly, which will promote healthier lifestyles and improve the overall quality of life. However, the implementation of the new active travel infrastructure could cause temporary disruption and congestion in the town centre, impacting the daily experience of residents and businesses. As in Option 1 and 2, diverting HGVs away from the town centre would reduce congestion and improve the overall appearance of the town centre. This could make the area attractive to residents and visitors, leading to an overall improvement in townscape character.</p>		Moderate beneficial							
	<p>Historic Environment</p> <p>Providing an alternative route for around 3000 vehicles, including diverting HGVs away, could reduce congestion within the centre of Whittlesey, and this would reduce associated noise, air pollution and vibration, and thereby improve the setting for listed buildings, and other heritage assets, within this market town. With active travel improvements and reducing traffic congestion, Option 3 could make Whittlesey more accessible to visitors and enable a greater level of local journeys around Whittlesey to be undertaken by walking or cycling. This could promote heritage tourism, increasing awareness and appreciation of Whittlesey's historic and archaeological significance. However, the proposed relief road route may impact known archaeological sites, such as the Bronze Age Round Barrow Cemetery (National Heritage List for England reference: 1020844) situated south of Whittlesey, or the internationally important archaeological sites buried within paleochannels located to the west of Whittlesey; this could result in direct physical damage to these sites, which are of regional or national importance. Also, Fen Causeway Roman Road, known to have passed near Whittlesey, and the exceptional preservation of prehistoric landscapes, such as Flag Fen, have the potential to be affected by the infrastructure required to enhance active travel in the area.</p>		Neutral							
	<p>Biodiversity</p> <p>Option 3 may positively impact biodiversity by reducing traffic through sensitive areas and improving active travel infrastructure. The construction associated with the new active travel infrastructure and junction enhancements might temporarily disturb local habitats. This could impact species if activities encroach upon or are located near sensitive areas like Lattersey Field Local Nature Reserve, Kings Dyke Nature Reserve and Nene Washes Site of Special Scientific Interest. Also, the proposed route for the relief road runs across fields; building new crossings over dykes and the railway line might alter local hydrology and impact wetland habitats. This could disrupt habitats and affect species dependent on these water bodies, including great crested newts. Overall, Whittlesey has several important locations concerning biodiversity close to the town centre or A605, which, by providing the new relief road to the south of Whittlesey centre, will have the potential to reduce the existing impacts of the highway network on ecological receptors.</p>		Moderate adverse							
	<p>Water Environment</p> <p>The proposed relief road would be in flood zone 3a, increasing the risk of flooding for the road itself and potentially causing disruptions to transportation and access. It could also interfere with natural flood management processes and worsen flooding issues if not properly managed. The new road infrastructure and implementation of flood management features, such as improved drainage systems, flood barriers, and mitigation measures to protect the floodplain, will be considered as an opportunity to improve the water environment to withstand flooding events to avoid damage and ensure the continuity of the transport network. Also, the new road and active travel infrastructure could provide additional routes that remain accessible during flood events, reducing the overall impact on the local community and improving emergency response times. The construction activities required for the active travel improvements may temporarily disrupt local drainage patterns. Proper management and mitigation measures would need to be implemented to minimise potential adverse effects on the local water environment.</p>		Neutral							
Social	<p>Commuting and Other users</p> <p>Option 3 offers benefits for commuters that are travelling to Peterborough from the east of Whittlesey as the relief road offers a route to bypass the town and avoid traffic on the A605. This also benefits commuters and other users in Whittlesey due to the reduction in traffic in the town. The majority of monetary benefits are derived from travel time savings from other users, analysed through the TEE Table and AMAT.</p>	<p>Value of journey time changes (£)</p> <p>Net journey time changes (£)</p> <table border="1"> <tr> <td>0 to 2min</td> <td>2 to 5min</td> <td>> 5min</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	0 to 2min	2 to 5min	> 5min					£8,990,232
		0 to 2min	2 to 5min	> 5min						
	<p>Reliability impact on Commuting and Other users</p> <p>Option 3 provides some reliability benefits for commuting by providing an additional route into Peterborough that avoids Whittlesey town centre. It is not expected that the active travel improvements will have a significant impact on reliability.</p>		Slight beneficial							
	<p>Physical activity</p> <p>Option 3 is likely to reduce the number of vehicles travelling through Whittlesey town centre, improving safety and reducing severance for pedestrians and cyclists in Whittlesey.</p> <p>Option 3 includes the introduction of new active travel improvements through the town and along the A605 which is likely to enable a greater level of local journeys around Whittlesey to be undertaken by walking or cycling and reducing car use for shorter journeys. Option 3 also includes a cycle track that runs in parallel to the relief road that facilitates safe longer distance cycle journeys from east to west.</p> <p>The monetary benefit for physical activity only accounts for the reduced risk of premature death and absenteeism from the active travel improvements and the cycle track parallel to the relief road, analysed through the AMAT.</p>		Large beneficial	£2,990,844						
	<p>Journey quality</p> <p>Option 3 should improve journey quality for road users with the relief road diverting through-traffic out of Whittlesey town centre. This will reduce the frustration and uncertainty of congestion on travel times, as well as fear of accidents, reducing travel stress levels. The provision of safer and more reliable transport routes should contribute to positive impacts on journey quality for all road users in the town centre. The provision of a dedicated cycle track alongside the relief road will improve journey quality for long-distance cycle trips. Journey quality may be temporarily impacted during construction phase, with potential road diversions or closures increasing route uncertainty.</p> <p>It should be noted that the monetary benefits for journey quality relate to the active travel improvements only and does not account for the impact of the relief road, junction improvements or changes to road user behaviour on journey quality, analysed through the AMAT.</p>		Large beneficial	£1,178,220						
Mott MacDonald Restricted										

Public Accounts	Accidents	Option 3 will reduce the number of vehicles (up to 3,000 vehicles per day, including up to 370 HGVs) travelling through Whittlesey town centre, reducing the likelihood of collisions and improving safety for all road users in Whittlesey. The scheme will help reduce casualties in the town centre, as well as lower accident severity, benefiting non-motorised users (pedestrians and cyclists), as well as motorised users (drivers). Option 3 includes the introduction of new active travel improvements through the town and along the A605 which is likely to enable a greater level of local journeys around Whittlesey to be undertaken by walking or cycling, reducing car use for shorter journeys and subsequently congestion and likelihood of accidents. However, there may be an increase in accidents as a result of an increased number of pedestrians and cyclists. All of these measures will ultimately contribute to reduced casualties, lower accident severity and a lower accident rate, benefiting non-motorised users (pedestrians and cyclists), as well as motorised users (drivers). It should be noted that the monetary benefits for accidents accounts for both the active travel and highway aspects of the Option from AMAT and COBALT analysis.		Moderate beneficial	£3,296,808	
	Security	Option 3 provides improved active travel infrastructure, including segregation where possible, improved lighting and improved surfaces. This has the potential to increase feelings of security amongst vulnerable road users (VRU's) such as the elderly.		Slight beneficial		
	Access to services	Option 3 increase accessibility to local roads in Whittlesey by locating through traffic onto a relief road, providing a parallel cycle track and improving links to the railway station, increasing interconnectivity and accessibility within and around Whittlesey. Option 3 is likely to enable greater level of local journeys around Whittlesey to be undertaken by walking or cycling, reducing car use for shorter journeys. Improvements to National Cycle Network route 63 will improve the quality of longer distance journeys and improvements to active travel access to Whittlesea station, allowing for easier access to onwards journeys by rail. As well as more people orientated infrastructure in the town and the potential reduction in local car journeys which will enhance the public realm and experience for visitors.		Large beneficial		
	Affordability	The proposed scheme also does not include measures that will change the affordability of public transport options for those living in the study area.		Neutral		
	Severance	Option 3 will reduce severance caused by high volumes of through traffic in Whittlesey by diverting traffic onto the relief road to the south. Additionally, the new cycle track parallel to the relief road will provide a new safe active travel route for long-distance cycle trips. The relief road does not impact upon any existing routes to the south of Whittlesey and all PRow will be maintained to ensure it does not increase severance. Option 3 has the potential to further reduce severance in Whittlesey through the introduction of active travel improvements including shared use paths and toucan crossings.		Large beneficial		
	Option and non-use values	Option 3 does not include measures that will change the availability of public transport options for those living in the study area.		Neutral		
	Cost to Broad Transport Budget	The PVC for Option 3 is £127,081,880. This includes direct construction works, indirect construction works, and design and project management costs, but does not account for risk or inflation.			£127,081,880	
Indirect Tax Revenues	Indirect tax has been calculated through AMAT and TEE Table.			-£477,520		

Appraisal Summary Table		Date produced:	Contact:			
Name of scheme:	Whittlesey Relief Road	Name				
Description of scheme:	<ul style="list-style-type: none"> A new Mobility Hub located to the east of the town which can improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. To include improved active travel provision from across the town to both the Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car. Mobility Hub Assumptions: <ul style="list-style-type: none"> Provision for circa 200 spaces, including for blue badge holders, and cycle storage facilities. Provision of seating and waiting facilities, with the potential also for bike pumps, toilets and showering facilities. Assumed that in order to attract users the site would be served by either a dedicated services, or by existing services with higher frequency (circa 2 buses per hour), offering an express type service to Peterborough with limited stops i.e. Whittlesey town centre and Peterborough city centre. 	Organisation	Promoter/Official			
Scenario:	Option 4 – Mobility Hub with active travel improvements	Role				
Impacts	Summary of key impacts	Assessment				
		Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	Value of journey time changes (£)		£159,337		
		Net journey time changes (£)				
		0 to 2min	2 to 5min			> 5min
	Reliability impact on Business users		Neutral			
	Regeneration	Not assessed				
	Wider Impacts	Active travel improvements in Whittlesey enhance the benefits of the relief road by improving access for local journeys, improving the quality of the public realm, and better encouraging modal shift to improve health and potential growth. However, improvements remain constrained due to limited space along A605 and the surrounding road network. The Mobility Hub and associated active travel infrastructure will enhance benefits such as better health and wellbeing outcomes, and improved quality of the public realm.	Moderate beneficial			
Environmental	Noise	By enhancing active travel infrastructure and improving road surfaces, encouraging local journeys to be made by walking or cycling, and improving access to the existing public transport, there is likely to be a reduction in car use. This would lead to lower traffic volumes on local roads, which may reduce traffic noise levels at noise-sensitive receptors within Whittlesey. However, introducing shuttle bus-type express services linking into the town centre, Whittlesea station, and Peterborough could increase noise levels near the Mobility Hub and along bus routes. The impact would depend on the buses' frequency, type, and noise characteristics. The Mobility Hub itself, including facilities such as seating areas, bike storage, and additional amenities like toilets, might generate minor localised noise. It should be noted that the monetary benefits for noise relate to the active travel improvements only and does not account for the impact of the Mobility Hub or changes to road user behaviour on noise, analysed through the AMAT analysis.	Neutral	£2,730		
	Air Quality	This option promotes public transport by improving access to existing bus services and introducing shuttle bus-type express services. It also promotes active travel by improving the infrastructure for walking and cycling, which is likely to reduce private car use, especially for shorter trips. This reduction can help lower nitrogen dioxide (NO2) emissions and particulate matter (PM10 and PM2.5), improving local air quality. However, the Mobility Hub does not address HGV traffic, which is considered to be a significant contributor to air emissions in Whittlesey. Since this option does not impact the movement of HGVs, it will not directly reduce emissions associated with this source. Overall, the effect of this option on air quality is likely to be modest compared to the other three options. It should be noted that the monetary benefits for air quality relate to the active travel improvements only and does not account for the impact of the Mobility Hub or changes to road user behaviour on air quality, analysed through the AMAT analysis.	Neutral	£1,160		
	Greenhouse gases	This option has less potential to reduce greenhouse gas emissions than the other options as this option will not reduce the level of HGV movements in Whittlesey; however, encouraging active travel can reduce private car use, improve traffic flow and eventually reduce emissions associated with stop-start driving engines. Overall, the effect of this option on greenhouse gases might be modest compared to the other three options. It should be noted that the monetary benefits for greenhouse gases relate to the active travel improvements only and does not account for the impact of the Mobility Hub or changes to road user behaviour on greenhouse gases, analysed through the AMAT analysis.	Change in non-traded carbon over 60y (CO2e)		£15,000	Neutral
			Change in traded carbon over 60y (CO2e)			
		Landscape	The improvements in active travel infrastructure associated with Option 4, including the National Cycle Network route 63 and local cycle links, and promoting walking and cycling and public transport, may slightly reduce the visual impact of vehicular traffic and road infrastructure, contributing to a more pleasant and less cluttered landscape. However, the presence of the Mobility Hub itself, including parking facilities and bus infrastructure, may be visually intrusive and alter the character of the surrounding landscape.	Neutral		
		Townscape	By encouraging the use of public transport and improving the links into the town centre, Whittlesea station, and Peterborough, this option should reduce traffic congestion and improve the aesthetic quality of the town centre by reducing the visual and physical clutter associated with high traffic volumes. The enhanced active travel infrastructure within Whittlesey associated with Option 4, including segregated cycle lanes and improved pedestrian crossings, is likely to improve the townscape by making the town more pedestrian and cyclist-friendly, which will promote healthier lifestyles and improve the overall quality of life. However, the implementation of the new active travel infrastructure could cause temporary disruption such as visual disturbance, noise and dust.	Slight beneficial		
		Historic Environment	By encouraging the use of public transport and active travel modes and improving access and infrastructure, this option should reduce congestion caused by private cars within the centre of Whittlesey, which would reduce the impact of road traffic on the setting of historic assets in this market town. By reducing traffic and improving pedestrian and cycling routes, the historic environment, including listed buildings and conservation areas, could also become more accessible and attractive to visitors. However, the location of the Mobility Hub contains some Grade II listed buildings and is adjacent to a Scheduled Monument, new infrastructure at this location may harm these heritage assets. Also, the Fen Causeway Roman Road, which is known to have passed near Whittlesey, and the preservation of pre-historic landscapes, such as Flag Fen, have the potential to be affected by this option.	Slight beneficial		
		Biodiversity	Option 4 may positively impact biodiversity by reducing traffic through ecologically sensitive areas through improving active travel infrastructure. Whittlesey has several important locations regarding biodiversity close to the centre of the town or the A605, which need protecting. Enhancements to active travel infrastructure may reduce the pressure on these existing natural habitats by encouraging alternative transportation methods. This can lead to fewer disturbances in sensitive areas and can help protect habitats from being degraded by vehicle emissions and polluted road runoff. However, the construction associated with the new active travel infrastructure and junction enhancements might temporarily disturb local habitats. This could impact species if construction activities encroach upon or are located near sensitive areas such as Lattersley Field Local Nature Reserve, Nene Washes Site of Special Scientific Interest, and other County Wildlife Sites like Kings Dyke Nature Reserve, which is home to scarce breeding and wintering species and one of the largest populations of great crested newts in the UK.	Slight beneficial		
		Water Environment	The Fenland area surrounding Whittlesey is primarily within flood zone 3, which has a high probability of flooding. The new active travel infrastructure proposed under this option will need to be designed with the flood risk in mind. The construction required for active travel improvements may temporarily disrupt local drainage patterns. Proper management and mitigation measures would need to be implemented to minimise potential adverse effects on the local water environment.	Neutral		
	Social	Commuting and Other users	Option 4 offers benefits for commuters that are travelling to Peterborough from Whittlesey via the Mobility Hub by providing new connections to a large employment centre, and also benefits for other users in Whittlesey through better connections elsewhere and to the town itself. The majority of monetary benefits are derived from travel time savings from commuting, analysed through the TEE Table.	Value of journey time changes (£)		£5,698,542
		Net journey time changes (£)				
		0 to 2min	2 to 5min	> 5min		
		Reliability impact on Commuting and Other users	Option 4 will improve the reliability of bus services in Whittlesey, however, this is not expected to be significant.	Slight beneficial		
		Physical activity	Option 4 proposes improved active travel provision across the town to a new Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport and active travel. The monetary benefit for physical activity only accounts for the reduced risk of premature death and absenteeism from the active travel improvements from AMAT analysis.	Moderate beneficial	£2,905,010	
		Journey quality	Journey quality for those using public transport is particularly likely to improve as a result of Option 4 which includes a Mobility Hub, which is anticipated to improve the journey reliability and reduce stress of users travelling through and accessing Whittlesey. Journey quality may be temporarily impacted during construction due to construction activities and potential road diversions or closures increasing route uncertainty. These disruptions to routes will no longer exist once the project is operational, and positive effects are envisaged. The provision of safer and more reliable transport networks should improve the overall quality of journey for all road users. It should be noted that the monetary benefits for journey quality relate to the active travel improvements only through AMAT analysis and does not account for the impact of the Mobility Hub or changes to road user behaviour on journey quality.	Slight beneficial	£1,136,490	
		Accidents	Option 4 is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport and active travel, thus slightly reducing the number of vehicles and congestion on the local road network, and improve safety in the area for pedestrians. However Option 4 will not reduce the level of HGV movements in Whittlesey, and the Mobility Hub's location may mean that residents in the west of Whittlesey may not utilise its facilities. Additionally, Option 4 is reliant on bus operators capitalising on these new improvements by running services. It should be noted that the monetary benefits for accidents accounts for both the active travel interventions from AMAT analysis.	Slight beneficial	£123,097	
		Security	Option 3 provides improved active travel infrastructure, including segregation where possible, improved lighting and improved surfaces. This has the potential to increase feelings of security amongst vulnerable road users (VRUs) such as the elderly.	Slight beneficial		
		Access to services	Option 4 proposes a new Mobility Hub which could improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. Option 4 will also include improved active travel provision across the town to both the Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport and active travel. However, Option 4 is unlikely to significantly reduce the levels of through traffic in Whittlesey and the Mobility Hubs location may mean that residents in the west of Whittlesey may not utilise its facilities. The option is also reliant on bus operators capitalising on these new improvements by running services.	Moderate beneficial		
	Affordability	The proposed scheme also does not include measures that will change the affordability of public transport options for those living in the study area.	Neutral			
	Severance	Option 4 has the potential to indirectly reduce severance by encouraging more public transport and active travel use through the provision of shared use spaces, toucan crossings, and a mobility hub. However this option will not reduce the number of HGVs travelling through Whittlesey, therefore the overall impact is assessed to be slight beneficial.	Slight beneficial			
	Option and non-use values	Option 4 proposes a new Mobility Hub which could improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport. However, the Mobility Hubs location may mean that residents in the west of Whittlesey may not utilise its facilities and this option is reliant on bus operators capitalising on these new improvements by running services.	Slight beneficial			

Public Accounts	Cost to Broad Transport Budget	The PVC for Option 4 is £23,491,734. This includes direct construction works, indirect construction works, and design and project management costs, but does not account for risk or inflation.		£23,491,734	
	Indirect Tax Revenues	Indirect tax has been calculated through AMAT and TEE Table.		-£92,935	

Public Accounts (PA) Table - Option 1

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL	INFRASTRUCTURE			
Revenue	£ -				
Operating Costs	£ -				
Investment Costs	£ -				
Developer and Other Contributions	£ -				
Grant/Subsidy Payments	£ -				
NET IMPACT	£ - (7)				
Central Government Funding: Transport					
Revenue	£ -				
Operating costs	£ -				
Investment Costs	£ 122,988		122,988		
Developer and Other Contributions	£ -				
Grant/Subsidy Payments	£ -				
NET IMPACT	£ 122,988 (8)				
Central Government Funding: Non-Transport					
Indirect Tax Revenues	-£ 480 (9)		-480		
TOTALS					
Broad Transport Budget	£ 122,988 (10) = (7) + (8)				
Wider Public Finances	-£ 480 (11) = (9)				
Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers. All entries are discounted present values in 2010 prices and values.					

Public Accounts (PA) Table - Option 2

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL	INFRASTRUCTURE			
Revenue	£ -				
Operating Costs	£ -				
Investment Costs	£ -				
Developer and Other Contributions	£ -				
Grant/Subsidy Payments	£ -				
NET IMPACT	£ - (7)				
Central Government Funding: Transport					
Revenue	£ -				
Operating costs	£ -				
Investment Costs	£ 123,806		123806		
Developer and Other Contributions	£ -				
Grant/Subsidy Payments	£ -				
NET IMPACT	£ 123,806 (8)				
Central Government Funding: Non-Transport					
Indirect Tax Revenues	-£ 480 (9)		-480		
TOTALS					
Broad Transport Budget	£ 123,806 (10) = (7) + (8)				
Wider Public Finances	-£ 480 (11) = (9)				
Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers. All entries are discounted present values in 2010 prices and values.					

Public Accounts (PA) Table - Option 3

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL	INFRASTRUCTURE			
Revenue	£ -				
Operating Costs	£ -				
Investment Costs	£ -				
Developer and Other Contributions	£ -				
Grant/Subsidy Payments	£ -				
NET IMPACT	£ - (7)				
Central Government Funding: Transport					
Revenue	£ -				
Operating costs	£ -				
Investment Costs	£ 127,082		127082		
Developer and Other Contributions	£ -				
Grant/Subsidy Payments	£ -				
NET IMPACT	£ 127,082 (8)				
Central Government Funding: Non-Transport					
Indirect Tax Revenues	-£ 478 (9)		-478		
TOTALS					
Broad Transport Budget	£ 127,082 (10) = (7) + (8)				
Wider Public Finances	-£ 478 (11) = (9)				
Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers. All entries are discounted present values in 2010 prices and values.					

Public Accounts (PA) Table - Option 4

	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL	INFRASTRUCTURE			
Revenue	£ -				
Operating Costs	£ 17,140,159		-3441	17143600	
Investment Costs	£ 6,853,851			6853851	
Developer and Other Contributions	£ -				
Grant/Subsidy Payments	£ -				
NET IMPACT	£ 23,994,009 (7)				
Central Government Funding: Transport					
Revenue	-£ 502,275			-502275	
Operating costs	£ -				
Investment Costs	£ -				
Developer and Other Contributions	£ -				
Grant/Subsidy Payments	£ -				
NET IMPACT	-£ 502,275 (8)				
Central Government Funding: Non-Transport					
Indirect Tax Revenues	£ 92,935 (9)		-6498	95432	4000
TOTALS					
Broad Transport Budget	£ 23,491,734 (10) = (7) + (8)				
Wider Public Finances	£ 92,935 (11) = (9)				
Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers. All entries are discounted present values in 2010 prices and values.					

Whittlesey Relief Road

Network Resilience Scenario Testing

Project:	Whittlesey Relief Road		
Our reference:	100114563-MMD-BCA-04-TN-BC-022		
Prepared by:	Jack Vickers Strutt	Date:	February 2025
Approved by:	Jon Bunney	Checked by:	Chris Payne
Subject:	Network Resilience Scenario Testing		

1 Introduction

This technical note sets out analysis of the Whittlesey Relief Road and how the scheme will support the resilience of the local road network in the event of B1040 road closures.

In order to examine how the scheme supports the resilience of the transport network, and how the economic appraisal presented within the Strategic Outline Business Case (SOC) would be impacted, further sensitivity tests have been carried out. These have looked at estimating the potential additional benefits from journey times savings for those impacted by road closures and diversions.

2 Background

2.1 What's the issue?

On average across the last 5 years, there are flood warnings within the Whittlesey area between 24 and 30 days of the year.¹ It is not uncommon for these flood warnings to impact the Whittlesey Washes, with these flood plains being allowed to flood, resulting in the B1040 having to close.

Table 2.1: Whittlesey Flood Warnings – Number of days flood warnings in place

Year	B1040 Thorney to Whittlesey Road to the South of the River Nene	North Bank Road alongside the River Nene, east of Peterborough and west of Dog in a Doublet Sluice
2024	54	41
2023	7	27
2022	0	10
2021	51	37
2020	20	23
2019	14	39
Average	24	30

Source: Environment Agency flood warning records 2019-2024

¹ Environment Agency flood warning records 2019-2024.

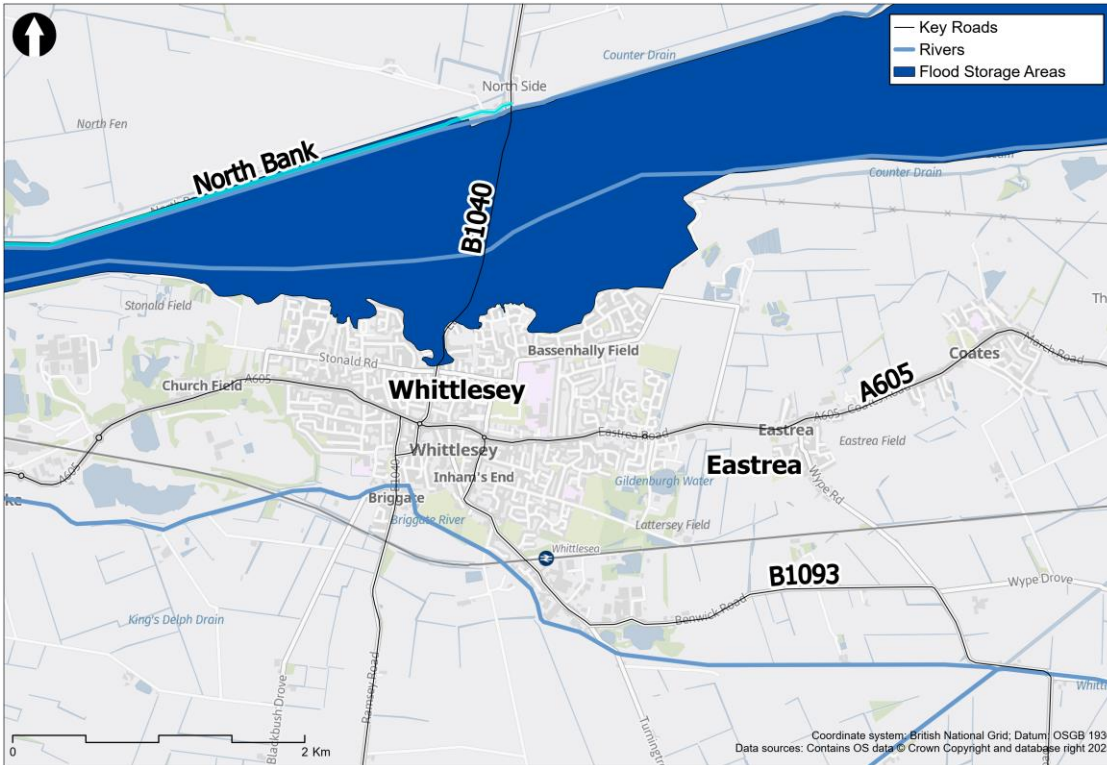
This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

More historical closure data suggests an even broader variation in annual closures, with a reported annual average of 16 days of closures of North Bank between 2013 and 2017², whereas between 1st April 2012 and 1st April 2013 North Bank was reportedly closed on 11 separate occasions for 55 days³.

Figure 2.1: Whittlesey (Nene) Washes flood storage area



Source: Mott MacDonald

The closure of the B1040 can have a significant impact on the town, as it is the main route to the north, providing links to areas within the north east Peterborough. In situations where the road is closed, vehicles have to divert on longer trips to either the north via the A47 or continue through Whittlesey along the A605. When this occurs, it can increase conflicts of movement within Whittlesey Town Centre, adding to congestion.

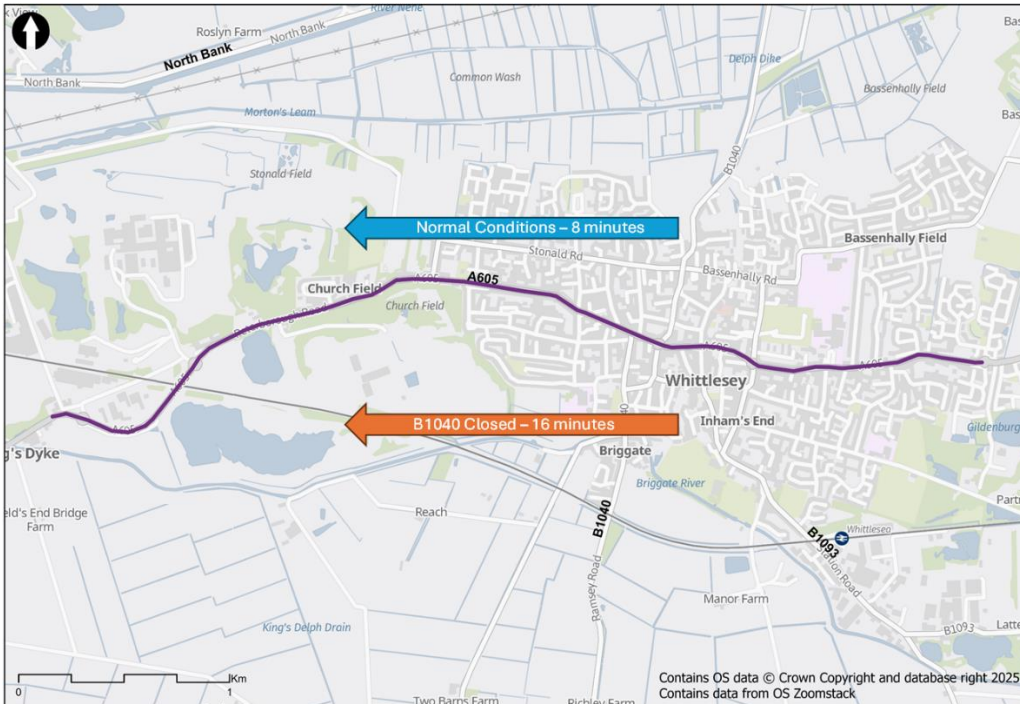
Average journey times during the morning peak (8am-9am) for those travelling westbound through Whittlesey between the A605/Tayberry Way roundabout and Kings Dyke, can take in the region of 8 minutes on a normal day i.e. no road closures. However, this can double on a day when the B1040 is closed, with average journey times increasing to 16 minutes.⁴

² Major Scheme Business Case Report | Version 3.0 | September 2018 (Skanska)

³ Major Scheme Business Case Report | Version 1.0 | August 2015 (Skanska)

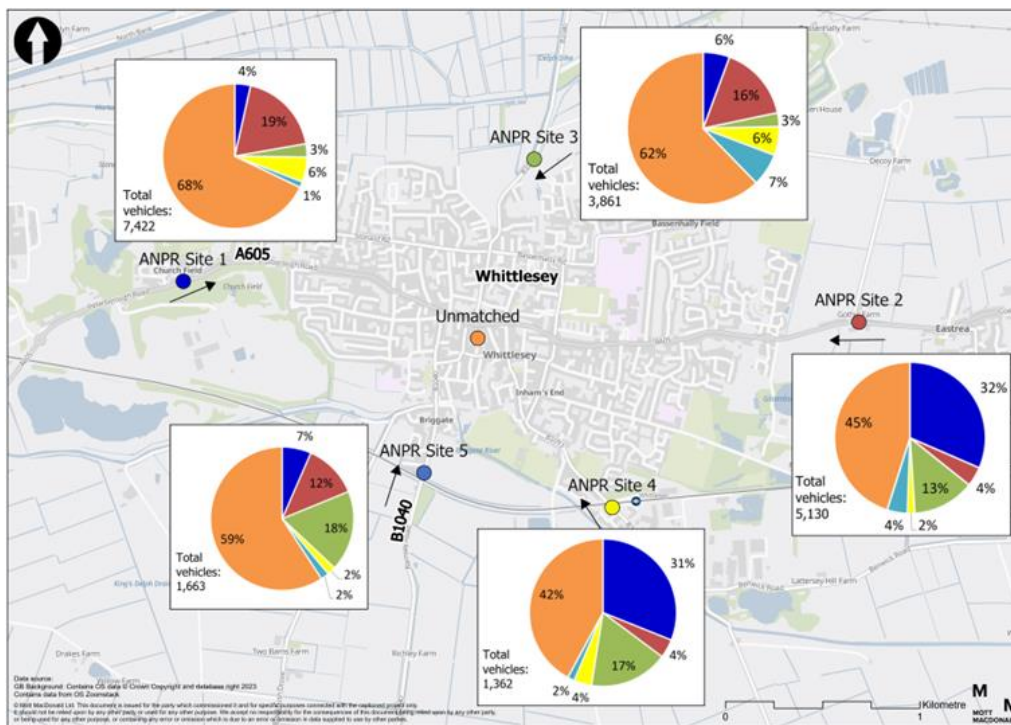
⁴ TomTom data

Figure 2.2: Average journey times through Whittlesey



Currently in the region of 3,860 vehicles use the B1040 each day to travel into or through Whittlesey from the north, and 4,050 travel north out of Whittlesey along the same route, either originating from Whittlesey or as through traffic from various directions.⁵ These vehicles are forced to divert to complete their journeys when the B1040 is closed adding further traffic to the A605 and compounding existing issues associated with the volume of traffic on the A605.

Figure 2.3: Inbound vehicle movements - Weekday (all modes)



Source: Automatic Number Plate Recognition (ANPR) surveys November 2023

⁵ ANPR Surveys November 2023

2.2 How does a Relief Road help?

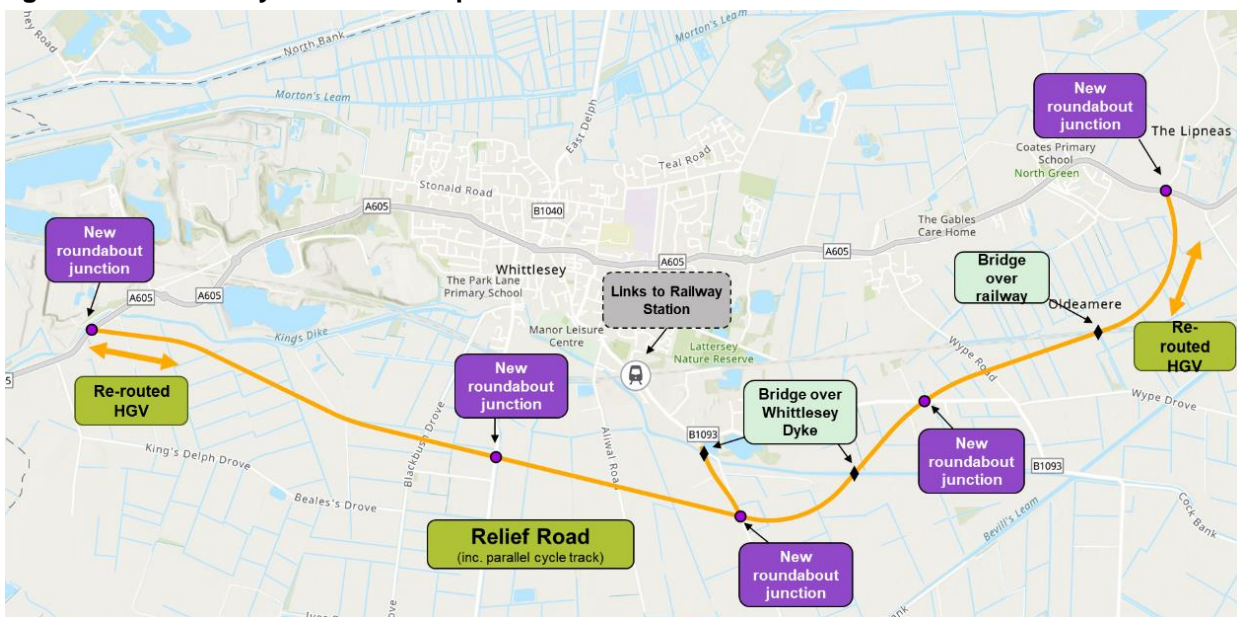
In the region of 30,900 vehicles move through Whittlesey on a weekday, either originating from the town, passing through the town, or completing their journey there.⁶ Based on ANPR data from 2023 across a weekday there are about 7,400 trips along the A605 approaching Whittlesey from the west and about 5,100 trips approaching Whittlesey from the east. In each direction, around 1,900 of these trips are ‘through-trips’ that currently travel through Whittlesey’s urban centre but could shift to using the relief road. If they were to use the relief road, this would represent a 30% traffic reduction for the urban centre.

The through traffic volumes vary between about 550 vehicle trips in the AM and PM peak hours, and 380 vehicle trips during the interpeak, of which 10% and 15% are heavy goods vehicles (HGV’s) respectively.

The relief road, whilst not solving the issue of road closures on the B1040 and the need for traffic to divert, helps by taking traffic off the A605, thereby improving the capacity of the A605 to better handle diverted traffic. Traffic that is able to use the relief road, instead of travelling through Whittlesey, will avoid all additional delay caused by the closures of the B1040. By removing through traffic from Whittlesey Town Centre, there is a reduction in the level of conflict/congestion caused by B1040 closure, providing benefits to all town centre vehicle movements, e.g. if a vehicle incurs 8 mins delay in Whittlesey as a direct result of the congestion caused by the B1040 closure, this may be reduced as the A605 is less congested, so delay incurred would drop.

Appendix A provides a series of network maps that show the routes across Whittlesey under normal operation, how they are currently affected when the B1040 is closed, and how the proposed Relief Road would offer an alternative route when the B1040 is closed.

Figure 2.4: Whittlesey Relief Road Option



Source: Mott MacDonald

⁶ ANPR Surveys November 2023

3 Scenario Appraisal

3.1 Core scheme benefits

The appraisal of the scheme for the SOC resulted in £25.6m in present value of benefits (PVB) over a 60 year period.⁷ This included benefits associated with highway and active travel user, with further benefits resulting from accident savings, and environmental benefits. In this appraisal, all through-trips forecast for Whittlesey (other than those to and from the north, which will not directly benefit from the Relief Road) were assumed to benefit from the proposed Relief Road and are assumed to switch in their entirety to the scheme.

3.2 Approach

To assess the impact of the scheme under network operating conditions when the B1040 is closed requires additional data on the underlying impact of the B1040 road closure (e.g. the level of additional congestion and delay that is created, and where this congestion and delay occurs), as well as the frequency of occurrences (e.g. the number of times, on average, that the B1040 is closed in a typical year).

An additional consideration is the current partial closure / reduced operating capacity of the Ralph Butcher Causeway and the interaction this has upon the local transport network operating when the B1040 is also closed. It is important that the two effects (partial closure of Ralph Butcher Causeway and full closure of B1040) can be understood in isolation, as well as in unison, so that both impacts can be understood separately.

This requires additional TomTom average speed (average journey time) data for the A605 corridor, captured on days when the B1040 was closed. This is required when both the Ralph Butcher Causeway has been partially closed, but also when it was previously operating under normal network conditions.

Using road closure records that have been provided by Cambridgeshire County Council (CCC), the following time periods were selected for requesting additional TomTom data:

- **11th Dec – 15th Dec 2023** – B1040 was closed due to flooding
- **12th Feb – 16th Feb 2024** – B1040 was closed due to flooding
- **7th Oct – 11th Oct 2024** – B1040 was closed due to flooding and traffic restrictions were in place on the Ralph Butcher Causeway

These time periods have been validated against records of wider network issues, such as road closures on the A47 and major accidents on the A605, to ensure they are not distorted, and agreed with Fenland District Council (FDC).

The average number of days per annum when the B1040 is closed, which will be applied to the number of days the benefits of the relief road in relation to road closures will be experienced, has been taken from the Environmental Agency's records of flood warnings (Table 2.1). Taking an average of both closures on the B1040 and North Bank Road flood warnings, results in an average of 27 days a year when the B1040 may be closed (2019-2024). This value has been agreed with Fenland District Council (FDC) in advance of the sensitivity test being undertaken.

An additional test has also been undertaken utilising the 2012/13 North Bank closure data that provides a worst case scenario of 55 days of closure events every year. This worst case scenario has been taken from the Ralph Butcher Causeway Major Scheme Business Case Report published in 2018.⁸

⁷ Whittlesey Relief Road SOC, February 2025. Figures presented are for Option 3, Relief Road with HGV re-routing and active travel improvements.

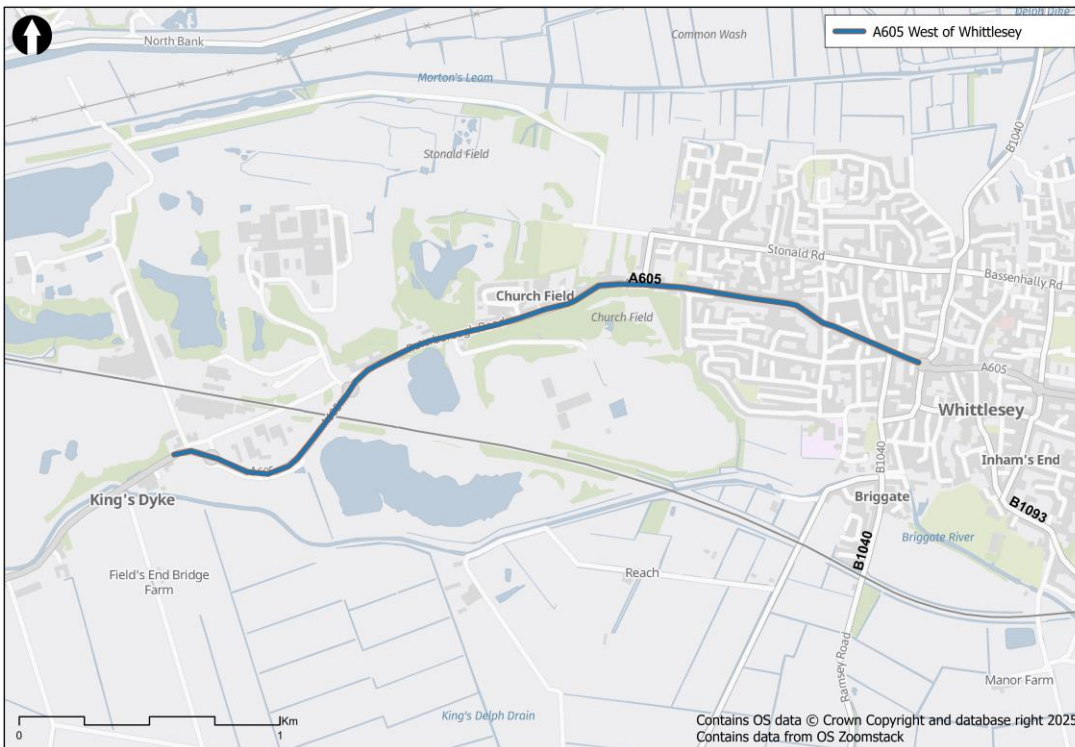
⁸ Major Scheme Business Case Report | Version 3.0 | September 2018 (Skanska)

3.3 Analysis of TomTom data

To compare against the base data (October 2023), TomTom data has been provided for each of the three new date ranges, with one report per date range, and with each report including 24, 1-hour time periods. Each data range was an average over three days; Tuesday, Wednesday and Thursday. The data is provided for 'links'⁹ along the road network and includes, amongst other things, average travel time (seconds); average speed (km/h); number of vehicles captured and 5th to 95th percentile speed.

To understand how traffic has been impacted by the closures of the B1040 and the restrictions on the Ralph Butcher Causeway (RBC), analysis has focused on the key section of the A605 between RBC and the A605/B1040 Roundabout shown in Figure 3.1, where delays have previously been identified.

Figure 3.1: A605 section used for analysis



Source: Mott MacDonald

This analysis has focused on average travel times, with the sum of links used to calculate an overall average travel time along the section for the AM (08:00-09:00) and PM (17:00-18:00) peak periods in both the eastbound and westbound directions. The results are shown in Table 3.1.

Table 3.1: Average travel time (minutes) along the A605 west of Whittlesey

Direction	Time Period	October 2023 (Normal conditions)	December 2023 (B1040 closed)	February 2024 (B1040 closed)	October 2024 (B1040 closed and restrictions on RBC)
Westbound	AM	4m 48s	10m 15s	10m 19s	12m 15s
	PM	4m 34s	4m 49s	5m 09s	11m 16s
Eastbound	AM	4m 51s	5m 15s	5m 14s	6m 49s
	PM	4m 54s	9m 05s	8m 48s	9m 12s

Source: TomTom data

⁹ A road link refers to a segment of a road network that connects two nodes, such as intersections, junctions, or other significant points.

The data for the A605 to the west of the B1040 clearly demonstrates that the closures of the B1040 has a significant impact upon average journey times. This is particularly the case in a westbound direction in the AM peak, and the eastbound direction in the PM peak.

A similar analysis of average journey times on B1040 closure days along the section of the A605 to the east of the B1040 was also undertaken. This generally showed less variation in average journey times as a result of the B1040 closure, with the exception being for AM peak westbound movements where average journey times increase from 3 mins 30 secs under normal network operations to around 5 mins 45 secs when the B1040 is closed.

The variation between the October 2023 base data and the time periods when the B1040 was closed has been used to determine the level of delay experienced by users along the A605 during road closures of the B1040.

3.4 B1040 closures appraisal results

The outputs from the analysis of the TomTom data for periods when the B1040 is closed, along with the agreed frequency of the occurrences of closures, have been used to produce an estimate of the potential additional journey time savings that could result on these B1040 closure days through the delivery of the proposed Relief Road. This considered three different aspects of potential savings:

- A605 through trips that would be able to avoid Whittlesey town centre, and the additional congestion caused by the closure of the B1040, by diverting onto the new Relief Road.
- Trips between the A605 and the B1040 that would be able to avoid Whittlesey town centre, and the additional congestion caused by the closure of the B1040, by diverting onto the new Relief Road.
- Other trips originating, terminating, or both within Whittlesey that, whilst being unable to avoid travelling into Whittlesey, benefiting from a reduction in through traffic and, hence, the overall level of congestion that they experience.

The estimated average travel time savings for individual movements across Whittlesey that will result from the delivery of the proposed Relief Road are presented within Table 3.2 and 3.3.

Table 3.2: Estimated average travel time savings (minutes:seconds) for movements across Whittlesey on B1040 closure days as a result of the Relief Road (AM Peak)

To		1	2	3	4	5	6
		A605 to west of Whittlesey	A605 to east of Whittlesey	B1040 to north of Whittlesey	B1093 to south of Whittlesey	B1040 to south of Whittlesey	Location within Whittlesey
1	A605 to west of Whittlesey	5:53	0:24	0:24	0:24	0:24	0:24
2	A605 to east of Whittlesey	7:44	2:15	7:44	1:24	2:15	1:24
3	B1040 to north of Whittlesey	7:44	0.00	0:24	0:24	0:24	0:24
4	B1093 to south of Whittlesey	6.36	0.00	6.36	1:08	0:51	1:08
5	B1040 to south of Whittlesey	5:53	0.00	5:53	0:51	1:08	1:08
6	Location within Whittlesey	5:53	0.00	5:53	0.00	0.00	2:30

Source: Mott MacDonald utilising TomTom data

Table 3.3: Estimated average travel time savings (minutes:seconds) for movements across Whittlesey on B1040 closure days as a result of the Relief Road (PM Peak)

To		1	2	3	4	5	6
		A605 to west of Whittlesey	A605 to east of Whittlesey	B1040 to north of Whittlesey	B1093 to south of Whittlesey	B1040 to south of Whittlesey	Location within Whittlesey
From							
1	A605 to west of Whittlesey	4:28	4:03	4:03	4:03	4:03	4:03
2	A605 to east of Whittlesey	0:25	0:00	0:00	0:00	0:00	0:00
3	B1040 to north of Whittlesey	0:25	0:00	4:03	4:03	4:03	4:03
4	B1093 to south of Whittlesey	0:25	0:00	0:25	0:00	0:00	0:00
5	B1040 to south of Whittlesey	0:25	0:00	0:25	0:00	0:00	0:00
6	Location within Whittlesey	0:25	0:00	0:25	0:00	0:00	1:34

Source: Mott MacDonald utilising TomTom data

Tables 3.2 and 3.3 indicate that the largest estimated average journey time savings are within the AM peak for those trips originating to the east of Whittlesey and travelling through to the west, or to the B1040 north on a normal day (7 minutes 44 seconds saving). Trips that would normally originate from the B1040 north and travel to the A605 west are also anticipated to save the same average journey time if they divert to the new relief road.

The relative volumes of trips for the matrix of movements (sourced from the previous ANPR survey) have been applied to calculate an estimate of total average journey time savings.

For the AM Peak period, the total estimated average journey time savings equate to around 430 vehicle hours, with the equivalent value for the PM peak of 250 vehicle hours.

This has been factored by an average occupancy value (1.2¹⁰) and then by the agreed average number of days per annum that the B1040 is closed (27 days). This generates an estimate of the additional annual journey time savings from the Relief Road when the B1040 is closed of around 22,000 hours.

These savings have then been monetised and projected across the 60-year appraisal period and discounted to produce an estimate of additional Present Value of Benefits (PVB) of £4.1m.

If a higher number of closure days of 55 is applied¹¹ the estimated PVB increases to £8.3m.

The analysis has focused upon the AM and PM peak periods as this is when the highest delays occur across the A605 corridor. Some additional delays will also occur during the inter-peak period, albeit at a lower level as underlying levels of delay on the network are much lower. As such, the relief road will only generate a relatively small additional proportion of benefits during the inter-peak period.

The overall impact of including the potential benefits associated with the relief road during closure of the B1040 on the scheme's PVB are presented in Table 3.4 below.

¹⁰ NTS0905: Average car or van occupancy and lone driver rate by trip purpose: England, 2002 onwards: 2023 Commuter occupancy value

¹¹ 2012/13 data recorded 55 days of closure of North Bank

Table 3.4: Network resilience impact on scheme PVB

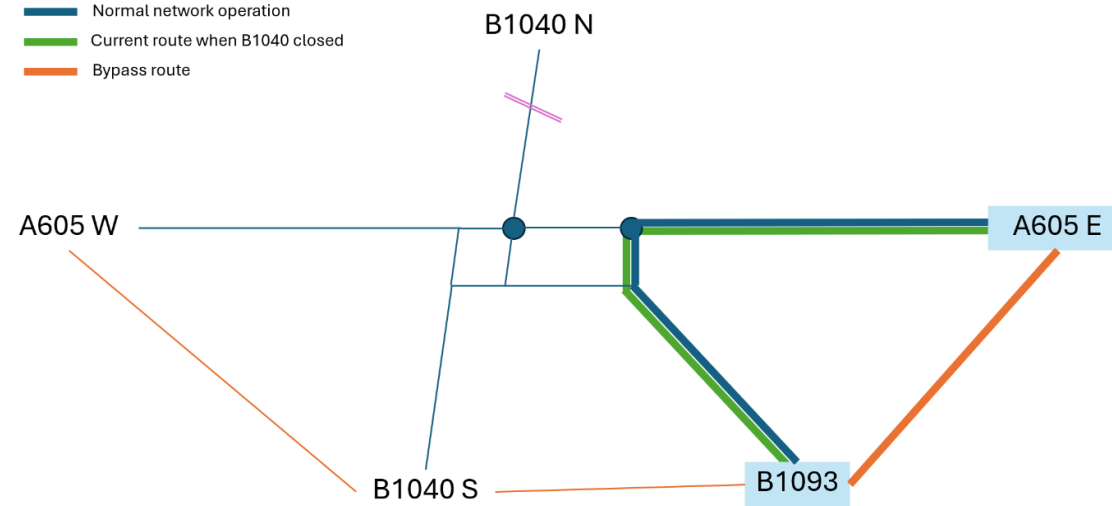
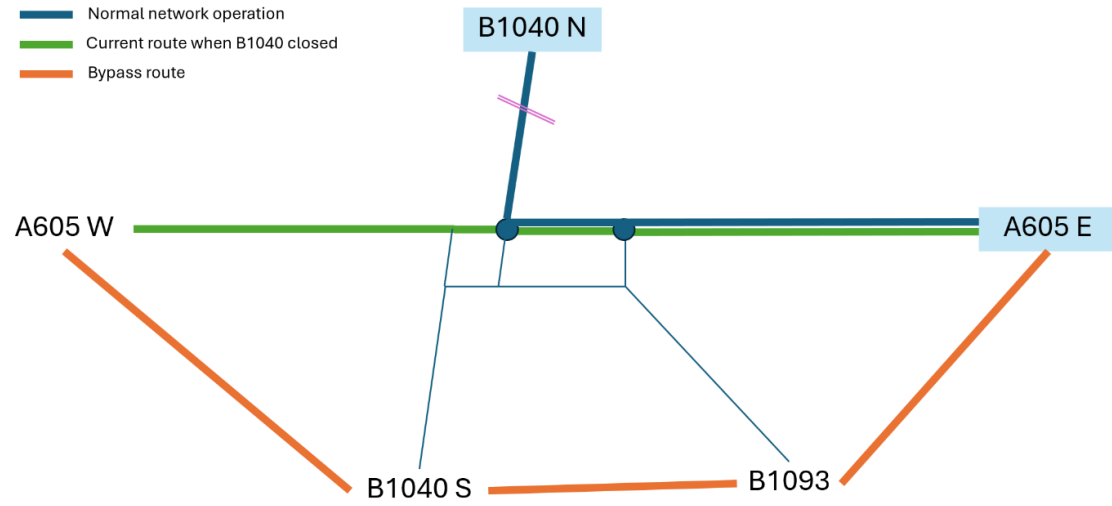
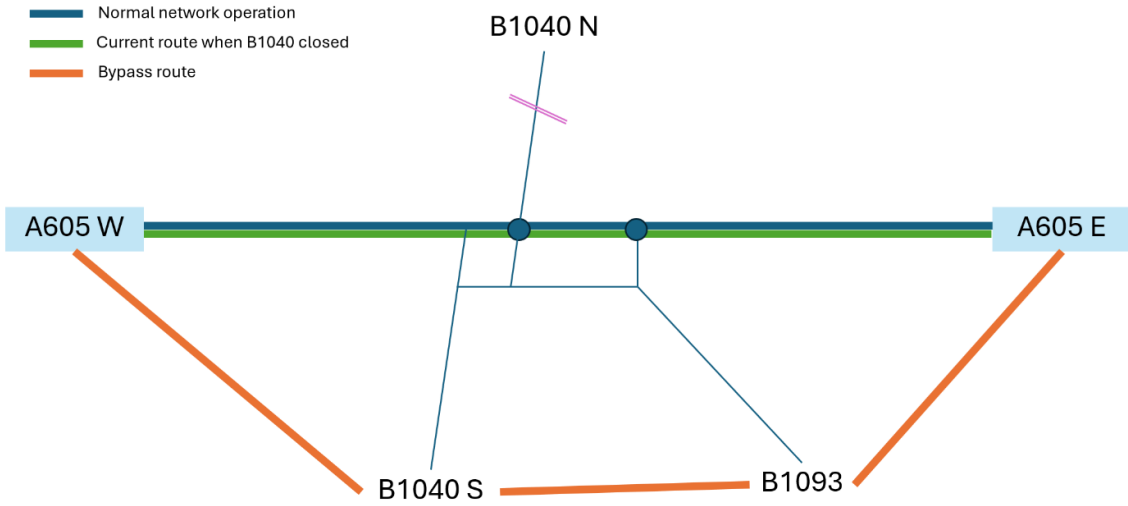
	PVB (£,000)	% increase
PVB – reported in the SOC	£25.6m	
Additional PVB – 27 days of road closures	£4.1m	
Additional PVB – 55 days of road closures	£8.3m	
Overall PVB inc. 27 days of road closures	£29.7m	+16%
Overall PVB inc. 55 days of road closures	£33.9m	+32%

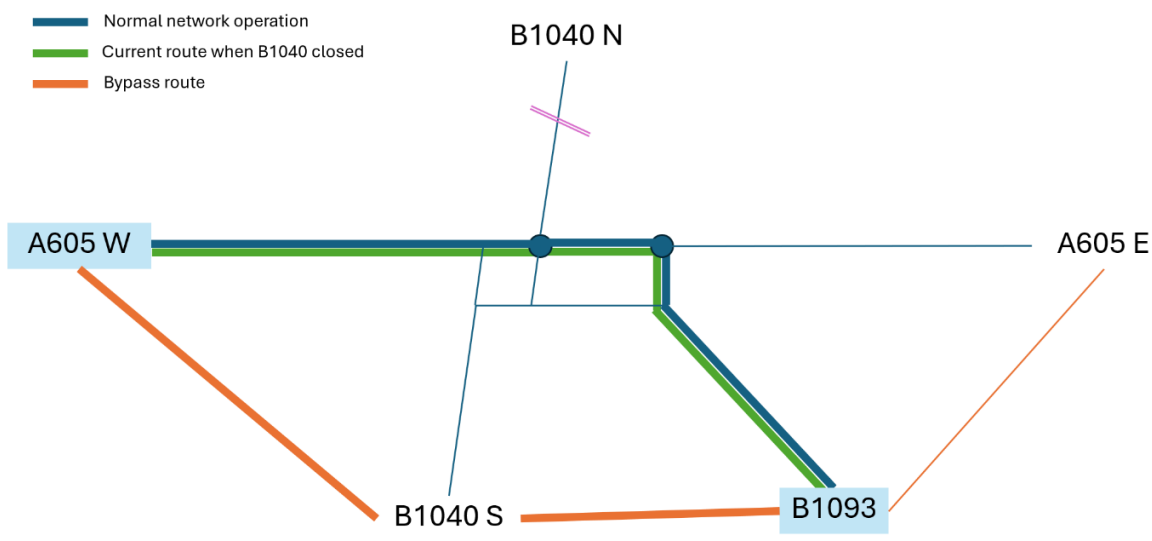
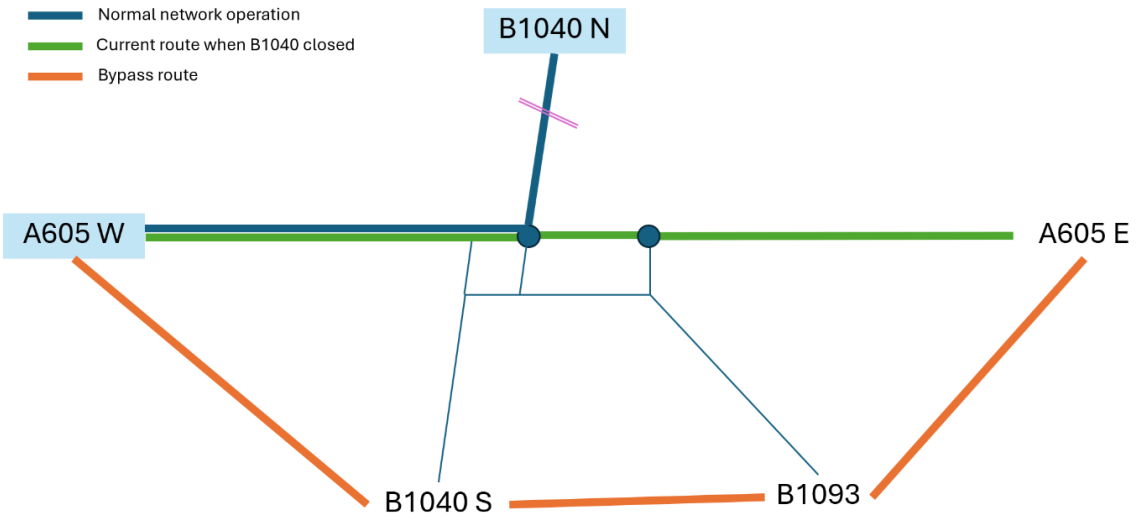
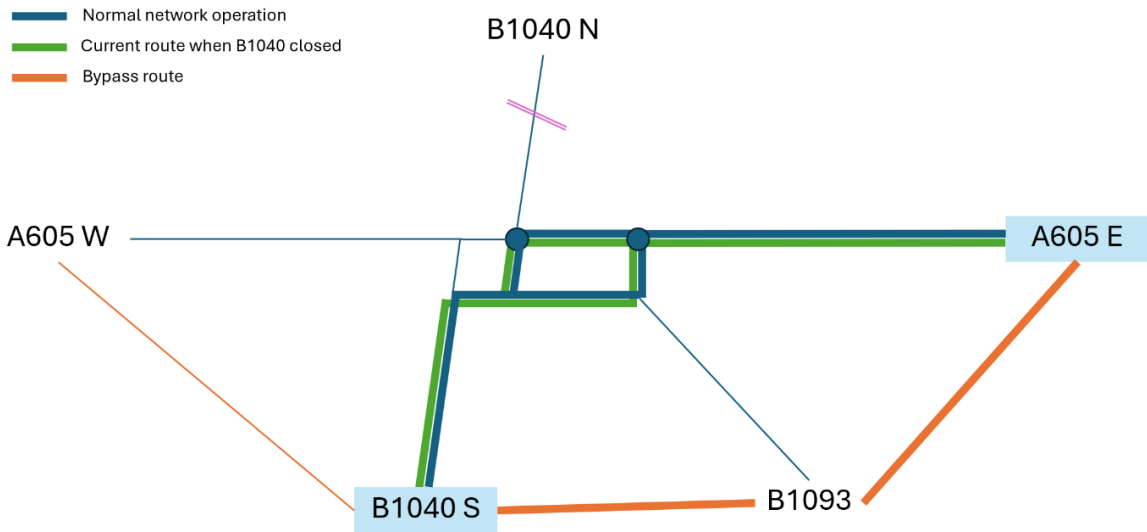
3.5 Ralph Butcher Causeway Closures

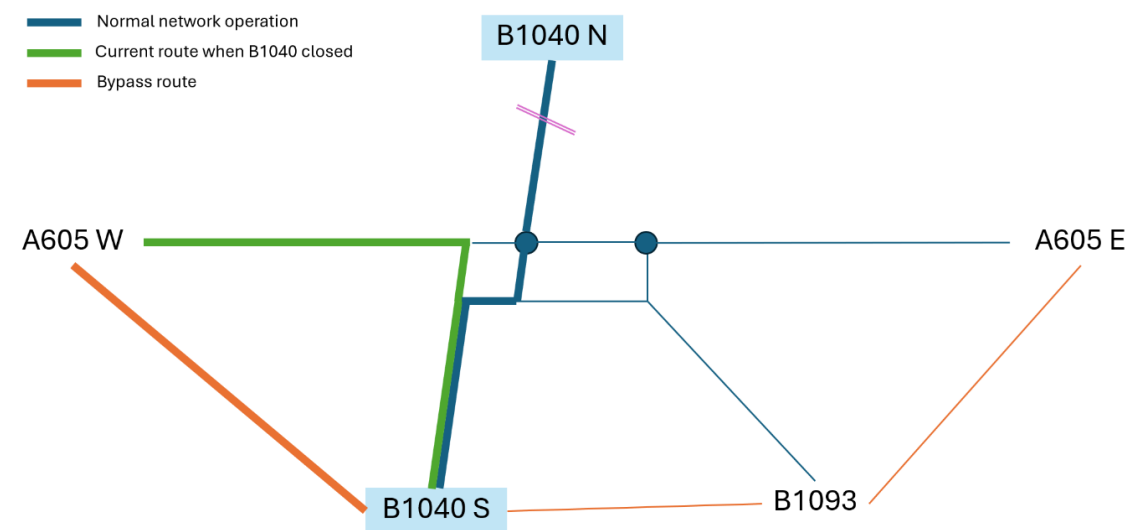
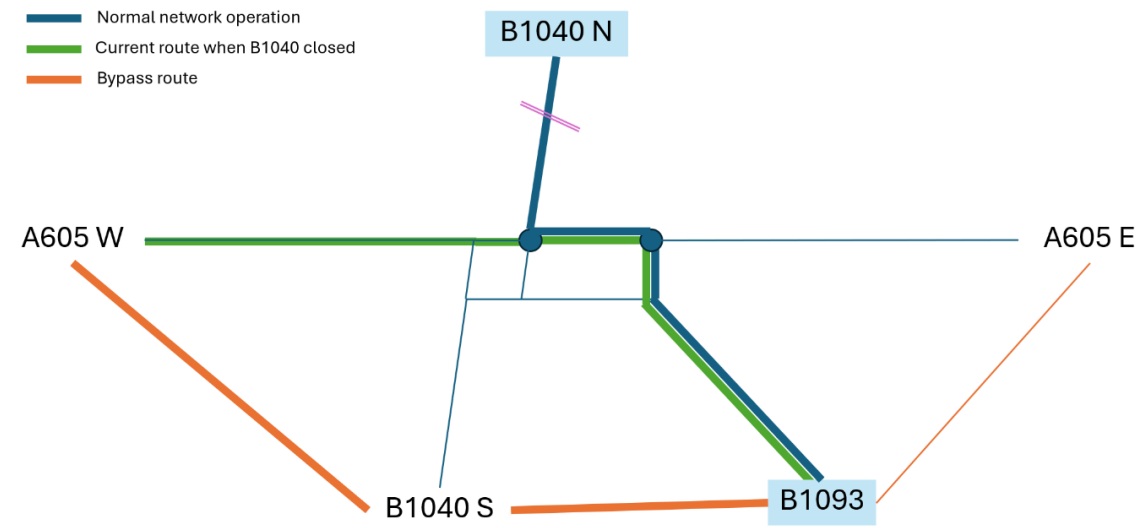
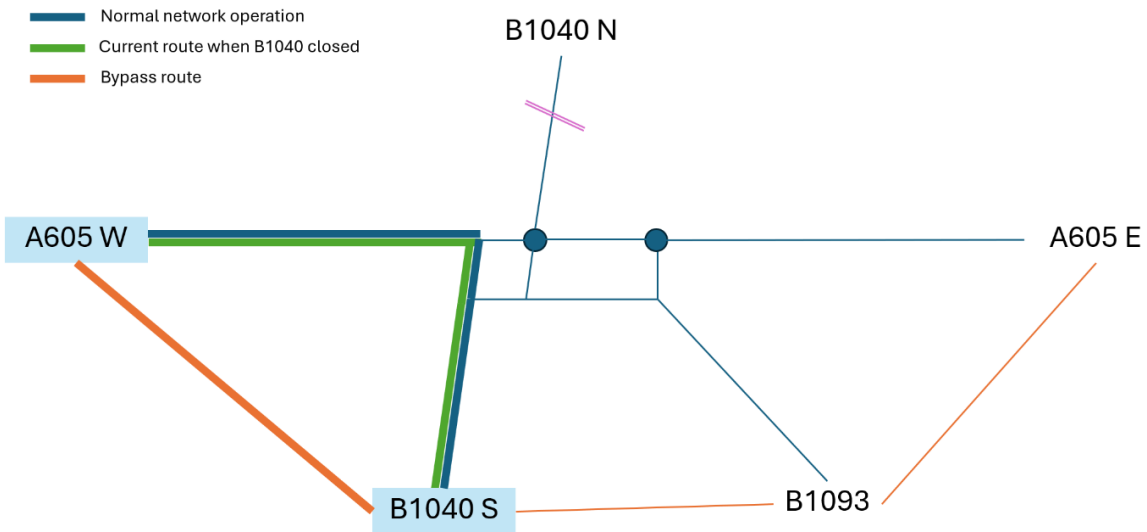
In addition to the issue of B1040 road closures, the recent restrictions on Ralph Butcher Causeway have further highlighted the impact of road closures on Whittlesey, and how there are limited options for alternative routes. Whilst there are plans to resolve the current challenges with the Causeway, the analysis further highlights the limitations in network resilience when there is an issue or incident on the A605 around Whittlesey. This is compounded when the B1040 is closed as well, with significant additional delays occurring across the A605 in and around Whittlesey.

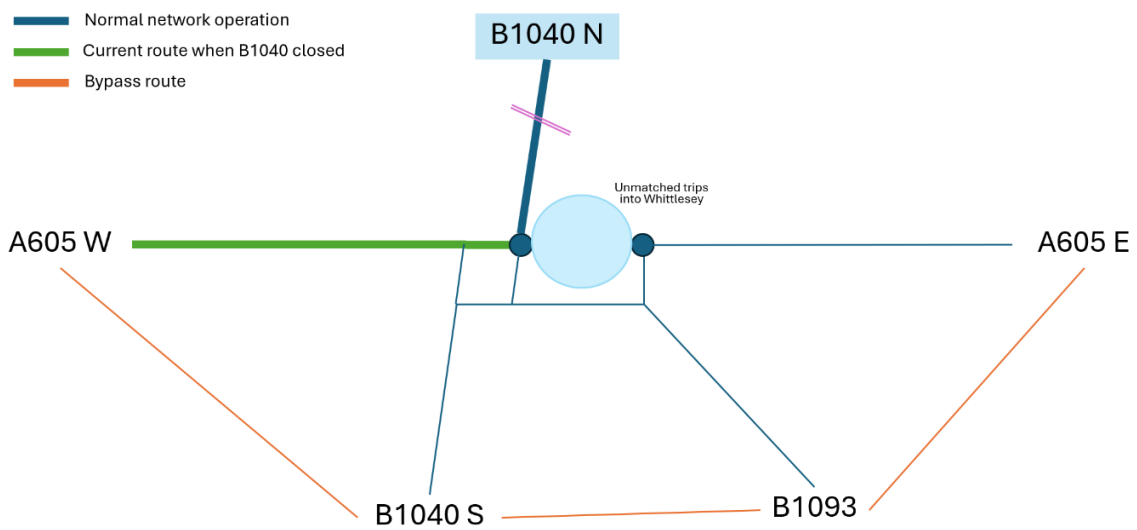
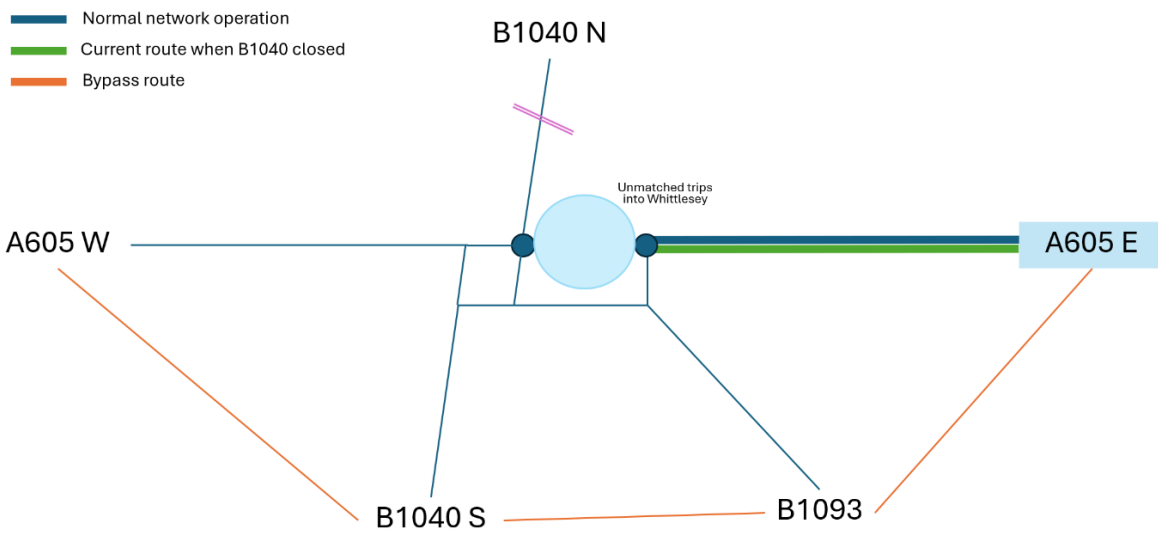
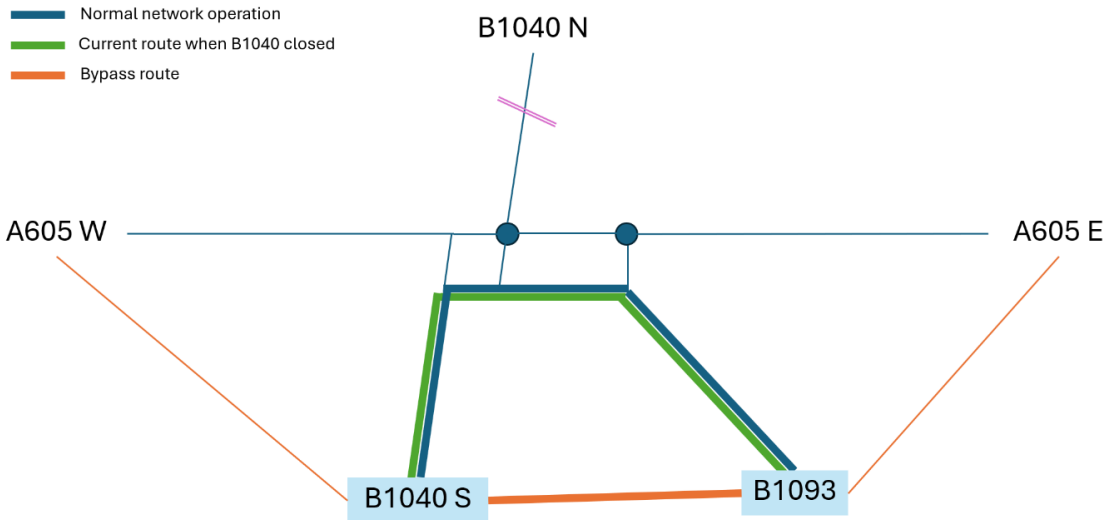
A relief road would be beneficial as it would provide an alternative route in the event of an incident on the A605, offering journey time improvements by reducing delays on the A605. This would particularly be the case in the event of a concurrent closure of the B1040.

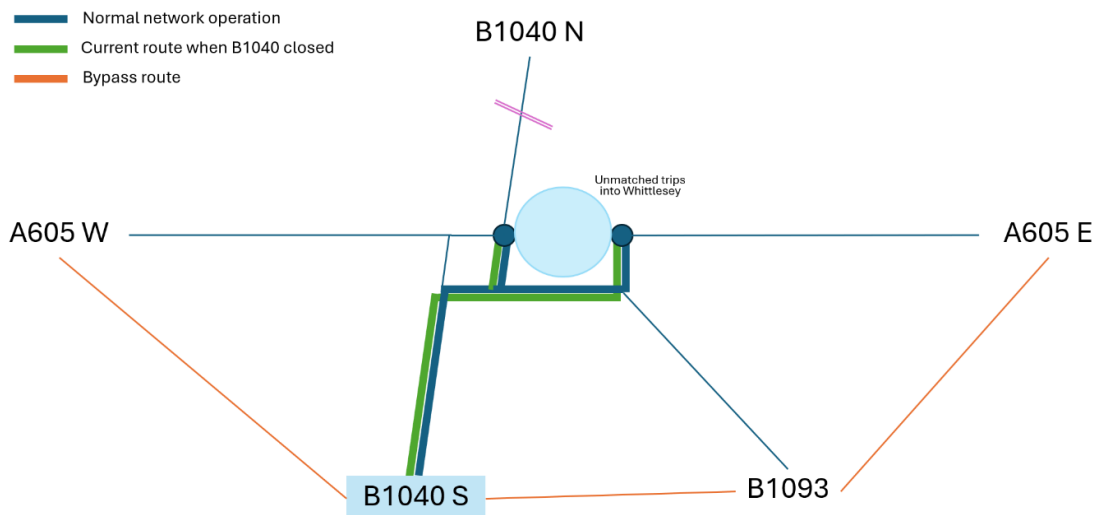
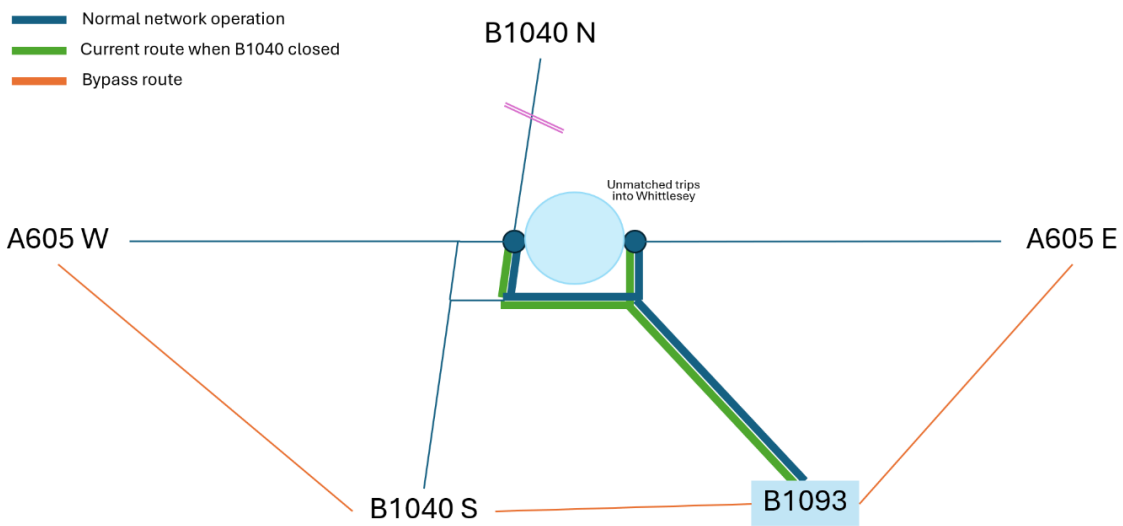
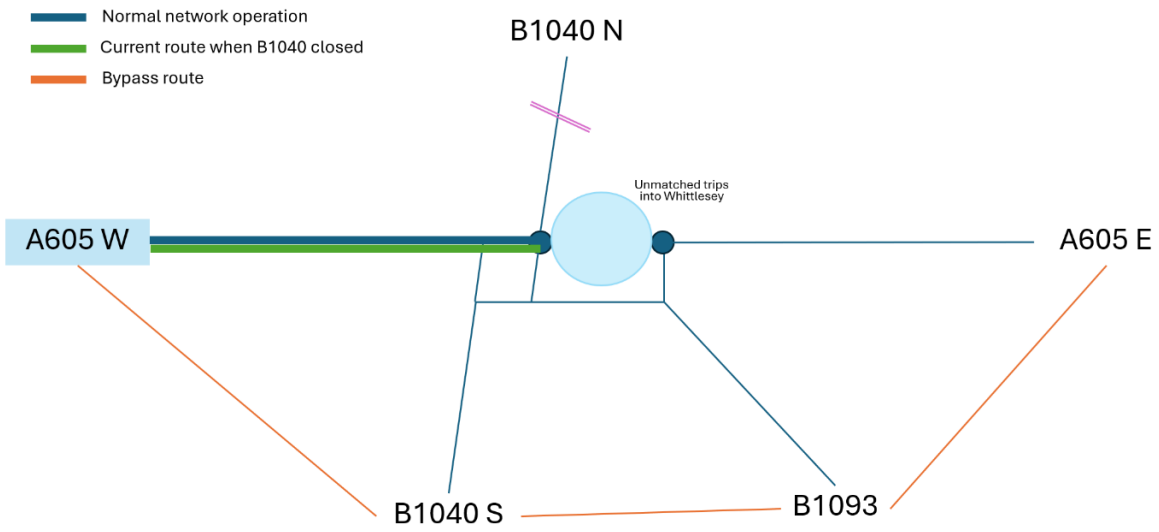
A. Network Maps











Whittlesey Relief Road

Long List Options Assessment



Content

1

Introduction

2

Section 1: Identifying the Long List

3

Section 2: Long List Options Assessment

4

Section 3: Emerging Short Listed Options

5

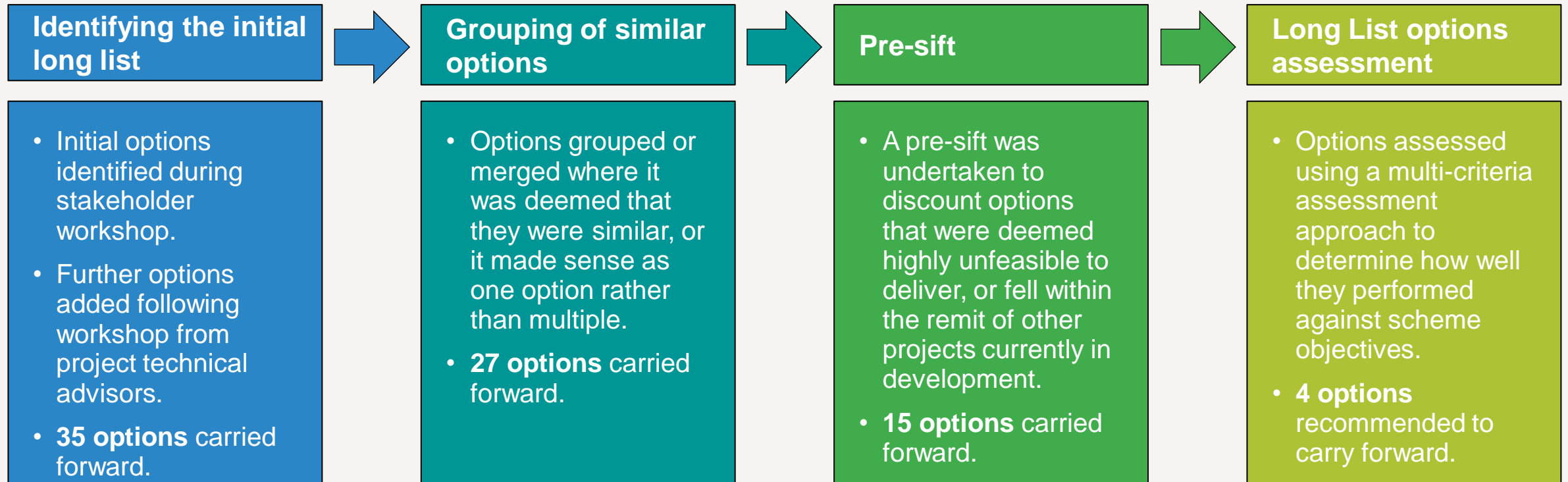
Section 4: Next Steps







Introduction

Introduction

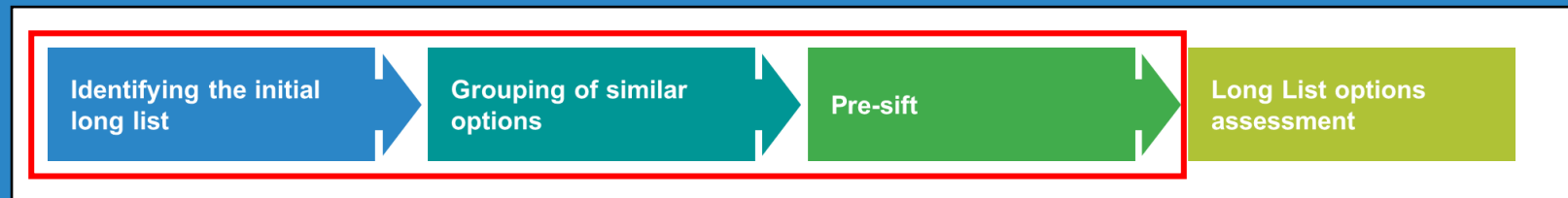
- **This report sets out how the long listed options for the Whittlesey Relief Road have been identified and assessed; concluding with the emerging short listed options.**
- The development of a long list of options is a crucial step in scheme development and the business case development process, ensuring that a wide range of options are considered and assessed. The long list optioneering process thus demonstrates that a robust decision-making process has been carried out in arriving at a long list of appropriate and suitable options.
- The process adopted for identifying the long list of options for the Whittlesey Relief Road, and the assessment of these options to arrive at a short list of options, is shown below.



Reminder of scheme objectives (adopted by Project Board in April 2024)

Objective theme	Main objective	Sub-objective
Sustainable growth 	1. Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
		1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.
Connectivity and access to opportunity 	2. Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
		2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
		2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.
Health, wellbeing and sense of community 	3. Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
		3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
		3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.
Environment 	1. Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.

Section 1: Identifying the Long List





Identifying the initial long list

Stakeholder Workshop – 15th May 2024

- **Purpose** – Building off the Case for Change and review of baseline evidence, the purpose of this workshop was to discuss and identify all potential options for the Scheme that could meet the Whittlesey Relief Road scheme objectives.

- **Attendees:** Stakeholders included representatives from Fenland District Council (FDC), Cambridgeshire & Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC) and Peterborough City Council (PCC), Sustrans, Environment Agency, Stagecoach, Network Rail and Greater Anglia. In addition, individuals from Mott MacDonald’s technical design team and business case specialists were in attendance.

- **Outcome:** **35 options** were identified, covering a wide range of solutions, including but not limited to:
 - **Relief Roads** – various alignments, including to the north and south of the town.
 - **Public transport enhancements** – both infrastructure provision and service enhancements for bus and rail.
 - **Active travel enhancements** – including improved connections within the town and to Peterborough.
 - **Parking management** – including Park & Ride solutions, and parking control measures within the town.
 - **HGV re-routing** – based on both weight and time restrictions.
 - **Alterations to the A605** – speed limit restrictions, junction enhancements, pedestrian crossing enhancements.

- The full list of options captured are set out in **Appendix A**.



Grouping of similar options

- Due to the large number of options, and high similarity between options, a decision was made to consolidate some options in advance of any sifting or assessment.
- Options were grouped where it was deemed that the sifting process was unlikely to differentiate between options. This included:
 - Options related to restricting car use e.g. clean air zone and congestion charging, grouped into **Driving disincentives**
 - Options related to car parking management e.g. introducing car park charging and reducing car parking spaces grouped into **Park & Ride**
 - Options related to HGVs e.g. HGV restrictions based on weight or time grouped into **HGV re-routing**
 - Options related to local bus offer e.g. Demand Responsive Travel and local circular bus service grouped into **Localised Public Transport enhancements**
 - Various options for active travel enhancements grouped into **Active Travel infrastructure improvements**
- This resulted in the initial long list of options being reduced from 35 to **27 options**.
- The grouped options are shown in **Appendix B**.

Identifying the initial long list

Grouping of similar options

Pre-sift

Long List options assessment

Pre-sift

- A pre-sift was undertaken to discount options that were out of scope; against policy aspirations; do not sufficient address scheme objectives, are highly unfeasible; or fell within the remit of other projects and/or organisations. The options discounted, and the rational, is set out below:

Option	Reasons for discounting
Northern Relief Road	<ul style="list-style-type: none">• There are significant environmental constraints to the north of Whittlesey, such as the Whittlesey (Nene) Washes, that would likely result in significant challenges to delivery, including likely significant opposition from key stakeholders such as Environment Agency.• Costs to implementing a northern relief road is likely to incur significant costs to mitigate negative environmental impacts.• In addition, a northern relief road does not serve the industrial estates to the south of the town, so would fail to address a key issue for the town which is HGV through traffic.
Clean Air Zone / Congestion Charging	<ul style="list-style-type: none">• These options were considered unlikely to be deliverable on a small scale.• Examples of congestion charging in the UK are extremely limited, and no immediate example for a town.• Similarly with Clean Air Zones, these are used for large cities where there are issues with air quality exceeding legal limits. In Whittlesey, air quality legal limits are not currently exceeded and, therefore, it is unlikely that a Clean Air Zone would be warranted.
Removing traffic generators	<ul style="list-style-type: none">• Removing traffic generators from Whittlesey, i.e. not building new housing or employment sites, and moving existing employment sites out of the town, would greatly impact the upon the towns economy and housing needs and would be extremely unlikely to be deliverable.• This approach is not within the existing Fenland Local Plan and would require significant changes to existing planning policy.
Improved signage	<ul style="list-style-type: none">• Improving signage to direct traffic away from the town, for example via the A47, is consider to have limited impact in achieving the objectives of the WRR Scheme on its own.
Improvements to the A47	<ul style="list-style-type: none">• Improvements to the A47 which is part of the Strategic Road Network is within National Highways scope, and outside of scope and influence of the WRR Scheme.

Identifying the initial long list

Grouping of similar options

Pre-sift

Long List options assessment

Pre-sift

Option	Reasons for discounting
Improved bus service frequency	<ul style="list-style-type: none">• Service frequency is largely within control of bus operators who operate services on a commercial basis. For them to increase frequencies would require certainty over increased patronage that would cover the costs of the additional services.• The alternative to increasing frequencies would require funding from the CPCA to support additional buses: however currently there is limited funding and scope for this.
Improved rail service frequency	<ul style="list-style-type: none">• The ability to influence and change the frequency of rail services at Whittlesea is deemed out of scope, as this would require wider changes to the rail network such as the Ely Capacity Enhancements. This is within the remit of Network Rail.
Promoting Whittlesea Station as a parkway station	<ul style="list-style-type: none">• Works to improve the station and its car parking facilities are being progressed separately to the WRR Scheme. FDC have received funding from CPCA to deliver £3m of improvements as part of the Whittlesea Station Enhancement Programme.• Building a large parkway station would likely require a link road to serve it. Otherwise, there is a risk that traffic would be drawn down Station Road, thereby not alleviating issues on the A605 from through traffic and potentially adding more traffic to an unsuitable road.• Access to a parkway site from the A605 via a new link road to avoid traffic having to go through Whittlesey would be extremely difficult to deliver due to environmental and land constraints, i.e. access would have to go via Lattersey Local Nature Reserve
New river bridges	<ul style="list-style-type: none">• This option is likely to have limited impact in addressing the scheme objectives due to the location of the river south of Whittlesey and the population it would serve.
Increase highway capacity by widening the A605 within Whittlesey	<ul style="list-style-type: none">• To deliver this would require significant intrusive construction, reducing kerb space, and the need to acquire land or property for demolition.• This is considered significantly unfeasible and, whilst it would increase highway capacity on the A605, it would not address the issues of through traffic and associated impacts of traffic within the town.
Level crossing improvements	<ul style="list-style-type: none">• As the level crossing is within Network Rail ownership, any changes would be in their remit, therefore out of scope for the WRR Scheme. However, changes to the level crossing are proposed as part of the Whittlesea Station Enhancement Programme.

Identifying the initial long list

Grouping of similar options

Pre-sift

Long List options assessment

Sifted long listed options

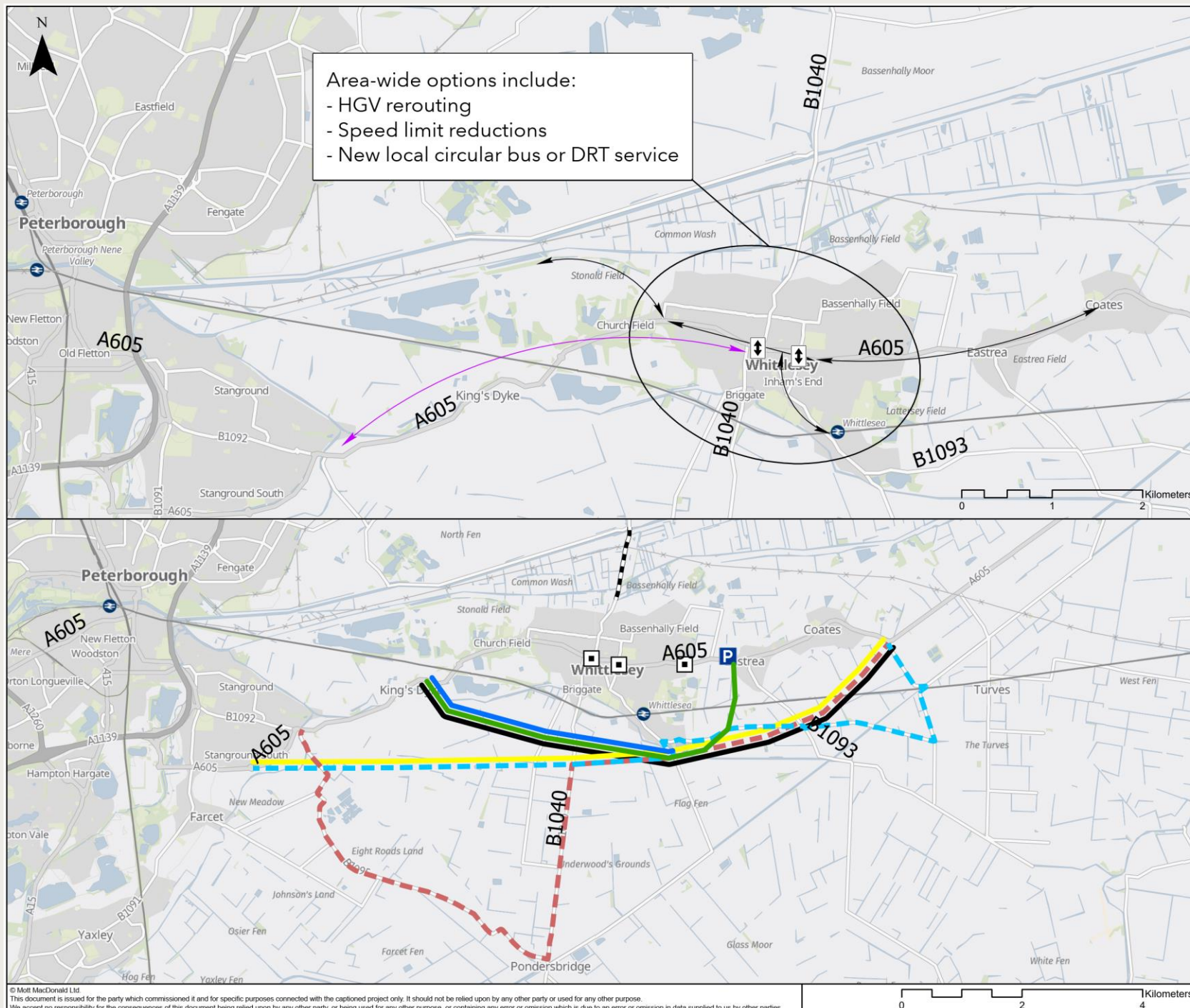
➤ The outcome from the pre-sift resulted in **15 options** being identified as the long list. These were progressed to more detailed assessment.

No.	Option name	Option description	Rationale for carrying forward
2	Southern Relief Road A (Blue route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and B1093, near Whittlesea Station, linking to industrial areas.	Option could help to divert through traffic away from Whittlesey and serve industrial sites to the south and west.
3	Southern Relief Road B (Grey route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 Eastrea Road, west of Eastrea.	Option could help to divert through traffic away from Whittlesey and serve industrial sites to the south and west.
4	Southern Relief Road C (Black route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 March Road, east of Coates.	Option could help to divert through traffic away from Whittlesey and serve industrial sites to the south and west.
5	Southern Relief Road D (Yellow route alignment)	Relief road to the south of Whittlesey between A605 Whittlesey Road at Cardea Morrisons roundabout and A605 March Road, east of Coates.	Option could help to divert through traffic away from Whittlesey and serve industrial sites to the south and west.
6	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	Upgrade of existing roads to the south east (e.g. B1093) and construction of new relief road linking these to the A605 west of Whittlesey.	Option could help to divert through traffic away from Whittlesey.
7	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	Upgrade of existing roads to the south west (e.g. Ramsey Road and B1040) and construction of new relief road linking these to the A605 east of Whittlesey.	Option could help to divert through traffic away from Whittlesey.
19	Improved bus priority measures	Improving the attractiveness of bus services within Whittlesey through the introduction of bus priority measures along the A605, helping to improve journey time reliability and speeds.	Option would encourage greater use of public transport and reduce the need for people to travel by car.

Sifted long listed options

No.	Option name	Option description	Rationale for carrying forward
20	Bus based Park and Ride	Park and Ride site to the east of Whittlesey, providing parking provision for car journeys from the east (Eastrea/Coates/March) with direct bus service into Whittlesey and Peterborough.	Option would encourage greater use of public transport and reduce the need for people to travel through Whittlesey by car to access Peterborough.
28	New and improved active travel road crossings of the A605	Additional signalised crossing points of the A605 to reduce severance for pedestrians and cyclists.	Option would shorten travel times and improve safety for those walking and cycling within Whittlesey, encouraging people to undertake active travel rather than driving.
29	Speed limits	Reduce speed limits along the A605 to improve safety for road users.	Option would improve safety for those walking and cycling within Whittlesey whilst increasing journey times slightly, encouraging people to undertake active travel rather than driving.
31	Increase highway capacity at junctions	Increase capacity of the main junctions through Whittlesey on the A605 (e.g. through roundabout signalisation).	Option would improve the flow of traffic through Whittlesey, therefore reducing congestion within the town.
33	Raised road/causeway road to the north	Construction of a raised road/causeway along existing B1040 road to limit impact of flood events.	Option would increase the resilience of the road network in Whittlesey, reducing the impact of flooding on the B1040 and eliminating need for affected road users to use A605.
36	Active travel infrastructure improvements	Improvements to the active travel infrastructure within Whittlesey to improve connectivity (e.g. shared-use paths; footway improvements; cycleways). Consolidation of options 22, 23, 24, 25 and 26.	Option would improve walking and cycling infrastructure within Whittlesey, encouraging people to undertake active travel rather than driving.
37	HGV rerouting	Rerouting of HGV travel within Whittlesey to limit the impact on the network. (e.g. time/weight restrictions). Consolidation of options 12 and 13.	Option could reduce the impact of HGVs on Whittlesey, encouraging HGVs to use alternative routes.
38	New local circular bus or DRT service within Whittlesey	Introduction of a local circular bus route within Whittlesey, providing connection between key locations. This includes the potential for the service to be demand-responsive. Consolidation of Options 15 and 16.	Option could encourage use of public transport for residents and reduce the need to have/use a private car.

Map of long listed options



Area-wide options include:
 - HGV rerouting
 - Speed limit reductions
 - New local circular bus or DRT service

Key to Symbols

- Southern Relief Road A
- Southern Relief Road B
- Southern Relief Road C
- Southern Relief Road D
- Southern Relief Road E
- Southern Relief Road F
- Raised road causeway
- P Park and Ride
- Increased highway capacity at junctions
- New and improved active travel road crossings
- HGV rerouting
- New local circular bus or DRT service
- Speed limit reductions
- Improved active travel infrastructure
- Improved bus priority measures

Notes
 Add data licences and copyright here.
 Service layer credits will appear from base mapping used
 Contains OS data © Crown Copyright and database right 2023
 Contains data from OS Zoomstack

Rev	Date	Drawn	Description	Ch'kd	App'd
01	24/06/2024	JVS	For Information	CP	JB

M M
MOTT MACDONALD

Mott MacDonald
 22 Station Road
 Cambridge, CB1 2JD
 United Kingdom
 T +44 (0)1223 463500
 W mottmac.com

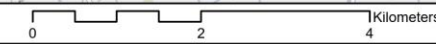
Client
 Fenland District Council

Title
 Whittlesey Relief Road
 Options Assessment Report
 Long listed options

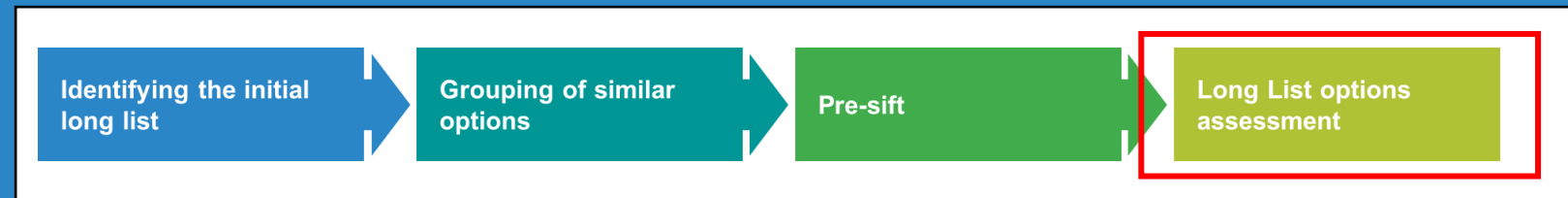
Designed	Check	Coordination	Security
J Vickers Strutt	C Payne	J Bunney	STD
GIS Check	Approved	Rev	01
Scale at A3	Status	INF	01

Drawing Number

© Mott MacDonald Ltd.
 This document is issued for the party which commissioned it and for specific purposes connected with the captioned project only. It should not be relied upon by any other party or used for any other purpose.
 We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.



Section 2: Options Assessment



Assessment of the long list

- Sifted long listed options have been assessed against a Multi-Criteria Assessment framework built using Mott MacDonald's in-house Investment Sifting and Evaluation Tool (INSET).
- INSET is a decision support process that helps manage information on investment options and to evaluate them. It is designed to be simple, flexible, replicable and transparent.
- Principally, INSET uses a set of assessment themes that group together homogenous criteria to appraise each of the options.
- The themes and criteria used for Whittlesey Relief Road match the scheme themed objectives and measurable sub-objectives.
- All scoring for the criteria were weighted the same, generally applying a 5-point scale.
(note – the carbon assessment criteria was scored on 7-point scale to accommodate additional granularity between the options to be scored).

Assessment criteria scoring used

Sub-objective	Large negative -2	Small negative -1	Neutral 0	Small positive +1	Large positive +2
1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.	Option would result in a significant reduction in capacity	Option would result in a small reduction in capacity	Option will result in no change in capacity	Option will increase capacity, but unlikely to accommodate 16% growth in trips	Option will increase capacity to accommodate 16% growth in trips or greater
1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.	Option will increase car journey times by 10% or more	Option will increase car journey times by up to 10%	Option will result in no change in car journey times	Option will reduce car journey times, but up to 10%	Option will reduce car journey times by 10% or more.
2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.	Option will significantly worsen access to education and employment opportunities	Option will slightly worsen access to education and employment opportunities	Option will not increase the number of accessible education and employment opportunities	Option will slightly improve access to education and employment opportunities	Option will significantly improve access to education and employment opportunities
2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.	Option will significantly reduce public transport patronage by 25% or more	Option will slightly reduce public transport patronage between 1% and 25%	Option will result in no change in public transport patronage	Option will slightly increase public transport patronage, between 1% and 25%	Option will significantly increase public transport patronage by 25% or more
2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.	Traffic speeds likely to decrease between 75% and 100% during road closure event	Traffic speeds likely to decrease between 50% and 75% during road closure event	Traffic speeds likely to decrease between 25% and 50% during road closure event	Traffic speeds likely to decrease by less than 25% during road closure event	Traffic speeds do not change during road closure event

Sub-objective	Large negative	Small negative	Neutral	Small positive	Large positive
	-2	-1	0	+1	+2
3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.	Option will contribute to a large increase in NO2 concentrations	Option will contribute to a small increase in NO2 concentrations	Option will contribute to annual NO2 concentrations remaining at current levels	Option will contribute to a small decrease in NO2 concentrations	Option will contribute to a large decrease in NO2 concentrations
3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.	Large increase in the number of collisions and personal injuries, likely to be 50% or greater	Small increase in number of collisions and personal injuries, likely to be between 1% and 50%	No reduction in the number of collisions and personal injuries	Small reduction in number of collisions and personal injuries, likely to be between 1% and 50%	Large reduction in the number of collisions and personal injuries, likely to be 50% or greater
3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.	Perception of the public realm in Whittlesey likely to significantly worsen	Perception of the public realm in Whittlesey likely to marginally worsen	Perception of the public realm in Whittlesey unlikely to change	Perception of the public realm in Whittlesey likely to marginally improve	Perception of the public realm in Whittlesey likely to significantly improve
4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	General through traffic levels increase by 15% or more	General through traffic levels increase by 1-15%	No change in General through traffic levels	General through traffic levels reduced by 1-15% or more	General through traffic levels reduced by 15% or more
4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.	HGV through traffic levels increase by 15% or more	HGV through traffic levels increase by 1-15%	No change in HGV through traffic levels	HGV through traffic levels reduced by 1-15% or more	HGV through traffic levels reduced by 15% or more

Sub-objective	Very large negative -3	Large negative -2	Small negative -1	Neutral 0	Small positive +1	Large positive +2	Very large positive +3
4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.	Significant increase in tail pipe carbon emissions and significant capital carbon emissions from implementing option	Slight increase in tail pipe carbon emissions and significant capital carbon emissions from implementing option	Slight increase in tail pipe carbon emissions and slight capital carbon emissions from implementing option	No reduction in tail pipe carbon emissions and small level of capital carbon emissions from implementing option	Small reduction in tail pipe carbon emissions, with a small level of additional capital carbon emissions from implementing option	Significant reduction in tail pipe carbon emissions, but with small level of additional capital carbon emissions from implementing option	Significant reduction in tail pipe carbon emissions and no additional capital carbon emissions from implementing option



Long listed options assessment results

Rank	Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Total Score
1	Southern Relief Road B (Green route alignment)	1.00	0.33	0.67	0.33	0.58
1	Southern Relief Road C (Black route alignment)	1.00	0.33	0.67	0.33	0.58
1	Southern Relief Road D (Yellow route alignment)	1.00	0.33	0.67	0.33	0.58
4	Bus based Park and Ride	0.50	0.50	0.83	0.28	0.53
5	HGV rerouting	0.50	0.17	1.00	0.39	0.51
6	Improved bus priority measures	0.50	0.50	0.50	0.28	0.44
6	New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.44
8	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	0.38
8	Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.38
10	Southern Relief Road A (Blue route alignment)	0.50	0.00	0.50	0.28	0.32
11	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.50	0.00	0.33	0.28	0.28
11	New and improved active travel road crossings of the A605	0.00	0.17	0.83	0.11	0.28
13	Speed limit reductions	-0.50	-0.17	0.50	0.00	-0.04
14	Raised road/causeway road to the north	0.50	0.33	-0.50	-0.56	-0.06
15	Increase highway capacity at junctions	0.50	0.50	-1.00	-0.56	-0.14

Long listed options assessment results

- The options assessment outputs suggest that **no single option delivers strongly against all objectives**, instead the best performing options each have different areas of strength against individual themed objectives.
- A more detailed examination of how the options perform against each themed objective is presented on the following pages to help inform the overall process of decision-making for the shortlist.

Theme analysis

Objective theme	Main objective	Sub-objective
Sustainable growth	1. Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
		1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.

Rank	Scheme	Sustainable Growth
1	Southern Relief Road B (Green route alignment)	1.00
1	Southern Relief Road C (Black route alignment)	1.00
1	Southern Relief Road D (Yellow route alignment)	1.00
4	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75
5	Southern Relief Road A (Blue route alignment)	0.50
5	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.50
5	Improved bus priority measures	0.50
5	Bus based Park and Ride	0.50
5	Increase highway capacity at junctions	0.50
5	Raised road/causeway road to the north	0.50
5	HGV rerouting	0.50
5	New local circular bus or DRT service within Whittlesey	0.50
13	Active travel infrastructure improvements	0.25
14	New and improved active travel road crossings of the A605	0.00
15	Speed limit reductions	-0.50

- The best performing options for sustainable growth is the **Southern Relief Road**. These options score well as they could provide the significant additional capacity whilst also allowing for reduced journey times along the A605. Analysis of ANPR data suggested that 20% of all traffic and 45% of HGV traffic could potentially utilise a Southern Relief Road which exceeds the 16% growth in future trips.
- Options that do not perform as well for this objective tend to be those focused on improving other modes such as active travel infrastructure and bus-based options. These options do not offer the potential to accommodate the predicted growth in trips as a result of new developments.
- Speed limit reductions scores poorly for this option as it may result in lower road capacity and throughput and could increase car journey times.

Theme analysis

Objective theme	Main objective	Sub-objective
Connectivity and access to opportunity	2. Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
		2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
		2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.

Rank	Scheme	Connectivity and Access to Opportunity
1	Improved bus priority measures	0.50
1	Bus based Park and Ride	0.50
1	Increase highway capacity at junctions	0.50
1	New local circular bus or DRT service within Whittlesey	0.50
5	Southern Relief Road B (Green route alignment)	0.33
5	Southern Relief Road C (Black route alignment)	0.33
5	Southern Relief Road D (Yellow route alignment)	0.33
5	Raised road/causeway road to the north	0.33
5	Active travel infrastructure improvements	0.33
10	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.17
10	New and improved active travel road crossings of the A605	0.17
10	HGV rerouting	0.17
13	Southern Relief Road A (Blue route alignment)	0.00
13	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.00
15	Speed limit reductions	-0.17

- The best performing options for connectivity and access to opportunity are **bus-based options** as these provide benefits in accessing opportunities and are likely to result in increased public transport patronage. Increased highway capacity at junctions may also result in improved bus reliability as well as providing additional resilience and therefore also scores well.
- Whilst the relief road options score well against improving access to opportunities (2a) and improving the resilience of the network (2c), they do not score as well for supporting the integration of public transport and supporting the use of sustainable modes (2b), therefore the overall score against the main objective for connectivity is not as high.

Theme analysis

Objective theme	Main objective	Sub-objective
Health, wellbeing and sense of community	3. Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
		3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
		3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.

Rank	Scheme	Health, Wellbeing and Sense of Community
1	HGV rerouting	1.00
2	Bus based Park and Ride	0.83
2	New and improved active travel road crossings of the A605	0.83
2	Active travel infrastructure improvements	0.83
5	Southern Relief Road B (Green route alignment)	0.67
5	Southern Relief Road C (Black route alignment)	0.67
5	Southern Relief Road D (Yellow route alignment)	0.67
5	New local circular bus or DRT service within Whittlesey	0.67
9	Southern Relief Road A (Blue route alignment)	0.50
9	Improved bus priority measures	0.50
9	Speed limit reductions	0.50
12	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.33
12	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.33
14	Raised road/causeway road to the north	-0.50
15	Increase highway capacity at junctions	-1.00

- **HGV rerouting** is the best performing option for improved health wellbeing and sense of community.
- HGVs are large, loud and polluting and therefore rerouting these away from the centre of Whittlesey could see great improvements to public health and perceptions within Whittlesey.
- Highway options such as the relief road could result in traffic being taken away from Whittlesey, resulting in benefits along the A605. In comparison the raised road/causeway and increased highway capacity at junctions score very poorly as they could increase traffic levels, therefore contributing to increases in NO2 concentrations, reduced safety, and worse public perceptions of the town centre.

Theme analysis

Objective theme	Main objective	Sub-objective
Environment	1. Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
		4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.

Rank	Scheme	Environmental
1	HGV rerouting	0.39
2	Southern Relief Road B (Green route alignment)	0.33
2	Southern Relief Road C (Black route alignment)	0.33
2	Southern Relief Road D (Yellow route alignment)	0.33
5	Southern Relief Road A (Blue route alignment)	0.28
5	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.28
5	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.28
8	Improved bus priority measures	0.28
8	Bus based Park and Ride	0.28
10	New and improved active travel road crossings of the A605	0.11
10	Active travel infrastructure improvements	0.11
10	New local circular bus or DRT service within Whittlesey	0.11
13	Speed limit reductions	0.00
14	Increase highway capacity at junctions	-0.56
14	Raised road/causeway road to the north	-0.56

- The **rerouting of HGV traffic** is likely to reduce the level of HGV traffic through Whittlesey and therefore this option scores well. It is noted that emissions may increase elsewhere as HGVs undertake alternative (and potentially longer) routes and therefore this option does not score as well against carbon impact (4c).
- The three main **relief road options** also score well against the environment objective as these may contribute to the diversion of traffic away from the centre of Whittlesey. These options may have a high carbon impact (4c) however which reduces their overall performance against this objective.
- Options to provide increased highway capacity at junctions and a raised road score poorly as these could encourage additional tail-pipe emissions and may be carbon intensive to construct.
- Although active travel options may be thought to score well against an environmental objective, it is thought that these options may have no impact on general through traffic (4a) or HGV through traffic (4b).

Consideration of deliverability

- In providing an overall assessment of the long listed options, the case of Deliverability has also been considered.
- The results are included as a sensitivity test to consider what impact matters such as cost, land take, planning requirements, and environmental constraints may have on the overall scoring of the options and their feasibility to deliver.

Rank	Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Deliverability	Total Score
1	HGV rerouting	0.50	0.17	1.00	0.39	0.50	0.51
2	New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.67	0.49
3	Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.56	0.42
4	Bus based Park and Ride	0.50	0.50	0.83	0.28	-0.25	0.37
5	Improved bus priority measures	0.50	0.50	0.50	0.28	-0.06	0.34
6	Southern Relief Road C (Black route alignment)	1.00	0.33	0.67	0.33	-0.64	0.34
7	Southern Relief Road D (Yellow route alignment)	1.00	0.33	0.67	0.33	-0.67	0.33
8	Southern Relief Road B (Green route alignment)	1.00	0.33	0.67	0.33	-0.72	0.32
9	New and improved active travel road crossings of the A605	0.00	0.17	0.83	0.11	0.42	0.31
10	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	-0.61	0.18
11	Southern Relief Road A (Blue route alignment)	0.50	0.00	0.50	0.28	-0.58	0.14
12	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	0.50	0.00	0.33	0.28	-0.64	0.09
13	Speed limit reductions	-0.50	-0.17	0.50	0.00	0.58	0.08
14	Increase highway capacity at junctions	0.50	0.50	-1.00	-0.56	-0.22	-0.16
15	Raised road/causeway road to the north	0.50	0.33	-0.50	-0.56	-0.78	-0.20

Theme analysis

Criteria		
Deliverability	a. Cost	d. Buildability
	b. Delivery timescales	e. Planning requirements
	c. Land requirements	f. Environmental constraints

Rank	Scheme	Deliverability
1	New local circular bus or DRT service within Whittlesey	0.67
2	Speed limit reductions	0.58
3	Active travel infrastructure improvements	0.56
4	HGV rerouting	0.50
5	New and improved active travel road crossings of the A605	0.42
6	Improved bus priority measures	-0.06
7	Increase highway capacity at junctions	-0.22
8	Bus based Park and Ride	-0.25
9	Southern Relief Road A (Blue route alignment)	-0.58
10	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	-0.61
11	Southern Relief Road C (Black route alignment)	-0.64
11	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	-0.64
13	Southern Relief Road D (Yellow route alignment)	-0.67
14	Southern Relief Road B (Green route alignment)	-0.72
15	Raised road/causeway road to the north	-0.78

- **Localised Public Transport, speed limit reductions, Active Travel Infrastructure and HGV rerouting** all score well due to their potential for quicker implementation times, lower costs and limited land acquisition requirements.
- Although HGV rerouting scores relatively well, it would be difficult to deliver this option without significantly affecting businesses in Whittlesey as there are no real viable alternative routes currently serving the industrial estates to the west or south of the town.
- Larger scale interventions, such as a relief road and causeway, score poorly for deliverability due to high assumed costs, land requirements and complexity of their construction.
- Of the relief road options, the black route is deemed the most deliverable.

Packaging options to enhance outcomes

- The options assessment shows that **no single option delivers strongly against all of the objectives**, with the better performing options each having specific areas of strength and weakness.
- By packaging the better performing options that complement each other across the themed objectives, the overall outcomes from investment can potentially be improved.

Scheme	Sustainable Growth	Connectivity and Access to Opportunity	Health, Wellbeing and Sense of Community	Environmental	Total Score
Southern Relief Road	1.00	0.33	0.67	0.33	0.58
Bus based Park and Ride	0.50	0.50	0.83	0.28	0.53
HGV rerouting	0.50	0.17	1.00	0.39	0.51
Improved bus priority measures	0.50	0.50	0.50	0.28	0.44
New local circular bus or DRT service within Whittlesey	0.50	0.50	0.67	0.11	0.44
Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	0.75	0.17	0.33	0.28	0.38
Active travel infrastructure improvements	0.25	0.33	0.83	0.11	0.38

Packaging options to enhance outcomes

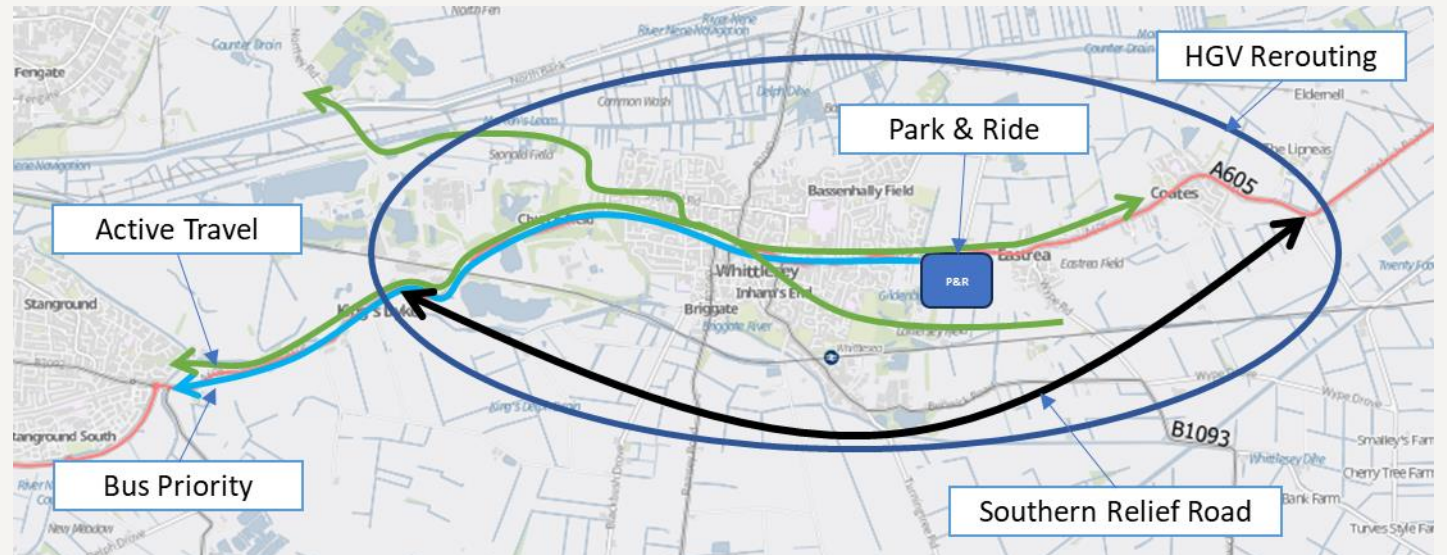
- The **Southern Relief Road** may achieve the sustainable growth ambition but performs less strongly across the other three themes. **HGV rerouting** scores higher against Health, Wellbeing and Sense of Community, as well as the Environmental themed objective, but there are challenges with the viability of the option without a clear alternative route for HGV traffic.
 - ❑ Combining these two options helps to strengthen overall outcomes.
- The delivery of a **relief road** would also release road capacity to enable complementary public transport improvements, such as improved **bus priority**, and/or **active travel infrastructure** enhancements.
 - ❑ By packing these measures together, the overall scheme outcomes would improve in relation to Connectivity and Access to Opportunity, as well as Enhanced Health, Wellbeing and a Sense of Community and improved Environmental conditions for the town.
- For the purpose of packaging, the best performing relief road route alignment (Black route) is proposed to be taken forward. Further investigation of exact routing options will take place at later stages of the scheme development process.

Section 3: Emerging Short Listed Options

Emerging short listed options

For progression to concept design, more detailed appraisal and consultation:

1. **Option 1** - Relief road (black route alignment) including HGV re-routing
2. **Option 2** - Relief road (black route alignment) including HGV re-routing and bus improvements
3. **Option 3** - Relief road (black route alignment) including HGV re-routing and active travel improvements
4. **Option 4** - Bus based Park & Ride



Section 4: Next Steps

Next Steps

Following the completion of the long listing stage, and Project Board approval, the following activities will be undertaken:

- **Concept designs** – for each of the short listed options a high level concept design will be produced.
- **Economic appraisal** – each option will be tested using the available modelling and appraisal tools to undertake a high level economic appraisal to understand performance of each option and their likely value for money.
- **High level costings** – building off the concept designs, high level cost estimates for each option will be produced.
- **Public consultation** – drawing together the outputs from above, the concept designs for the short listed options will be presented to members of the public for consultation.

Appendicies

Appendix A: Full list of initial long listed options

Option no.	Option	Description
1	Northern Relief Road (Red route alignment)	Relief road to the north of Whittlesey between Ralph Butcher Causeway and A605 March Road, east of Coates.
2	Southern Relief Road A (Blue route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and B1093, near Whittlesea Station, linking to industrial areas.
3	Southern Relief Road B (Green route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 Eastrea Road, west of Eastrea.
4	Southern Relief Road C (Black route alignment)	Relief road to the south of Whittlesey between Ralph Butcher Causeway and A605 March Road, east of Coates.
5	Southern Relief Road D (Yellow route alignment)	Relief road to the south of Whittlesey between A605 Whittlesey Road at Cardea Morrisons roundabout and A605 March Road, east of Coates.
6	Southern Relief Road E (involving upgrade of roads to south east and new relief road to the west)	Upgrade of existing roads to the south east (e.g. B1093) and construction of new relief road linking these to the A605 west of Whittlesey.
7	Southern Relief Road F (involving upgrade of roads to south west and new relief road to the east)	Upgrade of existing roads to the south west (e.g. Ramsey Road and B1040) and construction of new relief road linking these to the A605 east of Whittlesey.
8	Clean air zone	Introduction of a cordon with charges for vehicles entering that do not meet emissions standards.
9	Congestion charging	Introduction of a cordon with charges for vehicles entering at certain times of the day.
10	Parking charging	Introduction of car parking charges at Fenland District Council car parks within Whittlesey Town Centre.
11	Parking management	Altering the number or location of parking spaces within Whittlesey
12	HGV weight restrictions	Introduction of additional weight restrictions to manage where HGVs can travel within the town.
13	HGV time restrictions	Introduction of time restrictions to manage when HGVs can travel within the town.
14	Removing traffic generators	Removing traffic generators such as industrial sites from the town to reduce the traffic accessing these.
15	Local circular bus	Circular bus route within Whittlesey, providing connection between Whittlesea Station, town centre, employment sites and residential areas.
16	Demand Responsive Transport (DRT)	Introduction of DRT to provide on-demand public transport service for residents to travel within Whittlesey.
17	Improved bus service frequency	Increasing frequency of bus services in Whittlesey.
18	Improved rail service frequency	Increasing frequency of trains serving Whittlesey.
19	Improved bus priority measures	Improving the attractiveness of bus services within Whittlesey through the introduction of bus priority measures along the A605, helping to improve journey time reliability and speeds.

Appendix A: Full list of initial long listed options

Option no.	Option	Description
20	Bus based Park and Ride	Park and Ride site to the east of Whittlesey, providing parking provision for car journeys from the east (Eastrea/Coates/March) with direct bus service into Whittlesey and Peterborough.
21	Promoting Whittlesea Station as a parkway station	Improved car parking provision at Whittlesea Station and promoting use as an option to Park and Ride. Including connection route (e.g. upgrading route between A605 and New Road via Aqua Park).
22	Shared use path along A605 in Whittlesey town centre	Shared use path along A605 in Whittlesey town centre to provide East-West connectivity and better link NCN 63 through the town.
23	Improvements to NCN Route 63 through Whittlesey	Upgrades to the existing NCN Route 63 within Whittlesey to improve attractiveness, wayfinding and accessibility.
24	Improved active travel connections to the station	Active travel improvements along Station Road to improve access and connectivity between Whittlesey town centre and the station.
25	Shared use path along A605 between Whittlesey, Coates and Eastrea	Shared use path along A605 between Whittlesey, Coates and Eastrea to provide better East-West connectivity.
26	PRoW Improvements	Improvement to the Public Rights of Way along the rivers to the south of Whittlesey.
27	New river bridges	Additional bridges across the rivers to the south of Whittlesey to reduce severance for pedestrians and cyclists.
28	New and improved active travel road crossings of the A605	Additional signalised crossing points of the A605 to reduce severance for pedestrians and cyclists.
29	Speed limits	Reduce speed limits along the A605 to improve safety for road users.
30	Increase highway capacity within Whittlesey	Upgrade of existing roads within Whittlesey to increase highway capacity.
31	Increase junction capacity	Increase capacity of the main junctions through Whittlesey on the A605 (e.g. through roundabout signalisation).
32	Level crossing improvements	Improvements/removal of the level crossing near Whittlesea Station to improve the operation of the highway.
33	Raised road/causeway road to the north	Construction of a raised road/causeway along existing B1040 road to limit impact of flood events.
34	Improved signage	Signage/wayfinding to encourage use of A47 over A605.
35	Improvements to the A47	Increasing resilience of A47 to reduce level of closures that may impact A605, and so people choose the A47 as preferred route over the A605.

Appendix B: Grouping of similar options

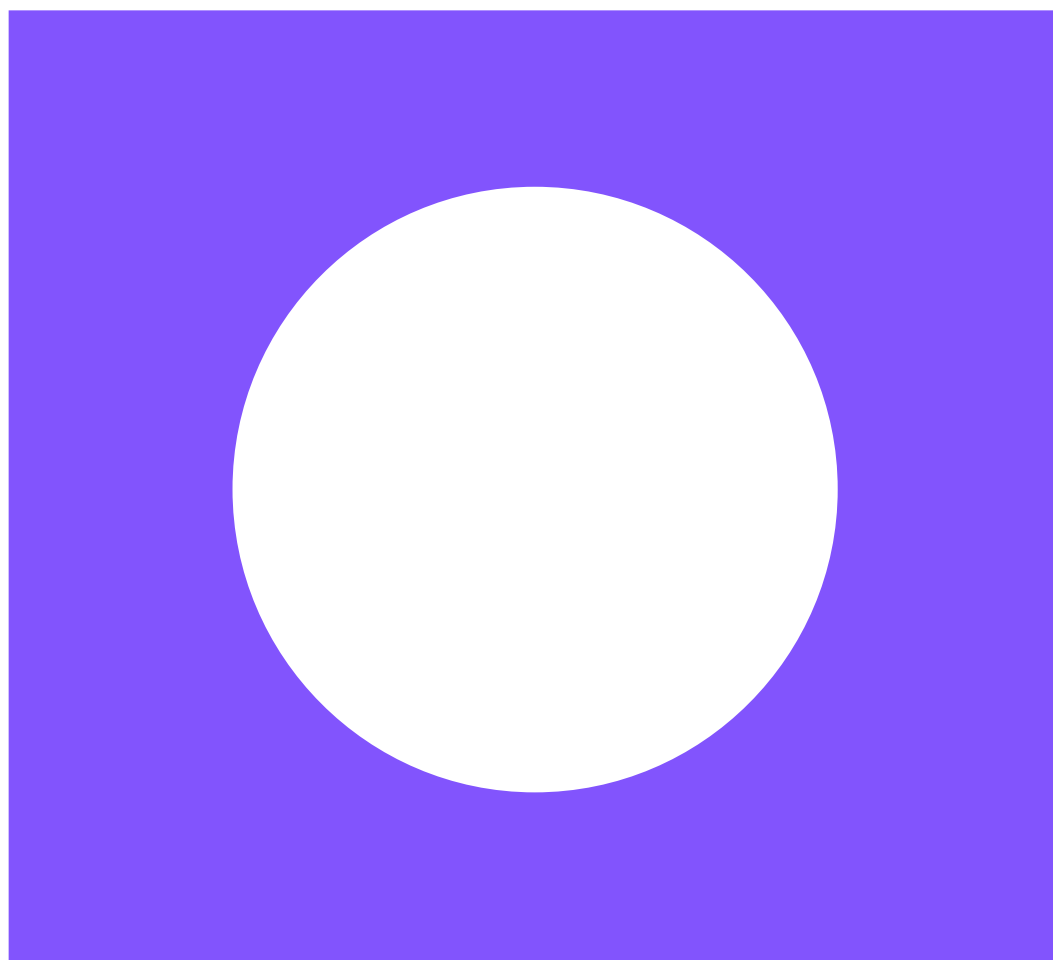
Option no.	Grouped option	Description	Options formed from
20	Bus based Park and Ride	Park and Ride site to the east of Whittlesey, providing parking provision for car journeys from the east (Eastrea/Coates/March) with direct bus service into Whittlesey and Peterborough.	10 / 11 / 20
36	Active travel infrastructure improvements	Improvements to the active travel infrastructure within Whittlesey to improve connectivity (e.g. shared-use paths; footway improvements; cycleways).	22 / 23 / 24 / 25 / 26
37	HGV restrictions	Restrictions on HGV travel within Whittlesey to limit the impact on the network. (e.g. time/weight restrictions).	12 / 13
38	New local circular bus or DRT service within Whittlesey	Introduction of a local circular bus route within Whittlesey, providing connection between key locations. This includes the potential for the service to be demand-responsive.	15 / 16

Appendix C: Pre-sift - discounted options

Option no.	Option	Reason for sifting out
1	Northern Relief Road (Red line route alignment)	There are significant environmental constraints to the north of Whittlesey such as the Whittlesey (Nene) Washes that would likely result in significant opposition to any scheme as well as high costs and negative environmental impacts.
8	Clean air zone	Discount as option is unlikely to be deliverable on a small scale. Air quality also not currently an issue to such an extent that it would warrant this.
9	Congestion charging	Discounted as option is unlikely to be deliverable due to small scale.
10	Parking charging	Discounted as similar to option 11 (parking management)
11	Parking management	Discounted as parking management included within option 20 (bus-based park and ride). This could include parking charges; a reduction in parking spaces and/or relocation of parking to the outskirts of the town centre instead.
12	HGV weight restrictions	Consolidated with HGV time restrictions (see Option 37).
13	HGV time restrictions	Consolidated with HGV weight restrictions (see Option 37).
14	Removing traffic generators	Removing traffic generators from Whittlesey would impact the town greatly. This is not in the Fenland Local Plan and would require significant changes to existing planning documents.
15	Local circular bus	Option has been consolidated with Option 16 for the Initial Sift (see Option 38).
16	Demand Responsive Transport (DRT)	Option has been consolidated with Option 15 for the Initial Sift (see Option 38).
17	Improved bus service frequency	Service frequency is within control of bus operators and therefore this is likely out of scope.
18	Improved rail service frequency	Rail frequency is out of scope. Would require wider changes to the network such as the Ely Capacity Enhancements.
21	Promoting Whittlesea Station as a parkway station	Separate to this scheme, FDC have received funding from CPCA to deliver £3m pound improvements to Whittlesea Station as part of the Whittlesea Station Enhancement Programme.

Appendix C: Pre-sift - discounted options

Option no.	Option	Reason for sifting out
22	Shared use path along A605 in Whittlesey town centre	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
23	Improvements to NCN Route 63 through Whittlesey	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
24	Improved active travel connections to the station	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
25	Shared use path along A605 between Whittlesey, Coates and Eastrea	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
26	PRoW Improvements	Due to high similarity between options and for simplicity purposes, active travel infrastructure improvements have been grouped for the initial sift. (See option 36)
27	New river bridges	Option would have a high cost and low impact. Location of the river to the south of Whittlesey means benefits would be limited
30	Increase highway capacity by widening the A605 within Whittlesey	Significant construction would be required, including potential demolition of houses which was determined to be unfeasible and have large impact on local character.
32	Level crossing improvements	As this is within Network Rail ownership, any changes would be in their remit, therefore out of scope for this project. Separate to this scheme, FDC have received funding from CPCA to deliver £3m pound improvements to Whittlesea Station as part of the Whittlesea Station Enhancement Programme.
34	Improved signage	This would have limited impact in achieving objectives on its own.
35	Improvements to the A47	As this is within National Highways operations, any changes would be in their remit, therefore out of scope for this project.



Whittlesey Relief Road

Appraisal Specification Report

August 2024

This page left intentionally blank for pagination.

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
mottmac.com

Whittlesey Relief Road

Appraisal Specification Report

August 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
P01	Aug 2024	J Vickers Strutt G Moore J Sheppard	C Payne	J Bunney	First draft for client review
P02	Aug 2024	J Vickers Strutt	C Payne	J Bunney	Final

Document reference: 100114563-MMD-BCA-04-RP-BC-014 | P02 |

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Purpose of the Appraisal Specification Report	1
1.2	Document structure	1
2	Scheme Background	2
2.1	Geographic scope	2
2.2	Strategic context	3
2.3	Case for change	4
2.3.1	The current situation	4
2.3.2	The future situation	5
2.3.3	Scheme objectives	7
2.4	The options	8
2.4.1	Option descriptions	10
3	Demand Forecasting Approach	13
3.1	Highway demand assessment	13
3.1.1	Existing transport models	14
3.1.2	Proposed approach	19
3.2	Bus demand assessment	22
3.2.1	Travel hub	22
3.2.2	Bus priority	23
3.3	Active travel demand assessment	24
4	Appraisal Approach	25
4.1	Appraisal approach summary	25
4.1.1	Highway user impacts	25
4.1.2	Bus user impacts	26
4.1.3	Active travel impacts	26
4.1.4	Accident impacts	27
4.1.5	Environmental impacts	27
4.1.6	Social impacts	28
4.1.7	Distributional impacts	28
4.1.8	Wider economic impacts	28
4.2	Reporting and appraisal outputs	29
5	Appendices	30
A.	Appraisal Specification Summary Table	31

B. Long List Options Assessment Report 33

Tables

Table 2.1: Scheme objectives	7
Table 2.2: Scheme measurable sub-objectives	8
Table 2.3: Shortlist option descriptions	10
Table 4.1: Summary of appraisal approach	25

Figures

Figure 2.1: Location of Whittlesey	2
Figure 2.2: Whittlesey road network	3
Figure 2.3: Housing and employment plans (2023)	6
Figure 2.4: Whittlesey housing and employment commitments (2023)	7
Figure 2.5: Long list options identification and assessment process	9
Figure 2.6: Shortlisted options	9
Figure 3.1: PTM3 SATURN network	16
Figure 3.2: PTM3 zoning system	17
Figure 3.3: ANPR site locations	19

Photos

Photo 2.1: A605 / B1040 Junction	4
Photo 2.2: Street view of Church Street and Cemetery Road	5

Tables – Appendices

Table A.1: Appraisal Specification Summary Table	31
--	----

1 Introduction

This Appraisal Specification Report (ASR) has been prepared to accompany the Strategic Outline Business Case (SOC) for the Whittlesey Relief Road Scheme, hereafter referred to as 'the Scheme'. This ASR summarises the appraisal approach that will be adopted for the SOC to appraise the shortlisted options.

1.1 Purpose of the Appraisal Specification Report

This ASR forms part of the Transport Appraisal process as defined by the Department for Transport (DfT) in the Transport Analysis Guidance (TAG): The Transport Appraisal Process (May 2018), and the Cambridgeshire and Peterborough Combined Authority Single Assurance Framework (2023). In line with this guidance, this ASR sets out the:

- Proposed approach to demand forecasting; and,
- Proposed methodology for appraising impacts as presented in the Appraisal Summary Table (AST).

Included as part of this ASR is the Appraisal Specification Summary Table (ASST) (Appendix A) which summarises the proposed methodology for appraisal against each of the impacts that will be reported in the final AST and presented within the Economic Dimension of the SOC.

This ASR is reflective of the current appraisal approach adopted for the Scheme as part of the development of the SOC. This ASR will be reviewed and updated to capture any changes in the appraisal approach should reason to revisit the approach arise. For example, if there are changes to the proposed interventions, or if more appropriate alternative appraisal methods are identified, or if new guidance is published. Where any changes are proposed, these will be agreed with Fenland District Council (FDC) and the Cambridgeshire and Peterborough Combined Authority (CPCA).

1.2 Document structure

Following this introductory section, the report continues to discuss:

- Section 2: Scheme Background
- Section 3: Demand Forecasting Approach
- Section 4: Appraisal Approach

2 Scheme Background

Previous studies examining the issues within the town of Whittlesey have identified growing pressures from the growth in new housing and employment sites within and around the town. In particular the issues arising from traffic on the historic nature of the town, its people, and how this is leading to constraints on growth and the benefits of this growth being felt by residents and businesses.

The idea for a relief road as a solution that could help alleviate traffic in the town, in particular heavy goods vehicles, has been around for a number of years. However, whilst the background to this scheme is based on the concept that a relief road could be delivered; it has been highlighted by the Cambridgeshire and Peterborough Combined Authority (CPCA), Cambridgeshire County Council (CCC), and the Fenland District Council (FDC) that there is still a need to fully explore the issues and opportunities underpinning the concept of a relief road, and to explore more widely if there are other solutions that should be considered.

As such, an SOC is being developed to present the case for the Scheme and set out options that have been identified and considered, that could meet the needs of Whittlesey.

2.1 Geographic scope

The location context Whittlesey is shown in Figure 2.1, with the extent of the corridor under consideration extending from the east of Peterborough where the A605 meets the Cardea roundabout, to the east of the village of Coates.

Figure 2.1: Location of Whittlesey



2.2 Strategic context

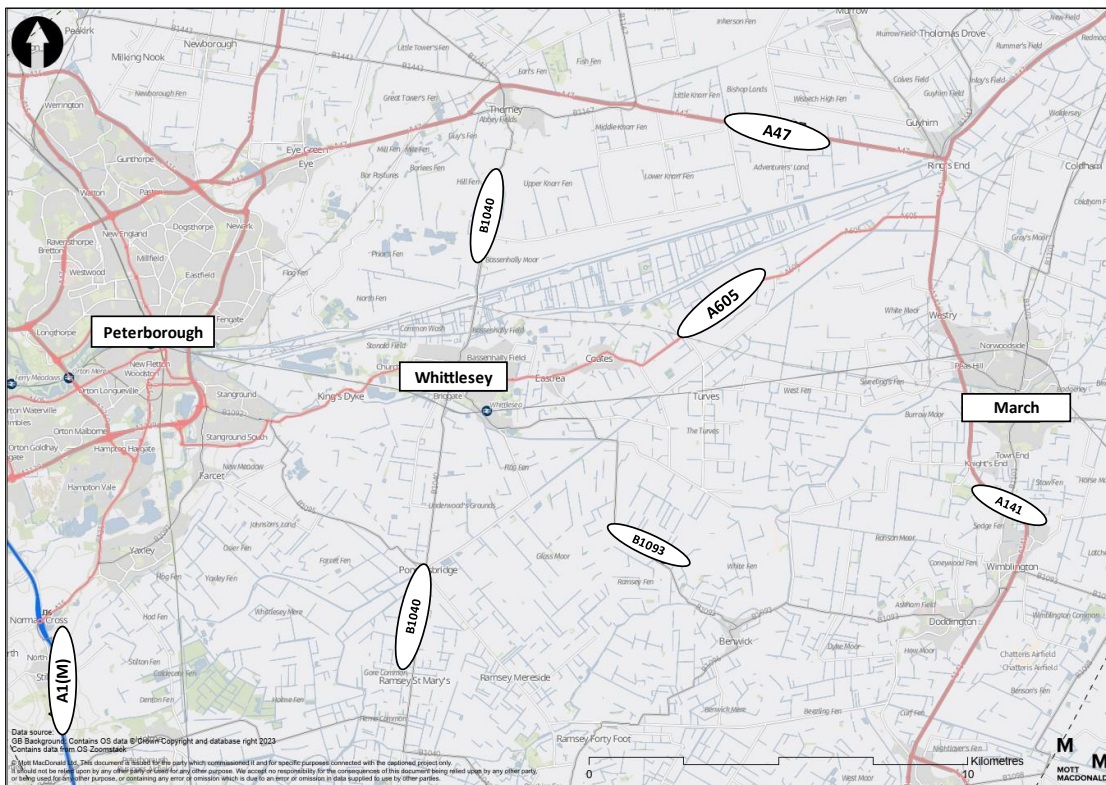
Whittlesey is a historic market town with an approximate population of 18,000 and is situated in Fenland to the east of Peterborough. The town has a rich heritage and culture, with a long-established history, even being mentioned in Anglo-Saxon documents that precede the Domesday Book. The town has many historical features at its heart, such as the 17th Century Buttercross, and Mud Walls dotted across the town that date back 200 years.

With its historic nature and many historic buildings and narrow streets, the town has a distinctive and attractive offer to those who live there, and those who choose to travel there for work and leisure opportunities. However, these same features that make the town attractive, also create some impacts that are less conducive with modern day living, particularly in relation to access and transport.

To the east there are the Fenland market towns of March and Wisbech, with the smaller villages of Coates, Eastrea, Pondersbridge and Turves situated in the area immediately surrounding Whittlesey. A lot of the surrounding area to the town is farmland, although closer to the edges of the town are substantial industrial areas. To the north lies the Fenland washes, which act as a natural flood water storage area.

The A47 and A605 are the most significant links between Peterborough and the Fenlands area, with the latter passing directly through Whittlesey. The B1040 is the main north-south route through the town, connecting to the A605 at one of the key town centre junctions, whilst the B1093 provides further connections to the southeast.

Figure 2.2: Whittlesey road network



Sourcehe town benefits from its proximity to Peterborough, which lies approximately 8km to the west. This is reflected in the Cambridgeshire and Peterborough Independent Economic Review (CPIER) 2018 which recognised that Whittlesey is considered much more a part of the Greater Peterborough economic geography, compared to the rest of Fenland. This creates opportunities

for residents to work, study, and shop in Peterborough, whilst still maintaining a proudly independent identity and distinct local culture.

Whittlesey can offer the ‘best of both worlds’ to current and future residents: the sense of community, calm and proximity to the countryside offered by a market town, alongside the benefits of being situated so close to a bustling and vibrant city, with everything that it has to offer. A key focus for the town is how it can further benefit from that connection, while also offering something distinct as a place to visit and spend time.

2.3 Case for change

2.3.1 The current situation

- Whittlesey sits on the A605 which is one of the key routes for east-west traffic between Peterborough and the Fenland market towns. Whilst the A47 to the north of the town offers an alternative route, it is not necessarily always more convenient, and itself can suffer from congestion, leading to traffic travelling across the region choosing to travel along the A605 and through Whittlesey.
- Car trips dominate travel within Whittlesey with 75% of all traffic along the A605 through the town being made up of cars¹. Whilst there are local schools, shops and health centres within the town, there are also significantly larger trip attractors outside of the town in places such as Peterborough that induce trips. These are not well connected by alternative modes to private vehicles, with limited rail (12 trains per day to Peterborough) and bus services (14 per day to Peterborough) serving the town.

Photo 2.1: A605 / B1040 Junction

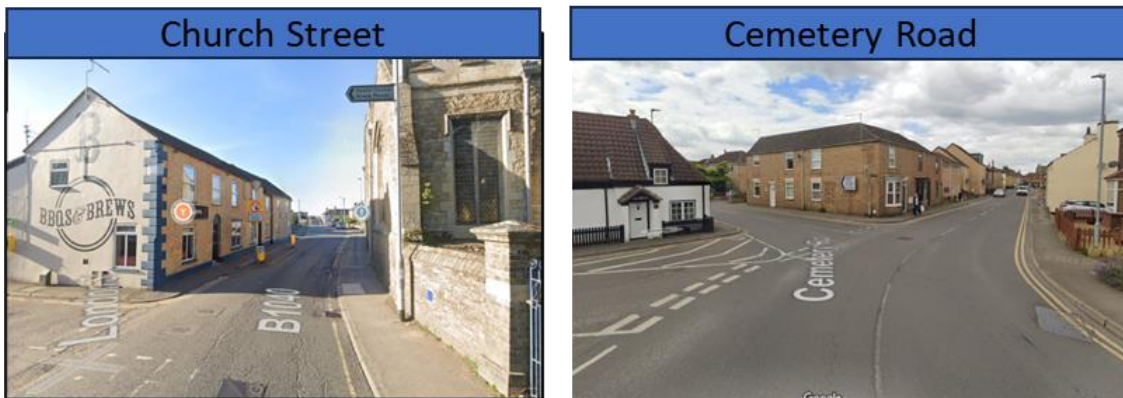


Source: Mott MacDonald – Site Visit October 2023

¹ CCC - Traffic Monitoring Report (2021)

- As well as vehicle trips originating from the town, around 40% of general highway traffic is recorded as passing through and not stopping during AM Peak². For Heavy Goods Vehicles (HGVs) this is even greater, with 68% of HGVs not stopping in the centre itself³.
- The cause for the HGV movements is due to there being a number of large industrial employment sites located around the town, as well as the fact that the A605 forming part of the National Highways diversion route, therefore being a key route for freight, with few restrictions.
- A key issue with the traffic moving along the A605 through Whittlesey, is that the road network in the town is not best suited to the high level of car and HGV movements. The images below show the types of roads that HGVs transverse through the town.

Photo 2.2: Street view of Church Street and Cemetery Road



Source: Google Street View

- The A605 segregates the town, and does not contribute to the sense of place, the historic environment and market town identity, which is so important for a market town such as Whittlesey.
- Further to this, the negative impact of this traffic can be seen whereby the clusters of collisions at key junctions in the town, in particular at the A605/B1040 junction, which has seen 1 fatal pedestrian accident in past 5 years, and 3 serious accidents involving cyclists⁴.
- Road closures are also an issue on the wider network, that impact the A605, including on the A47 when there are road traffic accidents, and the B1040 when there are flooding events. These are reported as contributing to higher levels of traffic diverting through the town further contributing to the negative impacts associated with traffic.

2.3.2 The future situation

Considering the current issues, it is important to examine the future situation, and ask the question how the town of Whittlesey may be impacted. The key points to highlight that will impact on the future situation are as follows:

- There is large growth planned within the region during the next decade. This includes 5,550 new houses and 212ha of new employment to the east of Whittlesey, and 875 new houses and 31ha of new employment planned for the town itself.⁵

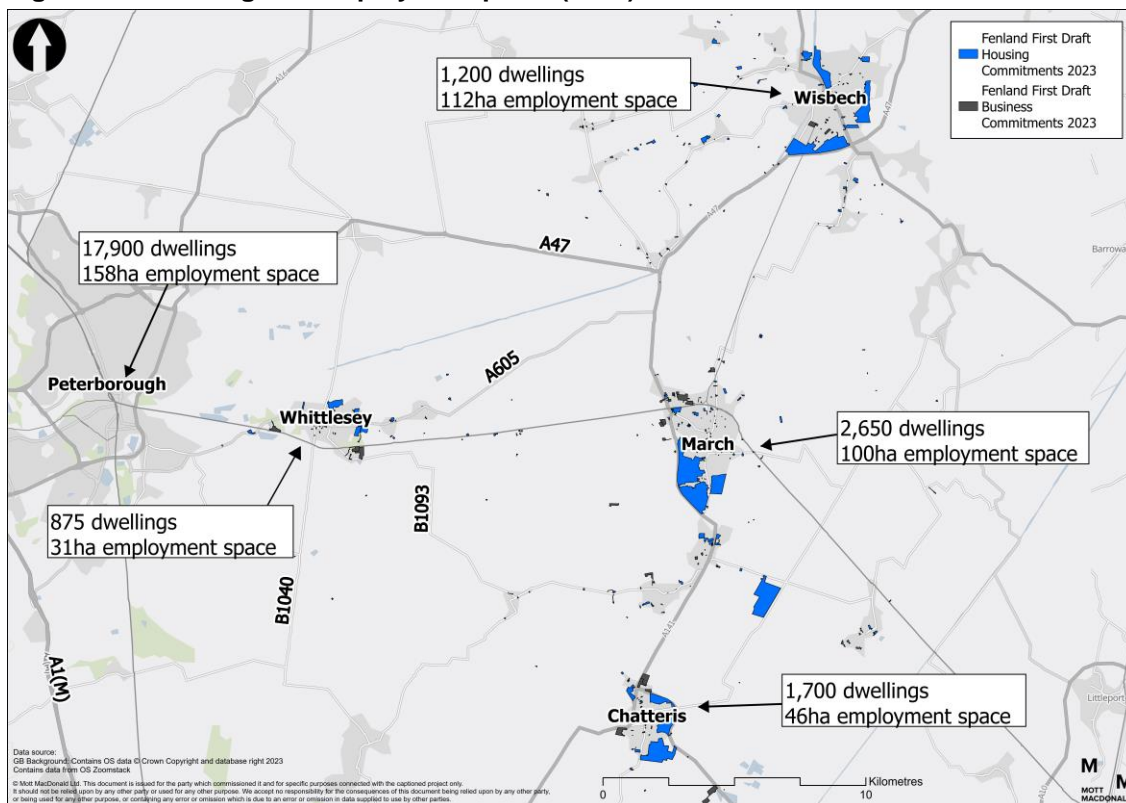
² Automatic Number Plate Recognition (ANPR) Surveys (November/December 2023)

³ ANPR Surveys (November/December 2023)

⁴ CCC - Road traffic collision records in Whittlesey (January 2017 – August 2023)

⁵ FDC Draft Local Plan

Figure 2.3: Housing and employment plans (2023)



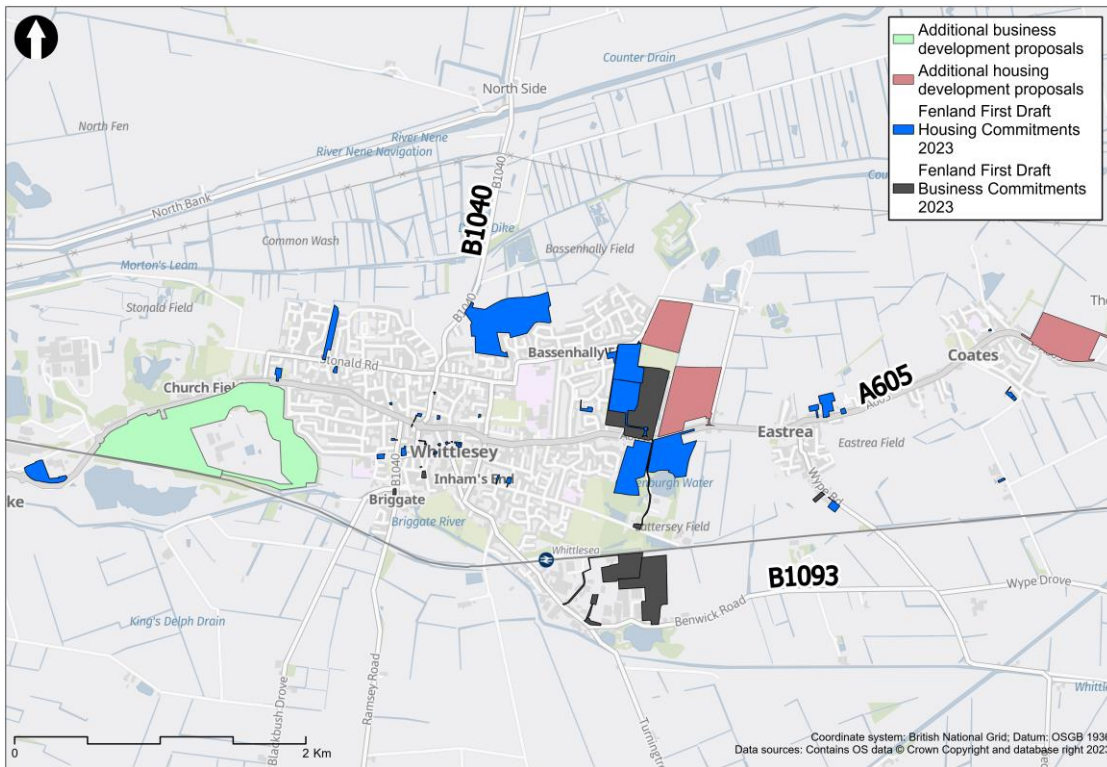
Source: FDC Draft Local Plan; Peterborough Local Plan* (*Includes City centre and urban area allocations only)

- Fenland's population is forecast to grow by 16% by 2040.⁶ This growth is likely to exacerbate known issues on the transport network due to scale and the location of proposed development, which is primarily located to the east of town, furthest from Peterborough which is a key destination for trips.
- Whilst there is currently a high proportion of people aged 65+, the growth in new housing and employment sites offer great opportunities for employment and for younger families to relocated to the town. This is likely to result in a change in local demographics, and whilst this will contribute to the economic growth of the local area, this expected growth in Whittlesey and the surrounding area will place more strain on the local transport system.
- Key junctions along the A605 through Whittlesey are currently reaching capacity and are unlikely to cope with significant further growth of vehicle trips. Previous studies have identified capacity issues at the A605/B1040 roundabout. A Transport Assessment written to accompany a commercial planning application in 2020 forecasted that the junction is already over capacity in the 2020 baseline model and would exceed capacity in the 2025 and 2030 future years. The assessment forecast an increase in delays from 47.57s to 246.23s between 2020 and 2025 along the A605 Syers Lane during the AM peak, with delays worsening and the junction also operating over capacity along A605 Syers Lane and B1040 Broad Lane during the PM peak⁷. These delays would likely lead to larger queues and more congestion in the centre of Whittlesey.
- Whilst air quality as a result of traffic is not a significant issue at present, air quality could worsen if future growth in the demand for travel from / to and through the town increases, and the dependency on private vehicles as the main mode of transport persists.

⁶ ONS - Population projections for local authorities: Table 2 - Office for National Statistics

⁷ F/YR20/O357/O Planning Application - Churchfields Farm Transport Assessment - Traffic modelling for the A605/B1040 Orchard Street/Broad Street roundabout (WSP/Kings Dyke Business Park Ltd 2020)

Figure 2.4: Whittlesey housing and employment commitments (2023)



Source: FDC Draft Local Plan

2.3.3 Scheme objectives

Taking into account the current issues and the future situation, a set of scheme objectives have been established. The objectives also reflect current policy and strategy at a national, regional and local level, and will guide the solution and option selection, so that the option short list is targeted towards meeting the needs of Whittlesey and the surrounding area.

The Scheme objectives that have been established to provide the overarching direction of the scheme are set out in Table 2.1.

Table 2.1: Scheme objectives

Objective Theme	Main Objective
1. Sustainable Growth:	Enable the transport network in Whittlesey to have sufficient capacity to support planned economic development and population growth in a sustainable manner.
2. Connectivity and access to opportunity:	Address the current transport network congestion and service constraints within Whittlesey to improve local and regional connectivity for all.
3. Health, wellbeing and sense of community:	Improve the health and wellbeing for all social groups along the A605 corridor through Whittlesey by reducing the impacts from poor air quality and poor road safety.
4. Environment:	Reduce the impact of traffic upon the historic environment of the town and contribute to wider reductions in carbon emissions.

For each scheme objective a series of measurable sub-objectives have been identified that inform the assessment criteria used to test the options and identify the best performing solution. These are set out in Table 2.2.

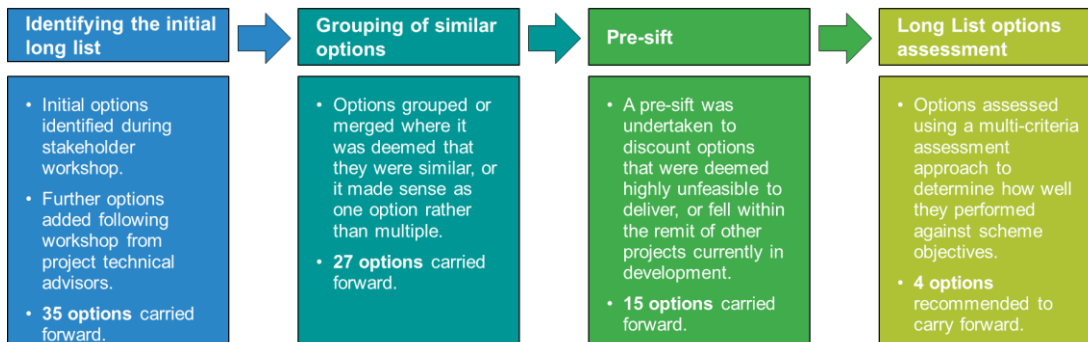
Table 2.2: Scheme measurable sub-objectives

Main objective theme	Sub-objective
1. Sustainable Growth:	1a. Provide additional transport capacity to accommodate 16% growth in future trips in Whittlesey.
	1b. Reduce the average car journey time in the peak periods by 10% for journeys along the A605 through Whittlesey.
2. Connectivity and access to opportunity:	2a. Increase the number of local and regional educational and employment opportunities accessible within 30 minutes for residents in Whittlesey.
	2b. Improve the integration of transport modes to provide viable sustainable travel options for all, leading to a 25% growth in public transport patronage.
	2c. Improve the resilience of the transport network within Whittlesey so that traffic speeds do not decrease by more than 25% during a road closure event along the A605.
3. Health, wellbeing and sense of community:	3a. Improve health and wellbeing for all social groups along the corridor and ensure annual NO2 concentrations remain at, or below, current levels, despite growth in trips.
	3b. Improve the safety for the travelling public, with a 50% reduction in collisions involving pedestrians and cyclists within Whittlesey by 2030.
	3c. Enhance the public realm within Whittlesey so that it puts people first and promotes active lifestyles, improving public perceptions of Whittlesey town centre by 10%.
4. Environment	4a. Reduce general through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
	4b. Reduce HGV through traffic by 15% to ensure the natural, historic and built environment of Whittlesey is protected and enhanced.
	4c. Reduce the carbon impact from transport emissions and limit the embedded carbon impact from the delivery of any solution.

2.4 The options

The process for identifying and assessing the long listed options is set out in the Long List Options Assessment Report (Appendix B). In summary this captures how the Scheme identified a long list of potential options through stakeholder engagement, and with advisory input. These options were sifted before an assessment against the sub-objectives was carried out using a multi-criteria scoring approach. Figure 2.5 summarises the steps taken to arrive at a shortlist of four options.

Figure 2.5: Long list options identification and assessment process



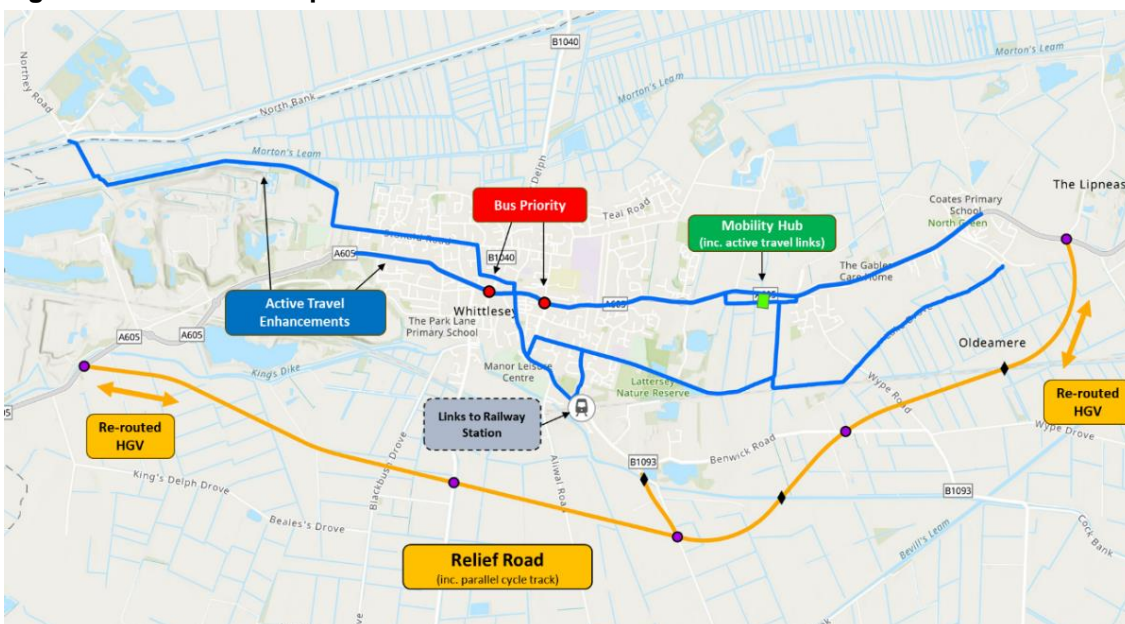
Source: Mott MacDonald

The results of the long list options assessment outputs suggest that no single option is likely to deliver strongly against all Scheme objectives. Therefore, the conclusion of the long listing stage was that by packaging options together, where they complement each other across the themed objectives, the overall Scheme objectives could be met. The final four short listed options therefore reflect this packaging approach.

These options were progressed to concept design and will be subject of more detailed appraisal and public consultation. The options include:

- Option 1** - Relief road (black route alignment) including HGV re-routing.
- Option 2** - Relief road (black route alignment) including HGV re-routing and bus improvements.
- Option 3** - Relief road (black route alignment) including HGV re-routing and active travel improvements.
- Option 4** - Bus based travel hub with active travel links.

Figure 2.6: Shortlisted options



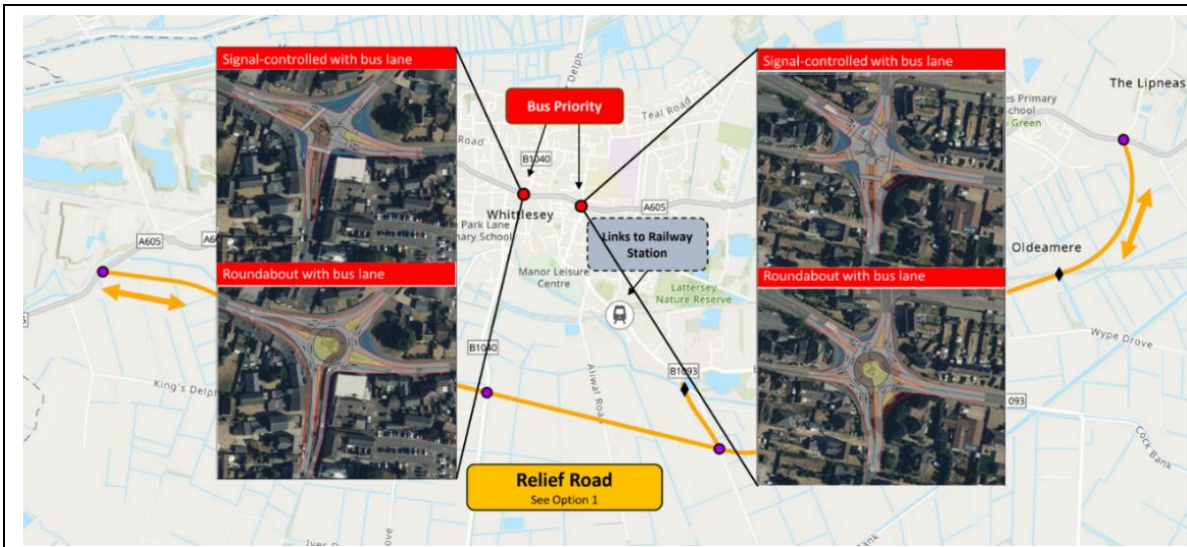
Source: Mott MacDonald

2.4.1 Option descriptions

Each of the four options are described in more detail below in Table 2.3.

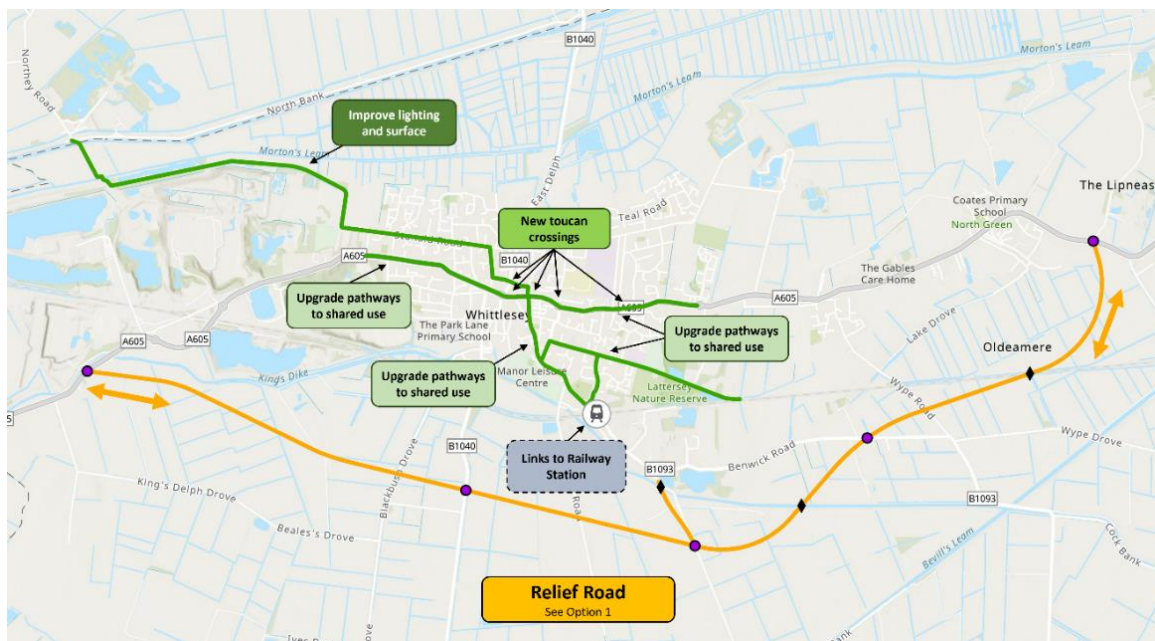
Table 2.3: Shortlist option descriptions

Option	Description
<p>Option 1 – Relief Road with HGV re-routing</p>	<p>A new single carriageway road running to the south of Whittlesey town centre, that includes a parallel cycle track. Coming from the west of the town, the new road would divert from the A605 to the south of King’s Dyke, running across fields to link into Turningtree Road, to the south of Station Road, enabling access to Whittlesea railway station. The road would then continue to the east, crossing over Whittlesey Dyke and the railway line, before connecting back into the A605 at Wisbech Road. The road would include junctions at key intersects with roads connecting into Whittlesey, including the B1093 Turningtree Road to allow access to the railway station and industrial sites to the south of the town, and Wype Road to allow access to Eastrea.</p>
<p>Option 2 – Relief Road with HGV re-routing and bus priority improvements</p>	<p>As with Option 1, but to also include the introduction of new bus priority measures through the town and along the A605 to Peterborough. Measures will be introduced at the junctions between A605 and B1040, and the A605 and B1093, that will provide priority for buses accessing these roundabouts. This could be in the form of either enhancing the current roundabouts to provide a bus lane through them, or through the introduction of signal-controlled junctions that would allow for buses to be given priority. Enhanced pedestrian crossing facilities are also introduced in the form of either islands or traffic lights. This option could see a downgrade in road space for cars at these junctions to provide bus priority.</p>



Option 3 – Relief Road with HGV re-routing and active travel improvements

As with Option 1, but to also include the introduction of new active travel improvements through the town and along the A605. This will include segregated active travel provision where possible along the A605 through the town, including enhanced junctions with greater priority for active travel to allow for safe and seamless connections across the town, and the A605. Improvements will be made to National Cycle Network route 63 through the town, from the northwest outskirts of the town to Lattersey Nature Reserve. This will also include an improved cycle link to the station along Station Road from the A605, New Road, and Hawthorne Drive.



Option 4 – Mobility Hub with active travel improvements

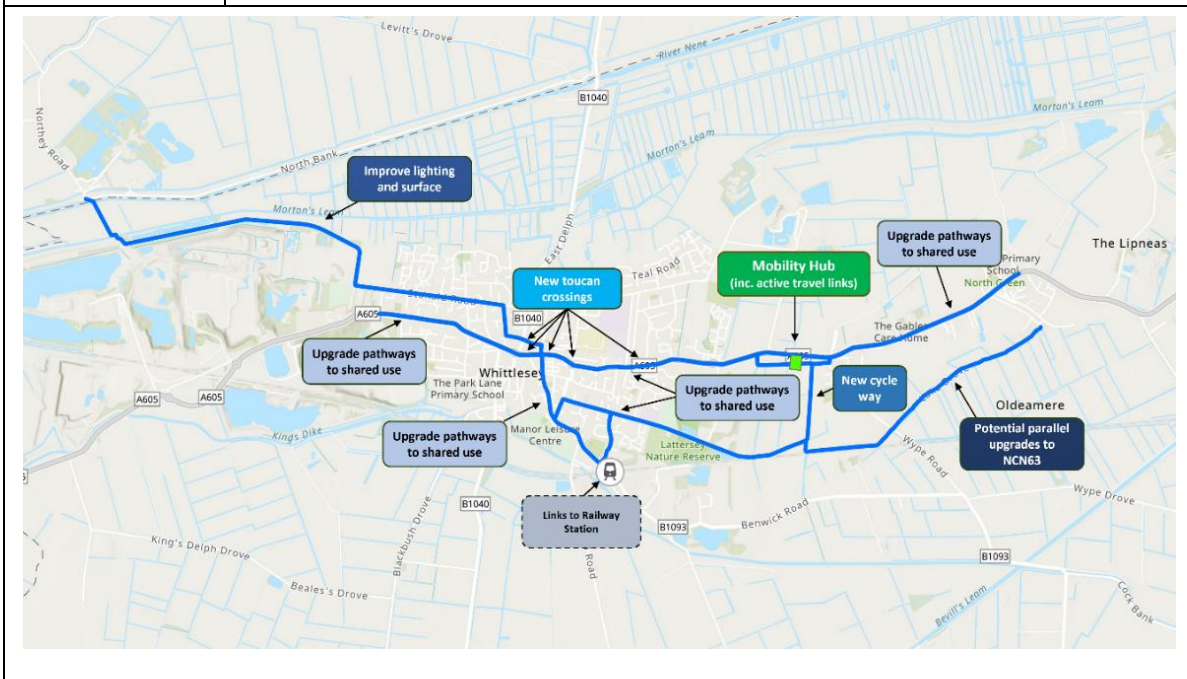
A new Mobility Hub located to the east of the town which can improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. To include improved active travel provision from across the town to both the Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car.

Mobility Hub Assumptions:

Provision for circa 200 spaces, including for blue badge holders, and cycle storage facilities.

Provision of seating and waiting facilities, with the potential also for bike pumps, toilets and showering facilities.

Assumed that in order to attract users the site, it would be served by either dedicated services, or by existing services with higher frequency (circa 2 buses per hour), offering an express-type service to Peterborough with limited stops i.e. Whittlesey town centre and Peterborough city centre.



The following sections of this report set out how these options will be appraised alongside a Do Minimum.

3 Demand Forecasting Approach

This section sets out the proposed demand forecasting approach for the core elements of the Scheme options being appraised, including highway, bus and active travel.

3.1 Highway demand assessment

The proposed approach to the demand forecasting for the highways elements of the Scheme options at SOC stage has been informed by guidance set out in TAG, and The Transport Appraisal Process (May 2018) and Guidance for the Technical Project Manager (May 2018) in particular.

The latter document explains that initial appraisal is expected to be proportionate, to utilise readily available data and that, *“whilst the use of transport models to extract evidence at this stage would be desirable, it is not generally required for promoters to build a comprehensive transport model at this stage”*⁸.

The Transport Appraisal Process guidance document also notes that, *“While the presumption is that more complex models will not be needed for Stage 1, existing transport models should be considered where sufficiently contemporary in nature and developed to acceptable standards. If an existing transport model does not exist or is not suitable for a particular study, consideration must be given to whether to commit resources to developing a model at this stage of the process, and to the required complexity of that model. Analysts should be clear that a transport model will add sufficient value to the more basic methods of analysis which could be undertaken at this stage of the process.”*⁹

Therefore, whilst there is a need for proportionality at SOC, it is also clear that utilising tools that are not suitable (e.g., models that are not suitable for a particular study) to assess scheme options is not appropriate and could lead to incorrect conclusions being drawn.

Given the above guidance, a review has been taken to understand the availability and suitability of existing transport models of the area. This review is summarised in section 3.1.1. The conclusion of the model review is that the existing transport model for the area is unlikely to be suitable to inform scheme appraisal at this stage, although it could be used to inform and develop the Strategic Dimension of the scheme.

It is considered that the enhancements likely to be necessary to develop a suitable model to inform the demand assessment of the Scheme will not add sufficient value over other methods of analysis that are now proposed to be undertaken at this stage of the process instead.

The proposed approach to the demand assessment for highway elements of the Scheme options, and the appraisal of these options at this stage at SOC is therefore to develop a quantitative spreadsheet-based model. This will enable the potential highway impacts of the relief road options to be estimated, including the potential level of demand that would use a relief road, as well as travel time and vehicle operating cost impacts. More information on the proposed approach is set out in section 3.1.2.

⁸ TAG Guidance for Technical Project Manager (May 2018)

⁹ TAG Guidance for Technical Project Manager (May 2018)

3.1.1 Existing transport models

As noted above, a review of the availability and suitability of existing transport models of the area has been undertaken. This is summarised within this sub-section.

The following transport models have been identified as being available or are understood to be in the process of being developed:

- Peterborough Transportation Model 3 (PTM3);
- Peterborough Transportation Model 4 (PTM4); and
- Cambridgeshire and Peterborough Combined Authority Model (CAPCAM).

At the time of writing, it is understood that both PTM4 and CAPCAM are under development and completion dates are uncertain¹⁰. It is therefore assumed that these models will not be available for use at SOC, and no further consideration is given to them within this ASR.

3.1.1.1 PTM3 2023 'refresh'

As explained within the review of the existing PTM3 (see section 3.1.1.2), the existing model has a 2019 Base year, but it is understood that a 'refresh' of PTM3 to account for the impact of the COVID-19 pandemic is currently being finalised.

The PTM3 refresh is understood to involve a simple factoring of the 2019 demand matrices, the inclusion of recently completed transport schemes¹¹ and subsequent comparisons of updated modelled flows against 2023 observed traffic data. It is understood that no structural changes are being implemented to the model network or zoning system in the vicinity of Whittlesey, and no new or additional validation/calibration count sites or journey time routes are being included. The model refresh is primarily being undertaken in relation to the Peterborough Station Quarter scheme.

In summary, whilst the 2023 'refresh' should help to provide a model that is sufficiently contemporary in nature, other limitations of the model in terms of its suitability for use in the appraisal this Scheme are likely to remain. These limitations are identified in section 3.1.1.2. It is also noted that the model refresh is in the process of being finalised and/or approved and, at the time of writing, it is not certain when it would be available and whether this would align with the programme for developing and delivering the SOC.

However, if the model becomes available during the development of the SOC, it has the potential to be used in informing and developing the Strategic Dimension. This could include, for example, initial tests using the model to understand issues and high-level strategic impacts relating to the closure (due to flooding) of the B1040 to the north of Whittlesey. However, it is anticipated that the model will not be suitable for informing the demand assessment and economic appraisal of the Scheme options even at SOC.

3.1.1.2 Existing PTM3

Overview

As noted above, the existing PTM3 includes all main A and B roads (and some minor roads) in and around the Peterborough Unitary Authority area. It therefore includes a representation of Whittlesey, although its representation is relatively coarse and simplistic due to the town's location on the periphery of the model's simulation area.

¹⁰ PTM4 was previously expected to be completed in early-2024 but this has not transpired.

¹¹ Including the A605 Ralph Butcher Causeway scheme, which replaced a level crossing on the A605 to the west of Whittlesey.

The PTM3 Local Model Validation Report (LMVR) has been obtained, as have the existing Base year and forecast future year models and the model zoning system. This information has informed the model review, which is summarised below.

Model type and structure

The PTM3 is a SATURN-based highway assignment model. It does not include public transport assignment or variable demand model (VDM) components. The absence of these components is not likely to be a material concern at SOC stage, though it will limit its ability to assess public transport options and the lack of a VDM needs to be recognised as a limitation. These potential limitations would need to be considered as the Scheme progresses beyond SOC.

Base year

The existing PTM3 has a base year of 2019. As noted previously, it is currently undergoing what is understood to be a relatively simplistic 'refresh' to update its base year to 2023 (i.e., post-COVID). The refresh will not involve updates to the underlying demand data used in the model (i.e., demand matrices will continue to be based on data from 2019) and will instead entail factoring of the demand using traffic count data.

Time periods

The model includes a representation of a weekday AM peak hour (08:00-09:00), inter peak hour (14:00-15:00) and a PM peak hour (17:00-18:00). These modelled time periods should be appropriate for modelling and appraisal of scheme options at this stage of scheme development. Further analysis and consideration would need to be given to confirm the appropriateness of these time periods as the Scheme progresses beyond SOC.

Demand segmentation

Demand within the model is segmented into the following user classes:

- Car Commute;
- Car Employers' Business;
- Car Other;
- Light Goods Vehicles (LGV); and
- Heavy Goods Vehicles (HGV).

This level of demand segmentation (vehicle types and journey purposes) should be appropriate for modelling and appraisal of the Scheme options at SOC.

Data

Various data sources have been used in the development of the existing (2019 Base) PTM3. These are summarised below:

- Matrix data
 - Demand matrices were developed primarily using Mobile Network Data (MND) collected on Mondays to Thursdays in March 2019, and supplemented with data from the UK Census, the National Trip End Model (NTEM v7.2), the National Travel Survey (NTS) and traffic count data.
 - Although detail is lacking within the LMVR, the 2019 demand matrices appear to have been developed appropriately using MND, with synthetic matrices used to infill short distance trips for example.

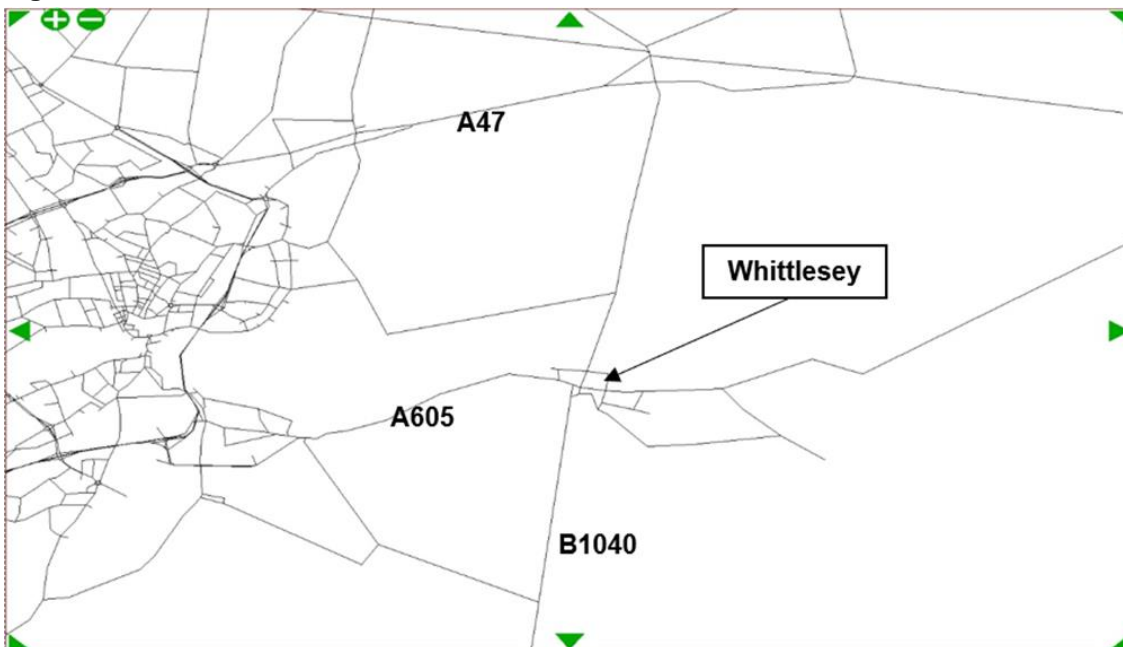
- The reliance on pre-COVID matrix data and non-current NTEM data¹² is recognised as a potential limitation of PTM3, noting that the PTM3 ‘refresh’ does not involve the use of post-COVID data to update the prior matrices.
- Traffic count data
 - The LMVR notes that Manual Classified Turning and Link Counts (MCCs) were undertaken in September 2019 and used for model calibration and validation purposes.
 - It is not clear whether longer term Automatic Traffic Counts (ATCs) have been used in model development.
 - The location of traffic data used in model calibration and validation is not clearly identified within the LMVR, but it appears that some calibration or validation counts are included in the model on all main routes into Whittlesey, plus some sites within the town itself.
- Journey time data
 - TrafficMaster journey time data collected in October 2017 has been used to validate journey times on a selection of routes within PTM3.
 - No journey time validation routes are included in or around Whittlesey.

In conclusion, there are limitations and uncertainties with the data used in the development of the existing PTM3. In particular, the lack of journey time validation through Whittlesey is a limitation that is recommended would need to be addressed at SOC if PTM3 were to be used. More detailed review of the data used in model development would need to be undertaken ahead of further business case stages.

Model network

The model highway network in the vicinity of Whittlesey is shown in Figure 3.1.

Figure 3.1: PTM3 SATURN network



Source: PTM3

The highway network within the existing (2019 Base) model includes most routes into Whittlesey, with the exception of the B1093 between the town and Benwick to the southeast.

¹² The latest version of NTEM is version 8.

The network is also relatively coarse within Whittlesey itself, but this is not likely to be a material limitation at SOC, noting that key junctions appear to be represented in the model.

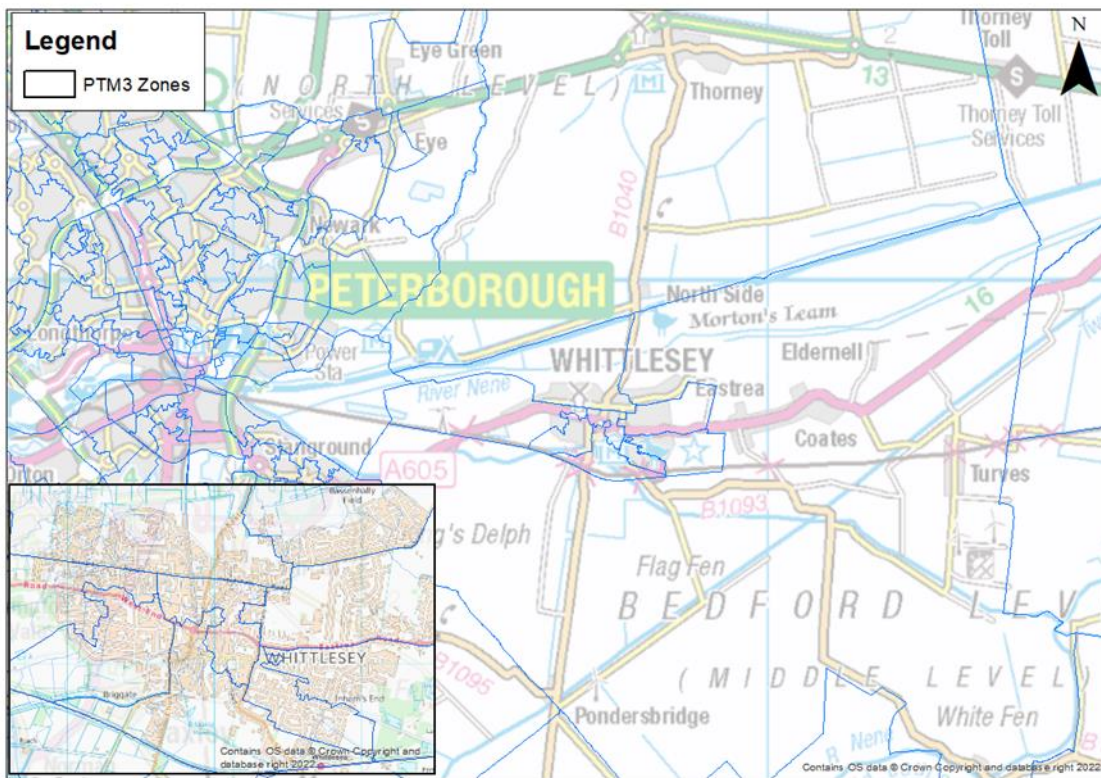
However, as noted above, the lack of journey time validation through Whittlesey means that confidence that the model (in terms of supply and demand) within the town is representative of observed conditions is low. In essence, though key junctions in the town are represented within the network there is only limited confidence that they operate as expected in the model.

While the 2019 Base model does not include the A605 Ralph Butcher Causeway scheme (a bridge replacing a level crossing on the A605 to the west of the town), it is understood that the model 'refresh' incorporates this scheme.

Model zoning system

As noted in the Whittlesey Relief Road Scheme Gap Analysis Report (November 2023), the model zoning system is coarse in the Whittlesey area. The zoning system is shown in Figure 3.2.

Figure 3.2: PTM3 zoning system



Source: PTM3 and Ordnance Survey © data

In terms of suitability of the model for assessing a relief road scheme the most pertinent issue appears to be the representation of Eastrea and Coates within the zoning system. These settlements, located on the A605 to the east of Whittlesey, are included within a large model zone that loads onto the network on the B1093 to the southeast of the town, rather than the A605.

Analysis of routing patterns in the local area, and analysis of Automatic Number Plate Recognition (ANPR) survey data obtained in November and December 2023, indicates that much of the traffic routing through Whittlesey on the A605 could be generated by Eastrea and Coates, rather than settlements further east. The coarse representation of Eastrea and Coates

within the model is therefore potentially a significant limitation, and it is understood that the PTM3 refresh will not incorporate changes to the zoning system in this area.

Unless the zoning system (and demand matrices) were revised to address the above limitations, it is considered that the existing PTM3 is not suitable for use in assessing and appraising a relief road scheme.

Model performance

An initial review of the existing (2019 Base) model's performance in terms of comparisons of modelled flows and journey times against observations was undertaken and summarised in the 2023 Gap Analysis Report.

In terms of traffic flows, a selection of links in and around Whittlesey are included in model calibration or validation and, in general, modelled flows were a reasonable match with observations in 2019. The modelled westbound flow on the A605 to the east of the town in the AM peak was, however, significantly lower than observed flows. The coarse zoning system in this area may have contributed to this instance of poor validation.

It was also noted that there are no journey time validation routes in or around Whittlesey within PTM3. This represents a significant limitation in terms of being able to understand the suitability of the model for use in assessing a relief road scheme for the town.

Forecasts

Information on existing future forecasts developed using the PTM3 has not been made available at this stage. As such, it is not known whether any existing forecasts have been developed in a suitable manner for use in assessing the proposed Scheme options. For example, assumptions regarding forecast traffic demand are not known, including whether the proposed housing and employment developments within the town are incorporated in the forecasts.

If PTM3 and its existing forecasts were to be used at SOC, it would be necessary to review forecast assumptions and potentially update them with relevant assumptions.

Conclusions

The existing PTM3 includes a relatively crude representation of Whittlesey, reflecting the town's location on the periphery of the model area.

The model is therefore not considered suitable for this particular study, mainly due to the coarse zoning system being unsuitable for assessing the impacts of the relief road options. The lack of journey time validation through the town is also a notable limitation that reduces confidence in the model for use in assessing the Scheme options for this study.

Enhancements could be made to the existing model to improve its suitability for assessing and appraising options at SOC. As a minimum, this would need to include disaggregation of the model's zoning system, followed by a local model calibration and validation exercise, making use of updated traffic count and journey time data. It would also likely be necessary to revisit forecast models to incorporate relevant key future year assumptions relating to local developments.

In light of the above review, and in consideration of relevant guidance, it is considered that the level of resource and cost required to implement the necessary enhancements would be disproportionate for the Scheme at this stage, particularly as alternative more basic methods of analysis could be undertaken in place of a more complex transport model.

The recommended approach to highway modelling at SOC is set out in section 3.1.2 below.

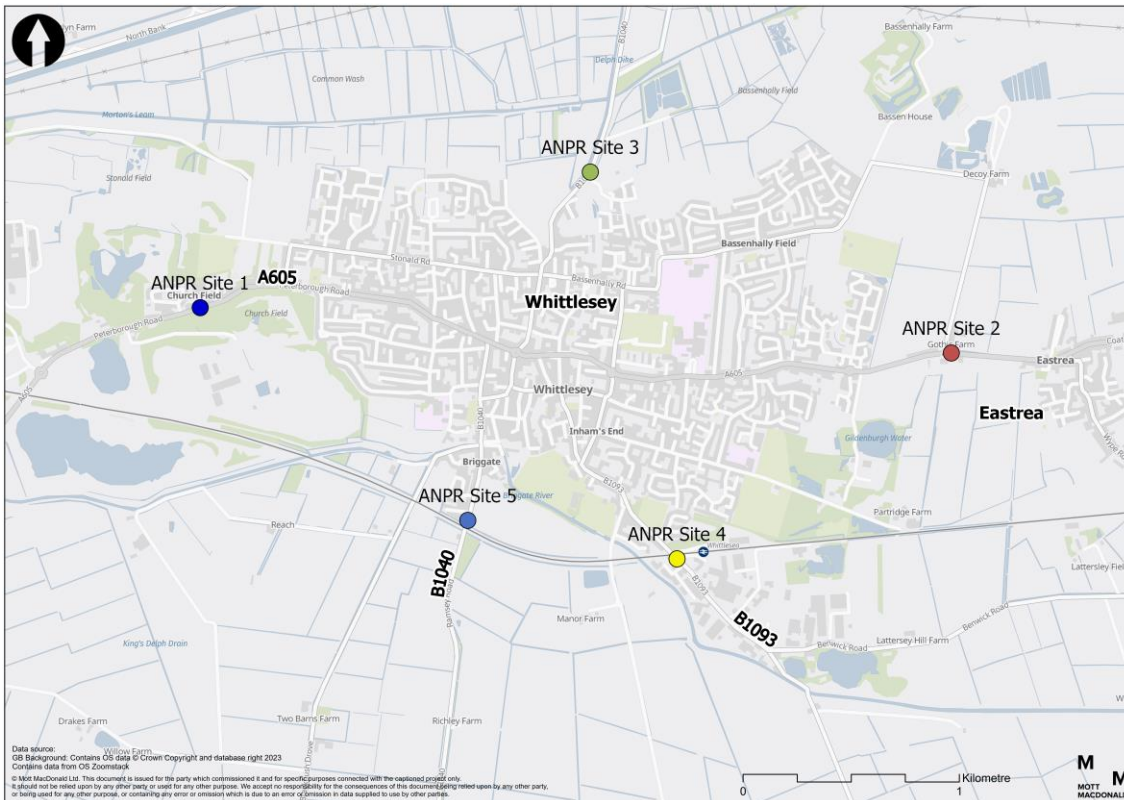
3.1.2 Proposed approach

As discussed in the previous sub-sections, given the limitations of the existing formal transport model, and the likely scale of effort required to develop a suitable model, the proposed approach to modelling at SOC involves the development of a spreadsheet-based model.

It is proposed that the extent of the spreadsheet model covers the routes into and out of Whittlesey, as recorded in the Automatic Number Plate Recognition (ANPR) survey undertaken in November and December 2023 (locations of counts shown in Figure 3.3). The ANPR survey captured movements between the following routes into/out of Whittlesey:

- ANPR site 1 – A605 west of Whittlesey
- ANPR site 2 – A605 east between Whittlesey and Eastrea
- ANPR site 3 – B1040 north of Whittlesey
- ANPR site 4 – B1093 southeast of Whittlesey
- ANPR site 5 – B1040 south of Whittlesey

Figure 3.3: ANPR site locations



Source: Mott MacDonald

The spreadsheet-based model would be used to estimate traffic volumes in forecast Do Minimum and Do Something scenarios (i.e., with and without scheme scenarios) between these points on the network. The spreadsheet would also provide an estimate of travel times associated with the relief road in the Do Minimum and Do Something scenarios. The estimates of demand and travel times would be used to inform an economic appraisal of highway user benefits, which is discussed in section 4.

It is proposed that the model includes an assessment of two future years – one will capture the assumed year of opening of the relief road scheme, with a single further horizon year. The horizon year assessment is subject to confirmation, but it would seek to capture any major step

changes in demand or supply that may affect the profile of scheme benefits. This would seek to include, for example, any significant local developments.

Subject to the temporal disaggregation available within the ANPR data, the spreadsheet model would be developed to represent key time periods of the week. It is proposed that this would include a weekday AM and PM peak period, a weekday inter-peak period and a weekend daytime period. At this stage it is not envisaged that assumptions regarding the proportion of traffic that would reassign onto the relief road would change by period, but the assumed travel times may vary by period based on assumed levels of highway congestion/delay.

Highway demand within the spreadsheet model would be segmented by the vehicle types for which the ANPR is provided (Car, LGV and HGV).

3.1.2.1 Demand estimates

The spreadsheet model would utilise observed traffic data, including the ANPR survey, to identify vehicle flows in the existing (Baseline) situation. Estimates of the volume of traffic that passes through Whittlesey (i.e., through-traffic) on the routes through the town (A605, B1040 and B1093), as well as traffic that has an origin or destination within the town, will be recorded within the spreadsheet model. Separating these types of demand will be important as it will inform estimates of the scale of traffic reassignment that may occur if a relief road scheme were implemented.

Forecast growth in traffic demand would be incorporated within the spreadsheet model for both forecast years, and for both the Do Minimum (without scheme) and Do Something (with scheme) scenarios. It is proposed that estimated growth would be informed by DfT TEMPro forecasts with specific allowance included for traffic associated with proposed local developments, if applicable.

Information on proposed local developments (e.g., development location, quantum, timescales etc) would be identified and trip generation and distribution exercises undertaken to provide an estimate of traffic demand associated with the developments. This will be necessary to enable an estimate of the volume of traffic associated with proposed developments that may reassign onto a new relief road. For example, traffic originating from developments in the east of Whittlesey and travelling into the centre of the town would be unlikely to use the relief road, whereas if it were travelling toward Peterborough, it may reassign onto the new route.

Development trip generation and distribution would be undertaken through review of Transport Assessments submitted as part of existing planning applications where these are available. If such documents are not available, a bespoke trip generation and distribution exercise would be undertaken, making use of trip rates derived from the TRICS database and distribution assumptions informed from a simple gravity model or the Census Travel to Work dataset.

The traffic impact of the Scheme would be captured within the spreadsheet model through estimates of the level of demand that could reassign onto the relief road. These estimates would primarily be informed by the ANPR data, which identifies the level of through-traffic on each route into Whittlesey. The proportion of through-traffic that would likely reassign onto the proposed relief road would be estimated through comparisons of assumed journey times for the existing route(s) through the town compared to the journey time if using the relief road (see below).

3.1.2.2 Journey time estimates

Estimates of highway journey times for each scenario (i.e., Baseline and forecast Do Minimum and Do Something scenarios) for each movement through the town would be made and incorporated into the spreadsheet model.

The travel time estimates would be based on TomTom Traffic Stats data (i.e., observed journey times) obtained for the project, and supplemented by other assumptions if required (e.g., use of online journey planners and assumed design speeds for the new road). Travel times in the forecast scenarios would be adjusted to account for estimated additional congestion in the future years, with the use of the DfT's National Road Traffic Projections 2022 (NRTP22) data or the application of basic 'speed-flow' relationships¹³.

3.1.2.3 Additional scenario testing

The spreadsheet model would be used to include additional scenario testing, and specifically understanding the impacts associated with incidents/closures of the A47 route between Peterborough and Guyhirn. This would involve applying assumptions regarding the volume of traffic that would reassign onto the A605 when issues arise on the A47.

3.1.2.4 Limitations

A spreadsheet-based model is considered an appropriate and proportionate approach to assessing and appraising the relief road options at SOC. However, it should be recognised that the approach does have limitations as summarised below.

The model would provide only a simplistic representation of delays for traffic routing through the study area. While the model will seek to capture the relationship between demand and delays, it will do so in a relatively simplistic manner through the use of speed/flow relationships on a highway link basis. It will not, however, account for impacts of delays at specific junctions.

The model will capture demand and journey times for movements routing through the town, between the five points in the network identified in section 3.1.2. It will not be able to robustly account for impacts on trips with a start or an end point within Whittlesey itself. For example, any time savings for these trips (savings associated with reduced traffic demand within the town) will not be robustly captured. However, relative to the time impacts associated with the alternative route provided by the relief road, these impacts are not likely to be significant.

A further potential limitation is that it is unlikely to capture any wider strategic reassignment that may be associated with a proposed relief road option. However, analysis of local traffic routing within the area indicates that wider traffic reassignment is unlikely to be significant, so this limitation is unlikely to be material at this stage.

The spreadsheet model will not capture potential variable demand responses associated with the scheme options. Demand responses could cover changes in trip generation/trip frequency, trip distribution, as well as travel mode and time period choice. This is unlikely to be a significant issue at this stage, but further consideration of demand responses (and potential need for a variable demand model) will need to be given as the scheme progresses beyond SOC.

3.1.2.5 Spreadsheet model outputs

The proposed spreadsheet model would provide estimates of the volume of traffic that would reassign onto the proposed relief road, and the associated travel time savings. It would also provide inputs for an initial economic assessment of highway user impacts, as described in section 4.1.1.

¹³ These capture the relationship between supply and demand with higher levels of traffic flow causing speeds to reduce, while lower flows contribute to speeds increasing.

3.1.2.6 Modelling at subsequent stages

The proposed approach to modelling has been developed following consideration of the availability and suitability of existing formal transport models of the area and is considered proportionate for SOC.

Should the Scheme progress beyond SOC, and based on the DfT's Transport Appraisal Process guidance document, it is likely that a formal model of the transport will be required to assess and appraise the scheme. This would likely involve the development of a model of the area, potentially through making enhancements to existing models such as PTM3, PTM4 or CAPCAM. The enhancements would need to be fully scoped but should seek to address the key limitations of the existing PTM3 that were noted within this section of the document.

3.2 Bus demand assessment

The demand forecasting for bus is relevant to Option 2 (Bus Priority) and Option 4 (bus-based travel hub).

3.2.1 Travel hub

The testing and quantification of Option 4 (bus-based travel hub with supporting package of interventions) will be conducted separately to the quantification of Options 1-3. Option 4 will instead focus on assessing the impacts of a new travel hub bus service on existing bus passengers, through the building of a simple and high-level spreadsheet-based uni-modal model.

This method is deemed appropriate at the options appraisal stage, given time and budget constraints to efficiently evaluate and compare a range of different options across different modes. However, following this study, should this option be taken forward as a preferred option, the model methodology would be developed into a more comprehensive mode choice model, incorporating bus impacts with highway impacts (e.g. using appropriate model skims as an input to understand shift from car trips to travel hub trips).

The modelling of Option 4 will be undertaken in four discrete steps, as follows:

1. **Data gathering:** confirming the data available and their sources;
2. **Model build:** developing the high-level travel hub forecasting demand model;
3. **Model testing:** sensitivity testing of key risks (limited to max 4), based on input data assessment; and
4. **Economic appraisal:** developing a high-level economic appraisal of standard DfT 'established impacts', in proportion with assessments developed for other options.

The model developed will be uni-modal (bus/travel hub mode only) using an elasticity-based approach akin to the Passenger Demand Forecasting Handbook (PDFH) used to forecast rail demand, as follows:

- Base demand will be collated for selected bus routes/ journeys using either bus count data (by cordon or service), or bus passenger surveys, depending on data availability, noting that without such data no baseline position can be ascertained, and demand forecasting would be difficult. This data will most likely be collated from the Cambridgeshire and Peterborough Transport Model (CaPCAM) model, which uses surveys at key locations.
- Bus routes/journeys will be selected by building a small node-link network in ArcGIS (Arc Pro) covering the impacted bus routes and key stops for the following services;
 - 31 bus (Ramsey – Whittlesey – Peterborough)
 - 33 bus (March – Coates – Eastrea – Whittlesey – Peterborough)

- The number of node (bus stop) pairs that can be modelled will be determined by the nature of the input demand data (e.g. location of cordons) but can be embellished by secondary sources where required (e.g. travel to work by mode data for local output areas).
- Baseline demand will be uplifted to the Scheme opening year and predetermined model years using exogenous factors (driven by TAG and TEMPro inputs for the local area, such as GVA, population, employment and competing modes/fuel costs).
- The model will forecast bus demand uplift for each selected node pair according to the change in generalised journey time (in-vehicle time + service interval penalty/ wait time + interchange penalty) and the PDFH Generalised Journey Time (GJT) elasticities used for rail (or bus equivalent, if available).
- GJT inputs will be sourced using online bus timetables, for impacted routes (and added to using the proposed bus service for the travel hub option).
- The change in GJT will be calculated between the Do Minimum scenario (current bus network) and Do Something scenario (Do Minimum plus travel hub service).
- The model response can be validated against comparator travel hub schemes (e.g. Cambridge) using observed counts, in proportion to car park capacity/ bus frequency.
- Key sensitivities (max 4x) of the model can be tested, such as DfT's Covid-19 recovery factors and alternative bus-based generalised journey time elasticities.
- Estimated demand uplift (constrained to the proposed car park capacity/ bus frequency) between the Do Minimum and Do Something will drive the outputs for this option, along with the Scheme costs, feeding a high-level economic assessment for comparability to other options (e.g. bus user benefits/ time savings, none-user benefits via mode shift from car, bus revenue).

The following data inputs (where available) are required to undertake this task:

- Bus passenger surveys or bus counts (by impacted service, or cordon) – CaPCAM surveys at key locations;
- Travel hub passenger counts and/or ticket sales (users) for comparator travel hub sites (e.g. Cambridge) - time of day and/or counts in/out;
- Existing bus service timetables (31 and 33), routes and fares – publicly available;
- Confirmation of supply-side information (routes, timetables, fare prices, car park costs, car park capacities, bus vehicles used);
- 2021 Census journey to work data for local output areas;
- TEMPro v8 population and employment trends;
- PDFH and TAG guidance; and
- DfT's Covid-19 recovery factors.

3.2.2 Bus priority

Existing demand figures for bus ridership across the two junctions where the bus priority measures are planned can be derived from the methodology set out above for mapping the existing bus network for the Travel Hub scenario. Given that this intervention has a significantly smaller scope, selected zones from the network assessment can be selected to give an estimate of existing users that are likely to gain some journey time saving.

Traditional Green Book demand elasticity forecasting methods are not appropriate for this project, as elasticity modelling for a single mode requires that there is no significant change in Generalised Cost (GC) for any other mode of transport. In this instance, the Do Minimum, based on today, includes car congestion which is a driver for bus demand. However, with the inclusion of the relief road as part of the scheme, the congestion for car users is reduced, thus leading to

a material improvement of the car GC. This material impact for car users means that it is inaccurate to assume that there will be a mode shift to bus from Car, without developing a more complex multi model transport model to account for the competing GCs of each mode.

Therefore, given the fairly modest impact on bus users, and the much greater impact on car users, it is proposed that it is not proportional to forecast a mode shift car to bus as a result of the scheme, and that the estimated number of existing trips should be used as the number of forecasted trips with the scheme.

3.3 Active travel demand assessment

DfT's Active Mode Appraisal Toolkit (AMAT) will be used to quantify the uplift in demand for the walking and cycling enhancement option (Option 3), with standard diversion factors applied to estimate diversion and mode shift from other modes such as cars. These will come from standard TAG Databook diversion factors, and the concurrent Marginal External Costs of Car (MECC) values.

Baseline counts for walking and cycling will, where available, come from observed local count data provided by Fenland District Council and the Cambridgeshire and Peterborough Combined Authority. Observed count data we are currently aware of include DfT traffic counts and 2017-2021 cordon count sites around Whittlesey.

If pedestrian numbers are required and not captured by observed count data, we will use values from DataShine Commute. Similar to PCT, this only accounts for commuting trips so the 'all trips' demand, in line with 2021/2022 Active Travel Fund guidance will be calculated by multiplying the values by 32 (x2 for outbound/homebound trips and x16 to convert commuting trips to all trips).

One of the limitations of DataShine is that the data is area based so looks at MSOA-to-MSOA movements. Therefore, professional judgement will be used to determine whether the MSOA flows are likely to use the route where improvements are proposed.

To growth the baseline demand data to the Scheme opening year we will use the background growth rate in AMAT (0.75% per annum).

To forecast the increase in walking and cycling demand as a result of the Scheme, comparable schemes in which pre- and post-scheme implementation demand data is available, will be used to understand the growth factors to apply based on the level of infrastructure to be provided. The latest version of Active Travel England's 'uplifts' tool (September 2023) will be used to produce a forecast of the walking and cycling demand uplifts to enhance the robustness of the demand forecasts.

4 Appraisal Approach

The technical scope of the Transport Appraisal of the Scheme will conform to that specified in TAG and focus on the 4 strands of impacts - Economy, Environment, Social and Public Accounts, and the 24 sub-objectives as set out in the Appraisal Summary Table (AST). The following sections build on what was reported in the SOC ASR.

4.1 Appraisal approach summary

The appraisal of the Scheme will focus on illustrating how the scheme benefits are meeting the individual Scheme objectives. As the Scheme options include highway, bus and active travel elements, it is intended that the appraisal of impacts focuses on those related to these measures.

The methodology for appraising the impacts of each option is set out in the sections of this report below, with a summary of approach set out in Table 4.1, whilst the Appraisal Specification Summary Table (ASST) in Appendix A sets out the likely impact of the options against each impact. The ASST identifies where the Scheme is likely to have only a neutral, slight positive, or slight adverse impacts. Where these impacts are likely to have little influence on the Scheme's overall Value for Money, they will be categorised in the ASST as 'assumed neutral', and therefore no further assessment will be carried out (this is in line with TAG – The Transport Appraisal Process (May 2018), under Section 3.1 on scope for proportionality).

Table 4.1: Summary of appraisal approach

Impact	Appraisal approach
Highway traffic user impacts	Quantitative / Monetised
Bus user impacts	Quantitative / Monetised
Active travel impacts	Quantitative / Monetised
Accident impacts	Quantitative / Monetised
Environmental impacts	Qualitative
Reliability impacts	Qualitative
Social impacts	Qualitative
Distributional impacts	Qualitative
Wider economic impacts	Qualitative

4.1.1 Highway user impacts

The appraisal of highway user impacts would seek capture and monetise changes in travel time and vehicle operating costs associated with the scheme options.

It is proposed to use the DfT's TUBA software (current version v1.9.23) to estimate and monetise the highway user impacts, making use of forecast estimates of traffic demand, travel times and travel distances in the Do Minimum and Do Something scenarios for two forecast years. These estimates would be provided from the spreadsheet-based model outlined in section 3.1.2.

The TUBA software will use the forecast demand and travel costs (travel times and distances) for the two forecast years and, through a process of interpolation, will estimate user benefits across the full proposed 60-year appraisal period. The software will also apply relevant adjustments (e.g., discounting to 2010 and conversion to market prices) to convert the monetised benefits into a Present Value of Benefit (PVB) for the Scheme options.

Consideration will be given to the use of annualisation factors that would be used by TUBA to estimate benefits across the whole year based on inputs for the modelled periods. Annualisation factors will be derived from local long-term traffic data, which will be analysed to understand the relationship between demand in the modelled periods and non-modelled periods. At this stage, the modelled periods are subject to confirmation but, as noted in section 3.1.2, are expected to include weekday AM and PM periods, a weekday inter-peak period and a weekend daytime period.

4.1.2 Bus user impacts

The appraisal of bus user benefits is relevant to Option 2 (Bus Priority) and Option 4 (bus-based travel hub).

Option 2 – Bus Priority

Demand figures, based on an estimate of existing trips across the two junctions where the bus priority measures will be located, will be used to calculate the annual number of hours saved in journey time. The journey time calculation will be based on the assessment of link flow speeds through Whittlesey, assuming that the bus priority measures allow the bus to flow without congestion. This value of journey time saving per trip will allow for a rule-of-a-half calculation for the overall user benefits in hours. Note that because there are no 'new' users, this calculation is simply users x journey time saving.

Using the latest values from the TAG databook (May 2024), the journey time savings will be monetised and appraised over a 60-year period. The PVB, discounted and in 2010 prices will show the impact of the intervention.

Option 4 – Travel Hub

The appraisal of the Travel hub impacts will be similar to that of the bus priority in that a rule-of-a-half calculation will be undertaken to calculate total impact to users. For this option, there will be 'new' users and therefore an assumed mode shift from car to bus. A TAG compliant MEC (Marginal External Cost) of car appraisal will be undertaken to capture congestion and environmental effect of the resulting mode shift.

As with the bus priority, an appraisal spreadsheet will be developed capturing the latest values from the TAG databook, resulting in a PVB value, discounted in 2010 prices.

4.1.3 Active travel impacts

The standard approach for calculating benefits associated with walking and cycling is the use of the latest version of the DfT's Active Mode Appraisal Toolkit (AMAT)¹⁴, following guidance set out in TAG Unit 5.1.

AMAT enables for the following benefits to be quantified:

- User benefits - journey ambience uplift.
- Business benefits - reduction in absenteeism.
- Health benefits - economic benefits of preventing early mortality through cycle and walking exercise; and
- Marginal external cost savings - reduction in the number of car trips to mode switch to cycling and walking.

In line with the value for money guidance issued as part of Active Travel Fund 4 (ATF4), the economic benefits of the options with walking and cycling improvements will be appraised over

¹⁴ May 2024 at the time of producing this ASR.

a 40-year due to the high-quality infrastructure that the Scheme will provide and alignment to the principles of LTN 1/20 which contribute to a longer asset life.

4.1.4 Accident impacts

Accident impacts appraisal will be undertaken in accordance with TAG Unit A4-1. At this stage, it is anticipated that the options under consideration would result in the reassignment of traffic away from the centre of Whittlesey and onto a modern relief road. This reassignment would be expected to contribute to a reduction in personal injury collisions over the 60-year appraisal period.

It is proposed that a simple assessment is undertaken at this stage using the Cost and Benefit to Accidents – Light Touch (COBA-LT) software to forecast the change in the number and severity of accidents associated with the proposed scheme options. The COBALT software will also apply standard economic values in order to monetise the forecast change in the number and severity of accidents.

The assessment would make use of existing traffic flows and accidents in Whittlesey, which COBALT would use to calculate observed accident rates on the existing routes through the town. Accident rates on the proposed new relief road would set to default rates contained in COBALT, reflecting the proposed link types and speed of the proposed route.

Forecast future year changes in traffic flows associated with the scheme will be sourced from the spreadsheet-based model discussed in section 3.1.2. Through the application of the observed accident rates (and default rates on the relief road links), COBALT will estimate the number and severity of accidents in the Do Minimum and Do Something scenarios. By comparing the results from both scenarios, the overall benefit (or disbenefit) associated with the Scheme is identified.

In addition, accident benefits as a result of mode shift will be estimated using the MEC approach values for safety, which will calculate benefits associated with the removal of traffic arising from any mode shift from car trips to bus and active travel.

4.1.5 Environmental impacts

The appraisal of environmental impacts will be undertaken in accordance with TAG Unit A3 following a qualitative approach. The environmental topics covered include:

- Noise
- Air Quality
- Greenhouse gases
- Landscape
- Townscape
- Historic Environment
- Biodiversity
- Water environment

The level of impact for each topic will be summarised using the standard TAG seven-point scale and reported in the AST of the SOC. The assessment will be informed using evidence already collated and reviewed as part of the development of the SOC, as set out in the Baseline Evidence Report¹⁵.

¹⁵ Baseline Evidence Report - Mott MacDonald, February 2024.

4.1.6 Social impacts

The social impact appraisal will be carried out in accordance with TAG Unit A4.1. Social impact appraisal covers the human experience of the transport project and its impact on social factors. The impacts considered include:

- Accidents
- Physical activity
- Security
- Severance
- Journey quality
- Option and non-use values
- Accessibility
- Personal affordability

Each social impact will be assessed using qualitative analysis and will be informed by the result of the environmental appraisal and transport model outputs where available. For example, the outputs from COBA-LT will be used for accident analysis, whilst AMAT will be used for the physical activity impact analysis. The appraisal will produce summary assessment scores for each social impact on a seven-point scale of beneficial, neutral or adverse impacts. As with the environmental appraisal, the social assessment will be informed using evidence already collated and reviewed as part of the development of the SOC, as set out in the Baseline Evidence Report.

4.1.7 Distributional impacts

A distributional impact appraisal will be carried out in accordance with TAG Unit A4.2. Due to the stage of work, this will be limited to Step 1 in the process for undertaking a Distributional Impacts Assessment, which is a screening process.

The impacts considered include:

- User benefits
- Noise
- Air quality
- Accidents
- Security
- Severance
- Accessibility
- Personal affordability

4.1.8 Wider economic impacts

The wider economic impacts for the Scheme are those that are considered additional to the transport user benefits. As the level of benefits coming from wider economic impacts, including both from changes in land use and fixed land use are predicted to be small in relation to the overall Scheme benefits, it is proposed that a qualitative approach is taken to appraising these as part of the options appraisal that is reported in the final SOC.

This qualitative assessment of benefits relating to changes in land use as defined within TAG Unit A2.1, will examine how the Scheme contributes to the economic growth of Whittlesey and the wider region by providing new transport infrastructure that will improve links to development sites, supporting housing and employment growth.

4.2 Reporting and appraisal outputs

The results of this analysis will be summarised in the following tables and statements:

- A TEE (Transport Economic Efficiency) table, reflecting transport efficiency benefits
- Public Accounts (PA) table
- The Analysis of Monetised Costs and Benefits (AMCB) table
- An Appraisal Summary Table (AST)
- A Value for Money (VfM) statement

In addition to the reports and tables listed above, the methodologies and results discussed in this ASR will be summarised and presented in the Economic Dimension of the SOC for the Scheme.

5 Appendices

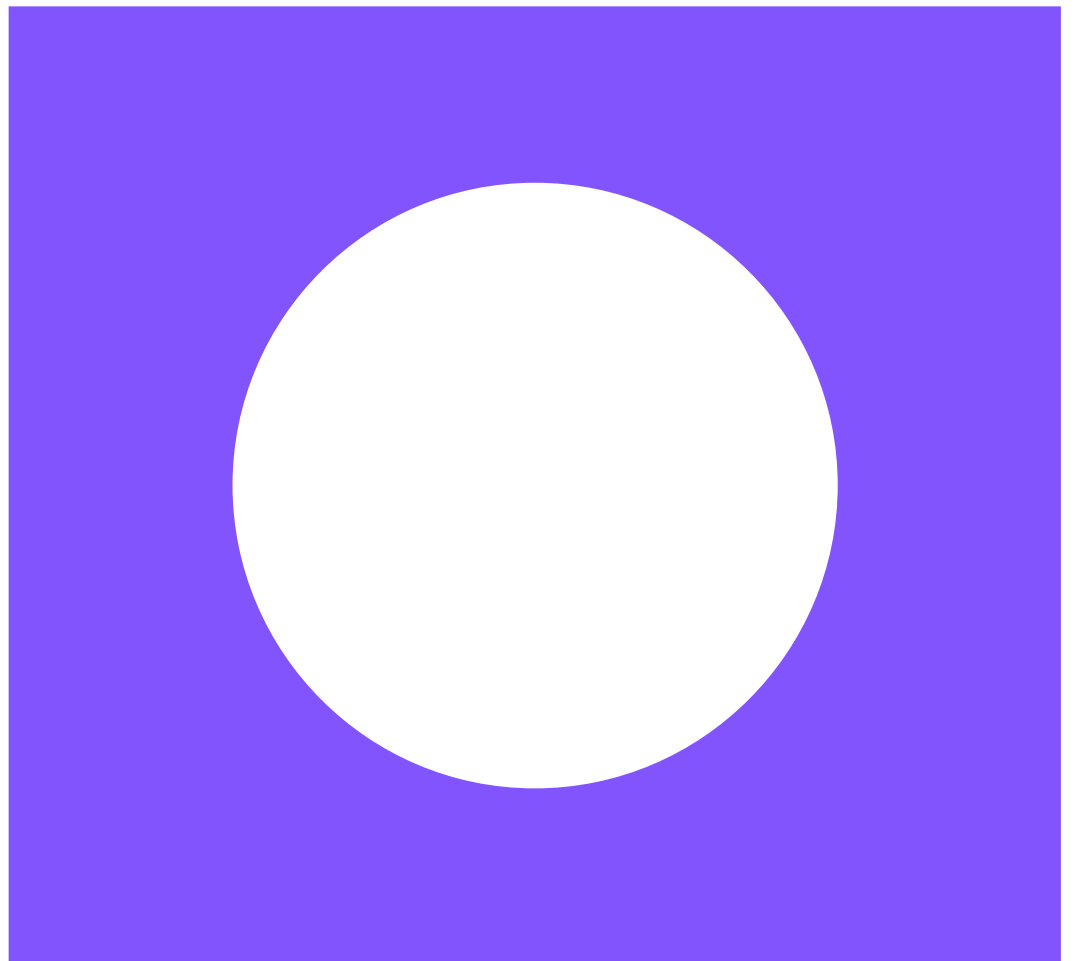
A. Appraisal Specification Summary Table

Table A.1: Appraisal Specification Summary Table

Impacts	Sub-impacts	Estimated Impact	Level of uncertainty	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output (Quantitative/Qualitative/Monetary/Distributional)
Economy	Business users & transport providers	Positive	High	Assessment through TUBA based on outputs from bespoke spreadsheet model	TAG Unit A1-3	Monetary
	Reliability impact on Business users	Positive	High	Qualitative	TAG Unit A1.3	Qualitative
	Regeneration	Non expected	Low	N/A	N/A	N/A
	Wider Impacts	Limited	Low	Qualitative assessment following TAG Unit A2.1	TAG Unit A2.1	Qualitative
Environmental	Noise	Slight Benefit	Low	Environmental impacts worksheets	TAG Unit A3 Section 2	Qualitative
	Air Quality	Slight Benefit	Low	Environmental impacts worksheets	TAG Unit A3 Section 3	Qualitative
	Greenhouse gases	Neutral	Low	Environmental impacts worksheets	TAG Unit A3 Section 4	Qualitative
	Landscape	Slight Adverse	Low	Environmental impacts worksheets	TAG Unit A3 Section 7	Qualitative
	Townscape	Slight Benefit	Low	Environmental impacts worksheets	TAG Unit A3 Section 7	Qualitative
	Heritage of Historic resources	Slight Benefit	Low	Environmental impacts worksheets	TAG Unit A3 Section 8	Qualitative
	Biodiversity	Slight Adverse	Low	Environmental impacts worksheets	TAG Unit A3 Section 9	Qualitative
	Water Environment	Slight Adverse	Low	Environmental impacts worksheets	TAG Unit A3 Section 10	Qualitative
Social	Commuting and Other users	Large Benefit	Low	Qualitative	TAG Unit A1-3	Qualitative
	Reliability impact on Commuting and Other users	Large Benefit	High	Qualitative		Qualitative

Impacts	Sub-impacts	Estimated Impact	Level of uncertainty	Proposed proportionate appraisal methodology	Reference to evidence and rationale in support of proposed methodology	Type of Assessment Output (Quantitative/ Monetary/ Distributional)
	Physical activity	Slight Benefit	Low	Qualitative	TAG Unit A4.1, Section 3	Qualitative
	Journey quality	Slight Benefit	Low	Qualitative	TAG Unit A4.1, Section 6	Qualitative
	Accidents	Slight Benefit	Low	COBALT	TAG Unit A4.1, Section 3	Quantitative/ Monetary
	Security	Neutral	Low	Qualitative	TAG Unit A4.1, Section 4	Qualitative
	Access to services	Slight Benefit	Low	Qualitative	TAG Unit A4.1, Section 8	Qualitative
	Affordability	Slight Benefit	Low	Qualitative	TAG Unit A4.1, Section 9	Qualitative
	Severance	Large Benefit	Low	Qualitative	TAG Unit A4.1, Section 5	Qualitative
	Option values	Slight-Large Benefit	Low	Qualitative	TAG Unit A4.1, Section 7	Qualitative
Public Accounts	Cost to Broad Transport Budget		Low	Scheme costings	TAG Unit A1-2	Monetary
	Indirect Tax Revenues		Low	Outputs from TUBA and AMAT		Monetary

B. Long List Options Assessment Report





Whittlesey Relief Road

Modelling and Economic Assessment Report

October 2024

This page left intentionally blank for pagination.

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
mottmac.com

Whittlesey Relief Road

Modelling and Economic Assessment Report

October 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
01	Oct 2024	Yida Xiong	Grit Goble	Geraint Moore	First Issue

Document reference: 100114563-MMD-APP-03b-RP-BC-015| A |

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
1.1	Study area	1
1.2	Summary	1
1.3	Report Structure	2
2	Traffic Modelling	3
2.1	Introduction	3
2.2	Data	3
2.2.1	Existing Traffic Model	3
2.2.2	ANPR Data	4
2.2.3	Journey Time Data	5
2.2.4	Other Data	5
2.3	Spreadsheet Traffic Model	5
2.3.1	Base Year Model	5
2.3.2	DM Forecast Models	7
2.3.3	DS Forecast Models	9
2.4	Forecast Modelling Results	10
3	Economic Assessments	13
3.1	Transport User Benefits	13
3.1.1	TUBA set-up	13
3.2	Collision Impacts	14
3.2.1	COBALT set up	14
3.2.2	Accident Data	16
3.2.3	COBALT limitations	16
3.3	Economic Appraisal Results	17
3.3.1	TUBA Results	17
3.3.2	COBALT Results	18
3.3.3	Summary	19
4	Sensitivity Testing	20

Tables

Table 2.1:	Base model demand AM	6
Table 2.2:	Base model demand IP	7
Table 2.3:	Base model demand PM	7
Table 2.4:	NTEM 8 growth factors for car growth	8
Table 2.5:	NRTP22 growth factors for goods vehicle growth	9

Table 2.6: NRTP22 speeds and adjustment factors	9
Table 2.7: Forecast total demand changes (in vehicles/hour)	11
Table 2.8: Distance via town centre (existing route) in km	11
Table 2.9: Distance with Relief Road (scheme) in km	11
Table 2.10: Difference in distance in km	11
Table 2.11: Travel time via town centre (existing route) for AM and PM peak period in min	11
Table 2.12: Travel times with Relief Road (scheme) for AM and PM peak period in min	12
Table 2.13: Difference in travel time for AM and PM peak in min	12
Table 3.1: TUBA User Classes	13
Table 3.2: Annualisation Factors	13
Table 3.3: DfT Count Data	15
Table 3.4: COBALT inputs Base and DM	15
Table 3.5: COBALT DS Demand Definition	16
Table 3.6: TUBA user benefits by purpose (in £,000)	17
Table 3.7: TUBA user benefits by period (in £,000)	17
Table 3.8: Transport Economic Efficiency (TEE) Table	18
Table 3.9: COBALT Benefits	19
Table 3.10: COBALT Accident Summary (PIA's)	19
Table 3.11: COBALT Casualty Numbers	19

Figures

Figure 1.1: Study area	1
Figure 2.1: Peterborough Transportation Model network coverage (PTM3)	3
Figure 2.2: ANPR counter locations	4
Figure 2.3: Spreadsheet-based model extents	6
Figure 2.4: Whittlesey housing and employment commitments (2023)	8
Figure 2.5: Proposed Relief Road location	10
Figure 3.1: DfT count locations	14

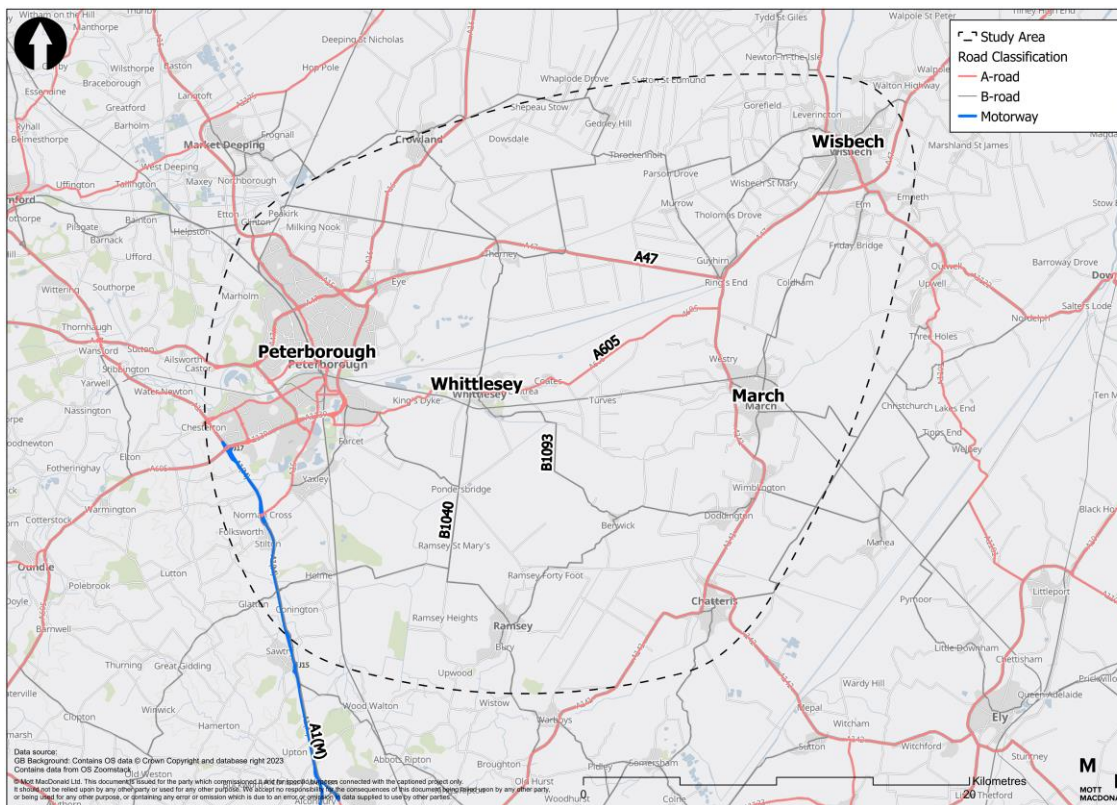
1 Introduction

As part of the development of the Whittlesey Relief Road Strategic Outline Case (SOC), Mott MacDonald have undertaken a comprehensive review to establish the issues and opportunities for the scheme for the town of Whittlesey situated in the Cambridgeshire district. The purpose of this document is to outline the traffic modelling and economic assessments carried out as part of the Whittlesey Relief Road SOC.

1.1 Study area

The study area considered for the review is shown in Figure 1.1. Whittlesey is situated along the A605 between Peterborough and Wisbech.

Figure 1.1: Study area



Source: Mott MacDonald

1.2 Summary

The development of the Whittlesey Relief Road Strategic Outline Case (SOC) included a long listing optioneering exercise with four options shortlisted for detailed appraisal. Of these options a Relief Road forms part of 3 of these. The appraisal set out in this note describes the impacts of the Relief Road element of these 3 options.

In order to provide an initial quantified estimate of highway user benefits that may arise from a proposed Relief Road south of Whittlesey, a localised spreadsheet-based traffic model was set up to forecast traffic volumes and journey times in both 'with' and 'without' scheme scenarios.

All 'through-trips' passing through the town, other than those travelling to and from the north of Whittlesey, are expected to benefit from the proposed scheme generating travel time and distance savings.

The outputs of the spreadsheet traffic model have been used to inform a TUBA economic assessment to quantify the highway user benefits and a COBALT assessment to quantify the impact of changes in collisions forecast with and without the scheme in place.

Over the assessment period of 60 years there are £18.3m highway user benefits forecast and £3.3m based on accident savings.

Other economic impacts associated with the provision of bus priority and non-motorised user upgrades proposed as part of some of the scheme options are not summarised within this report.

1.3 Report Structure

The report has been structured into the following chapters:

- Chapter 2: Traffic Modelling – including details about the data used, the model preparation for base and forecast and the forecast results.
- Chapter 3: Economic assessments – including the description of the user benefit and collision impact assessments, detailing of the scheme costs and the appraisal results.
- Chapter 4: Sensitivity Testing – detailing the impacts of diverting traffic during incidents along the A47 north of Whittlesey on the A605.

2 Traffic Modelling

This section describes the traffic modelling carried out and used to inform the economic assessment of the proposed scheme. This includes an overview of traffic data used in the modelling, base model preparation and forecasting.

2.1 Introduction

The approach to modelling at SOC was developed and set out in detail within the 'Whittlesey Relief Road Appraisal Specification Report' (ASR) (August 2024). In summary, modelling for the scheme has been undertaken using a spreadsheet-based model that provides estimates of traffic volumes and travel times in a 'Do Minimum' (i.e., without scheme) and the 'Do Something' (i.e., with scheme) scenarios.

The remainder of this section summarises the development of the spreadsheet-based model.

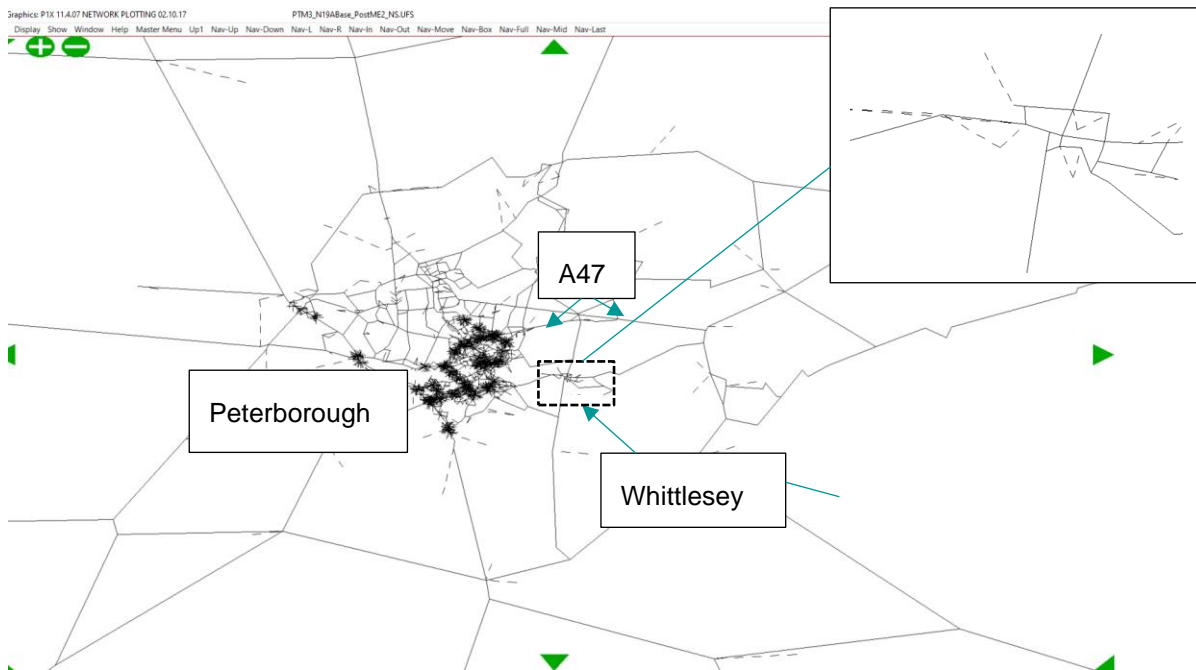
2.2 Data

Various datasets were collated to inform the development of the spreadsheet-based traffic model. These are described below.

2.2.1 Existing Traffic Model

The network coverage of the existing Peterborough Transportation Model v3 (PTM3) is shown in Figure 2.1. The model's network includes the study area of Whittlesey in a skeletal format within its simulation area.

Figure 2.1: Peterborough Transportation Model network coverage (PTM3)



Source: Mott MacDonald

The existing base traffic model represents a 2019 base year (i.e., pre-COVID). Although it is understood that PTM3 is in the process of being updated it is not available in time for this assessment.

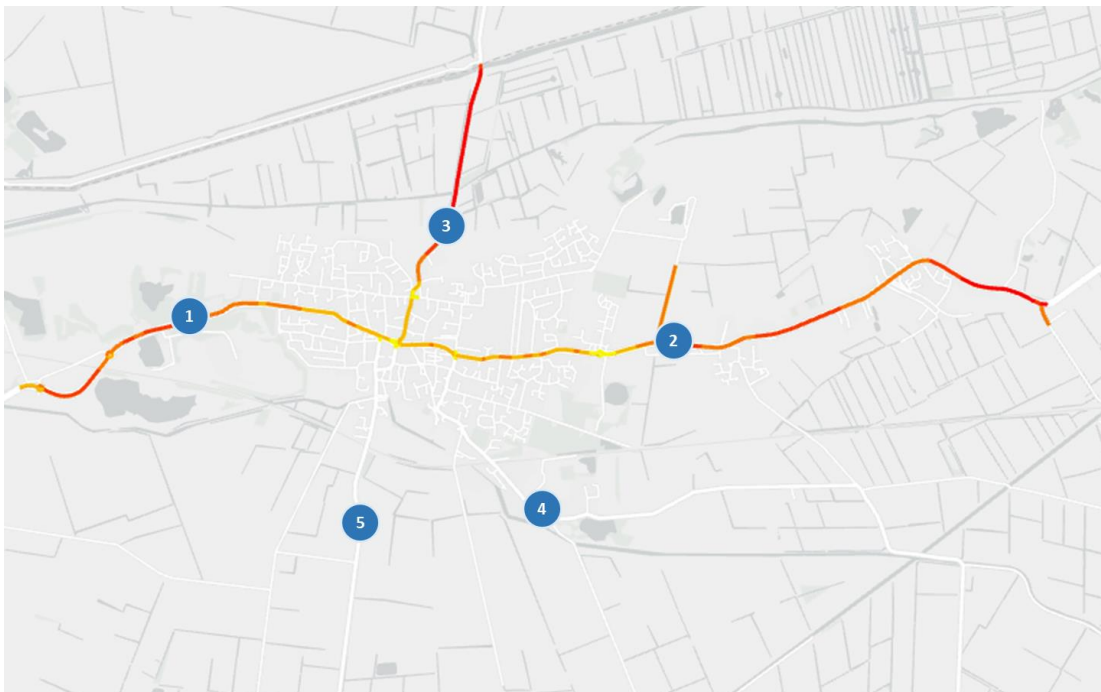
In addition, as set out in the ASR document, there are various other limitations of the existing PTM3 that mean it is not considered suitable for assessing a Relief Road scheme for Whittlesey. Limitations include the relatively crude representation of Whittlesey in the model, including the zoning system in the area, and a lack of journey time validation through the town. These limitations could be addressed through relevant model enhancements, but such updates would have impacted the project timeline and, moreover, were not considered proportionate at this stage of scheme development.

Based on these considerations, and as set out in detail within the 'Whittlesey Relief Road Appraisal Specification Report', PTM3 was not considered suitable for the assessment of the Relief Road scheme options. However, it was noted that the existing PTM3 may be useful in informing high-level insights into other issues, such as potential traffic reassignment impacts on the occasions that incidents occur on the A47.

2.2.2 ANPR Data

Automatic Number Plate Recognition (ANPR) surveys were undertaken in November 2023. These surveys captured vehicles entering and existing Whittlesey at the five points shown in Figure 2.2.

Figure 2.2: ANPR counter locations



Source: Mott MacDonald

The data is provided in 15-minute periods and broken down for cars, LGVs, OGV1, OGV2 and Bus/Coach.

The data is also categorised into journey times between ANPR sites with less or more than 10 minutes. It has been assumed that all travel times between the sites for genuine 'through-trips' should be within less than 10 minutes while journeys above this threshold are likely to represent

a 'chain' of trips (e.g., a trip entering the town, parking for a period before continuing on the journey). For the purpose of this assessment, trips longer than 10 minutes are excluded.

Journeys observed as entering and exiting Whittlesey at the same location are also excluded on the same basis.

2.2.3 Journey Time Data

TomTom data covering all model links representing all Tuesday to Thursday data between 02/10/2023 and 22/10/2023 was used to calculate average model travel speeds for peak (based on 0700-0800) and non-peak (1100-1200). The short TomTom link data was aggregated into the model links for each of these periods. The speeds for the AM peak period are comparable with the PM speeds and peak speeds are used for AM and PM models, while non-peak speeds are applied for interpeak (IP) and off-peak (OP).

2.2.4 Other Data

From the National Road Traffic Projections 2022 (NRTP22) traffic speed and traffic volumes by road and vehicle type were used for the calculation of forecast factors for LGV and HGV demand growth and speed adjustment.

The TAG Databook v1.23 from May 2024 was used for the calculation of generalised cost parameters.

2.3 Spreadsheet Traffic Model

This section describes the spreadsheet model set up and modelling assumptions for the base year and forecast years.

2.3.1 Base Year Model

The spreadsheet model was set up for the 2023 base year and represents a neutral month weekday model with average peak period hours for the following time periods.

- AM: 0700-1000
- IP: 1000-1600
- PM: 1600-1900
- OP: 1900-0700

The coverage of the model is shown in Figure 2.3.

Figure 2.3: Spreadsheet-based model extents



Source: Mott MacDonald

The model zones are located at the edge of the models aligning closely with the ANPR sites. At this stage no zone is allocated to Whittlesey itself, but only ‘through-trips’ (i.e., trips between the ANPR sites) are within scope of the model, with trips with a start or end within Whittlesey not considered. Although these trips across the day represent about 30% of total trips, they are not considered likely to use the Relief Road.

Distances between the zones were extracted from GIS mapping using the shortest routes between each zone based on the model shown above.

The by link aggregated TomTom average speed data for each model link as shown above was grouped into routes between origin and destination zones. The peak period data was used for the AM and PM models while the off-peak data was used for the interpeak and off-peak periods.

Matrices were built for car, LGV, OGV1 and OGV2 from the observed ANPR data. Due to the very small volume of bus/coach traffic these were not included as a separate vehicle class. The final period matrices are shown for AM, interpeak and PM peak below.

Table 2.1: Base model demand AM

	1	2	3	4	5	Total
1		76	13	35	6	131
2	151		66	5	23	245
3	19	29		22	26	96
4	30	3	16		2	51
5	3	13	20	1		37
Total	203	122	115	63	56	559

As the model is built to assess the impact of a Relief Road on the existing traffic volumes, the trips with destinations within Whittlesey are not taken into account at this stage but through trips only.

Table 2.2: Base model demand IP

	1	2	3	4	5	Total
1	0	64	12	23	4	104
2	71	0	38	5	11	125
3	12	36	0	13	15	76
4	26	3	15	0	2	46
5	5	11	20	2	0	38
Total	115	114	85	42	32	388

Table 2.3: Base model demand PM

	1	2	3	4	5	Total
1		133	17	18	7	175
2	102		31	4	10	147
3	13	59		11	16	98
4	35	4	21		1	62
5	6	17	26	3		52
Total	156	213	95	35	35	533

2.3.2 DM Forecast Models

Forecast models were prepared for 2030 to represent an estimated opening year and 2045 as second forecast year 15 years after opening.

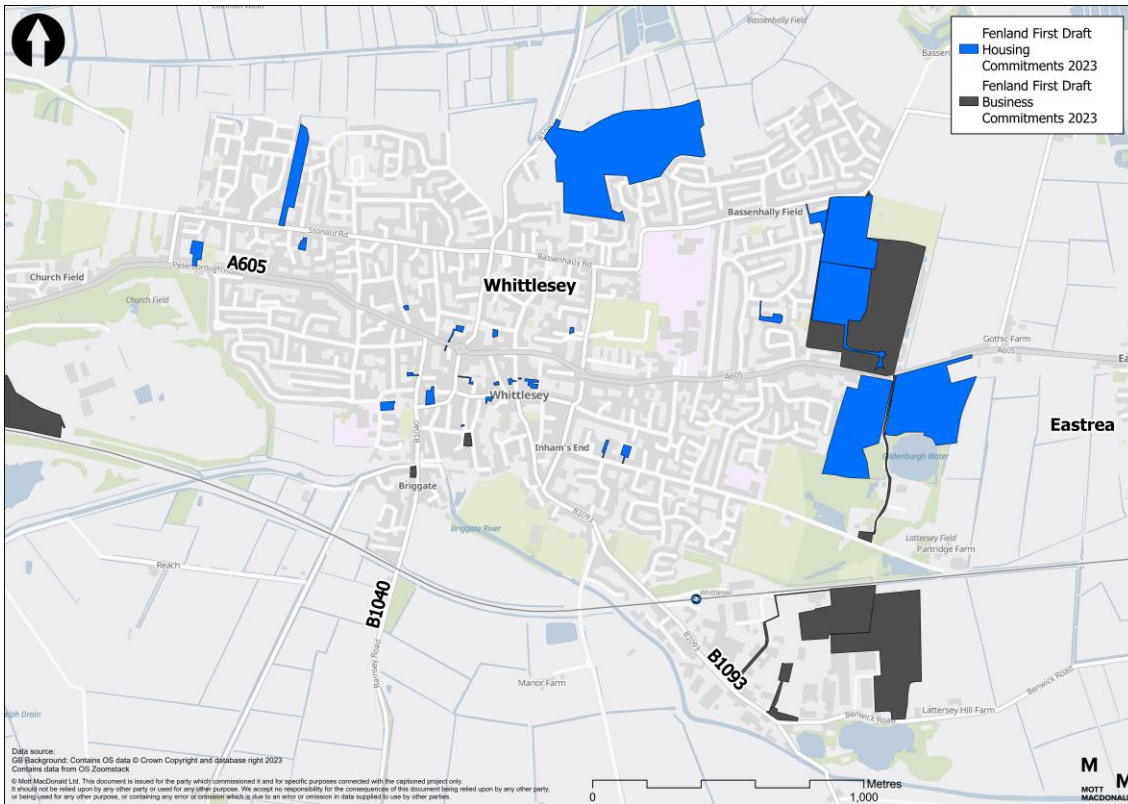
2.3.2.1 Land Use Assumptions

The current adopted Fenland Local Plan (2014) aimed to deliver 11,000 new homes between 2014 and 2031 and for 85ha of new employment sites and 7,200 additional jobs.

Of the allocations in the Local Plan, 1,000 homes and five hectares of employment land were allocated for Whittlesey, with a majority of Whittlesey’s housing allocation (500 dwellings) being supported by an extension to the urban area at land north and south of Eastrea Road to the east of the village. As of January 2024, this development has been partially completed and has contributed to the town seeing growth that exceeds the allocations set out in the Local Plan. Most of the additional traffic generated would be captured by the ANPR data.

Currently a new draft Fenland Local Plan (2022) is being developed for the district, that along with the adopted Peterborough Local Plan (2019), sets out the future development strategies for the region. The overarching land allocations for future housing and employment contained within the Local Plans for the Whittlesey area are shown in Figure 2.4. This includes a total of 875 dwellings and 31ha of employment space.

Figure 2.4: Whittlesey housing and employment commitments (2023)



Source: FDC

If these developments come forward, they will generate a significant level of additional traffic flow to, from and within Whittlesey. However, as the model currently accounts only for traffic through Whittlesey these additional trips are not taken into account directly at this assessment stage.

2.3.2.2 Forecast Assumptions

As described above the proposed housing and employment developments would result in a significant increase in trips for Whittlesey. At this stage they are not quantified into the model directly while the spreadsheet model is built to focus on through traffic. Instead, the car growth factors from NTEM8 were extracted for the Fenland 006 area origin and destination growth. These are shown in Table 2.4 below. The average factors were applied to the base year demand.

Table 2.4: NTEM 8 growth factors for car growth

Year	Origin	Destination	Average
2030	1.0402	1.0397	1.0400
2045	1.0994	1.0983	1.0989

LGV and OGV growth is based on NRTP22 using Eastern England A-road values for each vehicle type respectively. The resulting factors are set out in Table 2.5.

Table 2.5: NRTP22 growth factors for goods vehicle growth

Year	LGV	HGV
2030	1.055	1.010
2045	1.268	1.047

Generalised costs were applied using the TAG Data Book v1.23 May 2024.

Forecast speed reductions were calculated based on NRTP22 core values for Eastern England. A weighted average was applied for A-roads and minor roads across all vehicle types. The speeds and factors are shown below and were applied to the base year speeds to create forecast speeds for each forecast year along the existing route.

Table 2.6: NRTP22 speeds and adjustment factors

Year	Average speed (mph)	Factor
2023	31.6	1.000
2030	31.4	0.992
2045	30.9	0.980

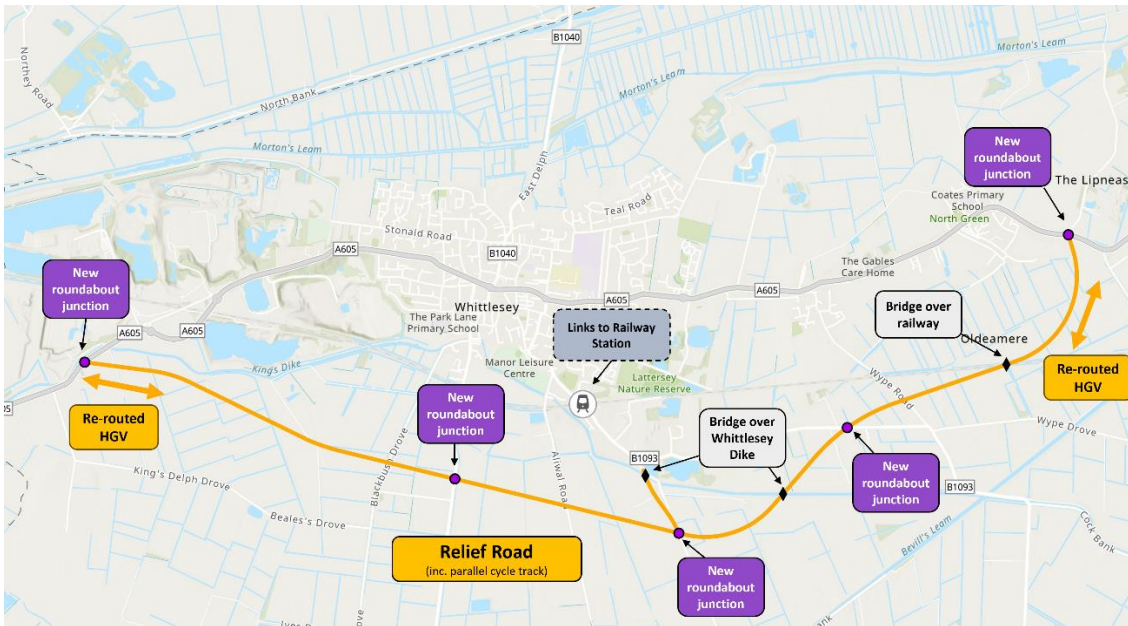
2.3.3 DS Forecast Models

As part of the development of the SOC, a set of shortlisted options has been defined following a sifting process. This included packaging the better performing options together, where they complement each other across the themed objectives. The final packaging resulted in four options to be progressed to concept design and more detailed appraisal and consultation at SOC.

Three of the options include the same Relief Road alignment (black route) as shown in Figure 2.5, with the other option only entailing only a bus-based travel hub with active travel links. The assessments described below only include the Relief Road element that is common across three of the options but exclude further bus or active travel improvements proposed.

The proposed Relief Road is currently assumed as operating with a 40mph speed limit.

Figure 2.5: Proposed Relief Road location



Source: Mott MacDonald

The initial design results in a travel distance of 8.9km between the zones at the western and eastern edges of the model. This is 500m further than travelling via the existing A605 route. However, the road's 40mph speed limit is assumed to result in an overall time saving for east/west through trips along the A605, and through-trips are therefore assumed to reassign onto the Relief Road.

Other locations within the model (e.g., to the south via B1040 or B1093) benefit from more direct connections to the east and west and avoiding the need to route via Whittlesey town centre.

2.3.3.1 DS Demand

Based on a review of estimated travel times and distances, all through-trips forecast for Whittlesey (other than those to and from the north, which will not directly benefit from the Relief Road) are assumed to benefit from the proposed Relief Road and are assumed to switch in their entirety to the scheme in the DS models.

2.4 Forecast Modelling Results

The spreadsheet model forecasts combine the elements above and calculates the DM and DS demand, distance and travel time. The demand, distance and speed changes across the forecast years and for DM and DS are summarised in the tables below.

Based on the generalised costs, distance and time savings are achieved for all zones impacted by the Relief Road, which only excludes zone 3 to the north of the town. Savings increase during the second forecast year 2045 based on increased demand and reducing vehicle operating costs.

Table 2.7: Forecast total demand changes (in vehicles/hour)

Time Period	Base 2023	2030	Diff to base	2045	Diff to base
AM	559	581	4%	614	10%
IP	388	404	4%	427	10%
PM	533	554	4%	586	10%
OP	82	85	4%	90	10%

Demand across all vehicle types increases by 4% in 2030 and 10% by 2045 for all time periods.

Table 2.8: Distance via town centre (existing route) in km

Origin/Destination	1	2	3	4	5
1		8.4	5.5	5.7	4.8
2	8.4		7.6	6.8	6.9
3	5.5	7.6		4.8	3.9
4	5.7	6.8	4.8		4.1
5	4.8	6.9	3.9	4.1	

Table 2.9: Distance with Relief Road (scheme) in km

Origin/Destination	1	2	3	4	5
1		8.9	5.5	4.6	2.9
2	8.9		7.6	4.3	5.9
3	5.5	7.6		4.8	3.9
4	4.6	4.3	4.8		1.7
5	2.9	5.9	3.9	1.7	

Table 2.10: Difference in distance in km

Origin/Destination	1	2	3	4	5
1		0.4	0	-1.1	-1.9
2	0.4		0	-2.6	-0.9
3	0	0		0	0
4	-1.1	-2.6	0		-2.5
5	-1.9	-0.9	0	-2.5	

Although the travel distance along the Relief Road travelling east to west or west to east increases by just under half a kilometre, the majority of origin destination pairs achieve significant distance savings from the new Relief Road with a maximum reduction of 2.6km for trips between zone 2 (east) to zone 4 (south-east).

Table 2.11: Travel time via town centre (existing route) for AM and PM peak period in min

Origin/Destination	1	2	3	4	5
1		11.4	7.1	8.0	6.7
2	11.4		9.6	8.9	9.2
3	7.1	9.6		6.2	5.0
4	8.0	8.9	6.2		5.9
5	6.7	9.2	5.0	5.9	

Table 2.12: Travel times with Relief Road (scheme) for AM and PM peak period in min

Origin/Destination	1	2	3	4	5
1		8.3	7.1	4.3	2.7
2	8.3		9.6	4.0	5.6
3	7.1	9.6		6.2	5.0
4	4.3	4.0	6.2		1.6
5	2.7	5.6	5.0	1.6	

Table 2.13: Difference in travel time for AM and PM peak in min

Origin/Destination	1	2	3	4	5
1		-3.1	0.0	-3.7	-4.0
2	-3.1		0.0	-4.9	-3.6
3	0.0	0.0		0.0	0.0
4	-3.7	-4.9	0.0		-4.3
5	-4.0	-3.6	0.0	-4.3	

The travel time reduces for all through trips other than those to and from zone 3 (north) with the largest saving of almost 5 minutes for trips between zone 2 (east) and zone 4 (south-east).

3 Economic Assessments

As part of the Whittlesey Relief Road assessments based on the above traffic modelling a quantification of the user and accident benefits has been carried out and described below. The TUBA software and Cobalt

3.1 Transport User Benefits

In order to calculate the user benefits TUBAv1.9.23 was set up.

3.1.1 TUBA set-up

The TUBA assessment is based on the traffic forecasting results described in section 2.3. The set-up assumptions were as follows:

3.1.1.1 User Classes

Using the modelled vehicle classes car, LGV and OGV the following factors were applied based on TAG Databook v1.23 May 2024 table A1.3.4 to disaggregate the demand volumes into the required TUABA user classes.

Table 3.1: TUBA User Classes

ID	Name	Modelled vehicle class	Factor
1	Car Business	Car	0.062
2	Car Commute	Car	0.252
3	Car Other	Car	0.686
4	LGV Business	LGV	0.12
5	LGV Personal	LGV	0.88
6	OGV1	OGV1	1
7	OGV2	OGV2	1

3.1.1.2 Annualisation Factors

The annualisation factors are based on all weekday hours for each modelled time period and are shown in Table 3.2.

Table 3.2: Annualisation Factors

Time Period	Annualisation Factor
AM: 0700-1000	759
IP: 1000-1600	1,518
PM: 1600-1900	759
Off-peak: 1900-0700	3036

Source: Mott MacDonald

3.2 Collision Impacts

Currently the A605 carries significant volumes of traffic through the urban centre of Whittlesey with destinations beyond. This includes heavy goods vehicles accessing the business park to the south via the small market town roads posing risks of collisions. With the Relief Road in place this ‘through’ traffic would divert to a non-urban, safer route resulting in accident benefits. These are quantified with the Cobalt assessment described below.

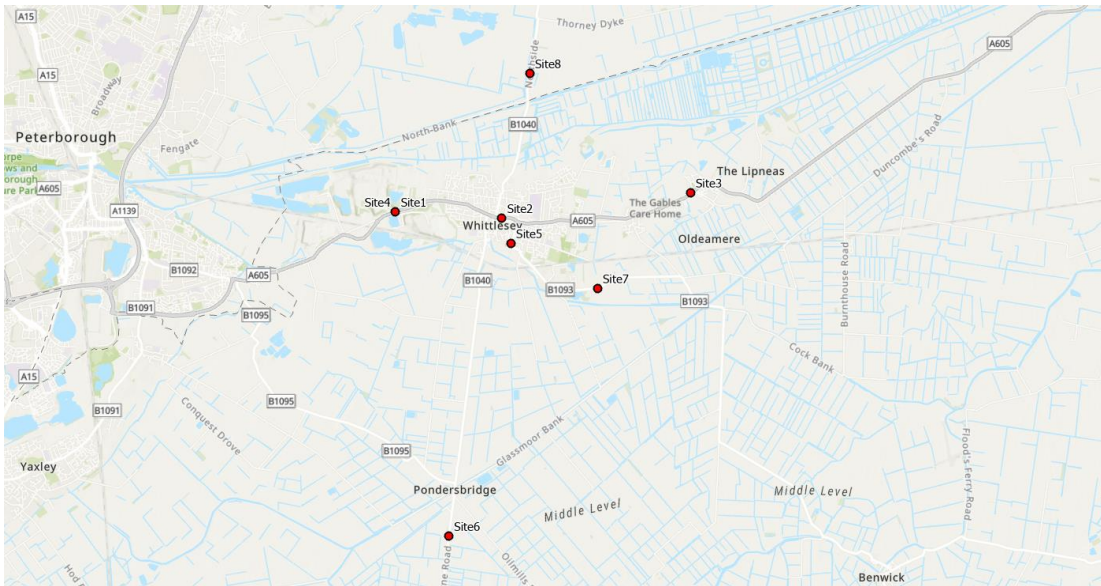
3.2.1 COBALT set up

The COBALT assessment is based on the traffic model links shown in Figure 2.3. The links and junctions combined approach was chosen as no junction data is available.

DfT traffic flow data was available for several model links as shown in Figure 3.1 and the latest count and count method are shown in

Table 3.3.

Figure 3.1: DfT count locations



Source: Mott MacDonald

Table 3.3: DfT Count Data

Site	DfT ID	Road Name	Latest Year	Count Method
Site1	7329	A605	2022	Manual count
Site2	57350	A605	2023	Estimated using previous year's AADF on this link
Site3	57362	A605	2023	Estimated using previous year's AADF on this link
Site4	95042	A605	2023	Estimated using previous year's AADF on this link
Site5	808568	B1093	2023	Manual count
Site6	940944	B1040	2019	Manual count
Site7	940959	B1093	2019	Estimated using previous year's AADF on this link
Site8	941982	B1040	2019	Manual count

Although the availability of the latest data varied by year no adjustment factors were applied to the data at this stage, as the annual traffic growth varied significantly by site and year.

The AADT value for model links without DfT count data available was estimated by calculating averages of adjacent links.

A summary of the base year and Do Minimum (DM) counts used as well as link type, speed and distance definition extracted from GIS are shown in Table 3.4.

Table 3.4: COBALT inputs Base and DM

ID	LinkType	Speed Limit	Section Length	DfT Count Site
1	Older S2 A Roads	40	0.99	Site 3
2	Older S2 A Roads	30	2.233	Site 3
3	Other S2 Roads	60	1.558	Site 8
4	Other S2 Roads	30	0.764	Site 8
5	Older S2 A Roads	30	0.468	Site 2
6	Older S2 A Roads	30	1.568	Average Site 2 and 3
7	Other S2 Roads	30	2.054	Site 5
8	Other S2 Roads	20	0.319	Site 6

ID	LinkType	Speed Limit	Section Length	DfT Count Site
9	Other S2 Roads	60	1.299	Site 6
10	Older S2 A Roads	30	1.133	Average Site 1 and 2
11	Older S2 A Roads	40	2.056	Site 1

Forecast demand growth was aligned with the forecast modelling and for 2023 to 2030 based on NTEM8 growth using the origin and destination combined factor of 1.04. The growth from 2030 to 2045 was then based on the total matrix growth calculated from the forecast modelling and cumulated to 1.089.

The Do Something (DS) demand was calculated based on the ANPR data proportions of 'through' traffic versus traffic to and from Whittlesey. This was calculated for all sites other than ANPR site 3 to the north at which traffic is not impacted by the Relief Road. The final proportions of traffic switching are summarised in Table 3.5 below. The table also indicates the impact on the DM link demand associated to each ANPR site.

Table 3.5: COBALT DS Demand Definition

Site	Shifting Factor	Links applied	Equivalent demand reduction applied to
Site 1	26%	Applied to link 11 to determine DS link 13	Links 10 and 11
Site 2	37%	Applied to link 2 to determine DS link 12	Links 1, 2, 5 and 6
Site 4	19%	Applied to link 7	Link 7
Site 5	20%	Applied to link 9	Link 8 and 8

3.2.2 Accident Data

Local accident data was available from the DfT's Road Safety Open Data (SATS19). Data was extracted from 2017 to 2023, but data from years 2020 and 2021 excluded for the assessment due to the impact of Covid19. The collisions were allocated to the base/DM model links for the five years separately.

From the local accident data, it is noticeable that the majority of accidents within the urban area are located at junctions with few collisions located along the road sections between junctions.

3.2.3 COBALT limitations

Based on the nature of the spreadsheet model it is at this stage not possible to represent scheme impacts on links and junctions separately within the COBALT assessment. Therefore, all accidents at junctions are allocated to the adjacent link. As there are few accidents located along the links the local accident rates are much lower than the default values for the identified link types. It is therefore concluded that the accident rates for the new Relief Road would be significantly overestimated if purely based on the default rate and a rate from a similar adjacent link was used to calculate the overall results based on local accident rates. However, these results underrepresent the impact at the junctions with currently higher incidents identified.

Subsequently, impacts have also been assessed using all default accident rates as well to provide a scale of impact results. These results are likely to overstate the impacts, as the local accident rates are generally lower.

3.3 Economic Appraisal Results

3.3.1 TUBA Results

The TUBA economic assessment was carried out using TUBA v1.9.23.

The results by time period and purpose are shown below.

Table 3.6: TUBA user benefits by purpose (in £,000)

Purpose	Year	User Time	User charges PT_fares	VOC Fuel	VOC Non_fuel	Operator revenue PT_fares	Indirect taxes	Total
Business	2030	189	0	32	32	0	-17	236
Business	2045	166	0	16	20	0	-8	194
Commuting	2030	69	0	4	0	0	-2	71
Commuting	2045	57	0	2	0	0	-1	58
Other	2030	140	0	12	1	0	-6	147
Other	2045	116	0	4	1	0	-2	119
Business	Total	7,990	0	718	888	0	-350	9,246
Commuting	Total	2,769	0	72	7	0	-34	2,814
Other	Total	5,631	0	211	26	0	-99	5,769

The majority of benefits by purpose are forecast for the business purpose combining goods vehicles and cars. Benefits for other purposes are also high with fewer benefits assessed for commuting. For each purpose the benefits reduce slightly in the second forecast year due to discounting impacts.

Table 3.7: TUBA user benefits by period (in £,000)

Purpose	Year	User Time	User charges PT_fares	VOC Fuel	VOC Non_fuel	Operator revenue PT_fares	Indirect taxes	Total
AM peak	2030	101	0	12	8	0	-6	115
AM peak	2045	86	0	5	5	0	-3	93
PM peak	2030	88	0	8	4	0	-4	96
PM peak	2045	75	0	3	2	0	-2	78
Inter-peak	2030	130	0	18	14	0	-9	153

Purpose	Year	User Time	User charges PT_fares	VOC Fuel	VOC Non_fuel	Operator revenue PT_fares	Indirect taxes	Total
Inter-peak	2045	111	0	9	9	0	-4	125
Off-peak	2030	79	0	10	7	0	-5	91
Off-peak	2045	67	0	5	4	0	-2	74
AM peak	Total	4,169	0	249	230	0	-122	4,526
PM peak	Total	3,626	0	148	105	0	-72	3,807
Inter-peak	Total	5,348	0	390	393	0	-186	5,945
Off-peak	Total	3,247	0	213	192	0	-103	3,549

Comparing results across the periods most benefits are assessed for the interpeak period, which represents a longer period than the peaks. AM and PM peak results are similar and fewest benefit are achieved during the weekday off-peak periods. The benefits in the second forecast year are slightly lower than for the opening year due to discounting.

There were 1574 warning messages which are all related to the higher-than-expected benefits between zones 4 and 5. Currently these trips route via the town centre but will gain a much more direct connection with the Relief Road in place. No warnings were identified representing a concern regarding the assessment outputs.

The TEE table is presented in Table 3.5.

Table 3.8: Transport Economic Efficiency (TEE) Table

Non-business: Commuting	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	2,769	2769				
Vehicle operating costs	78	78				
User charges	-	0				
During Construction & Maintenance	-	0				
NET NON-BUSINESS BENEFITS: COMMUTING	2,848 (1a)	2848				
Non-business: Other	ALL MODES	ROAD	BUS and COACH	RAIL	OTHER	
User benefits	TOTAL	Private Cars and LGVs	Passengers	Passengers		
Travel time	5,631	5631				
Vehicle operating costs	237	237				
User charges	-	0				
During Construction & Maintenance	-	0				
NET NON-BUSINESS BENEFITS: OTHER	5,867 (1b)	5867				
Business		Goods Vehicles	Business Cars & LGVs	Passengers	Freight	Passengers
User benefits						
Travel time	7,990	7393	598			
Vehicle operating costs	1,606	1530	76			
User charges	-	0	0			
During Construction & Maintenance	-	0	0			
Subtotal	9,596 (2)	8922	674			
Private sector provider impacts				Freight	Passengers	
Revenue	-					
Operating costs	-					
Investment costs	-					
Grant/subsidy	-					
Subtotal	- (3)					
Other business impacts						
Developer contributions	- (4)					
NET BUSINESS IMPACT	9,596 (5) = (2) + (3) + (4)					
TOTAL						
Present Value of Transport Economic Efficiency Benefits (TEE)	18,311 (6) = (1a) + (1b) + (5)					

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Overall, £18.3m benefits are assessed for the 60 year appraisal period assuming an opening year of 2030. The benefits are based on the time savings model traffic achieves from using the Relief Road with a faster speed limit and fewer junctions than the current A605 leading through Whittlesey town centre.

3.3.2 COBALT Results

The COBALT results are presented for the assessment with local and default accident rates. This is because although the local rates are significantly lower than the default rates, when assessing links and junctions combined, the vast majority of local accidents are located at junctions. The combined assessment is therefore likely to underestimate the impacts of the Relief Road. However, based on the spreadsheet model it is not currently possible to assess junction impacts separately.

Therefore, the impacts of a default combined assessment are also shown. These are likely overestimating the impacts.

The benefits table below shows that based on local accident data combining links and junctions impacts of £0.8m are assessed compared to £3.3m using default rates.

Table 3.9: COBALT Benefits

Accident Data	Accident Costs Without-Scheme (£000)	Accident Costs With-Scheme (£000)	Benefits of Scheme (£000)
Local	9,862.1	9,092.8	769.3
Default	31,919.7	28,668.8	3,250.9

Table 3.10: COBALT Accident Summary (PIA's)

Accident Data	Accident Numbers Without Scheme	Accident Numbers With Scheme	Benefit of Scheme
Local	280.0	258.0	22.1
Default	907.2	814.9	92.3

The accident numbers based on local data are less than a quarter of the default values. However, this is likely to be underestimated as the local rate does not consider the accidents at junctions explicitly at this stage.

Table 3.11: COBALT Casualty Numbers

Accident Data	Without Scheme			With Scheme			Scheme benefits		
	Fatal	Serious	Slight	Fatal	Serious	Slight	Fatal	Serious	Slight
Local	2.0	36.2	328.3	1.8	33.5	302.2	0.1	2.8	26.1
Default	6.4	115.4	1075.9	5.7	103.7	966.5	0.6	11.8	109.4

The casualty results align with the accident results showing significantly fewer casualties based on local rates. However, there assessment shows for both accident assumptions the scheme will reduce fatal serious and slight accidents resulting in benefits overall.

3.3.3 Summary

Based on ANPR data from 2023 across a weekday there are about 7,400 trips along the A605 approaching Whittlesey from the west and about 5,100 trips approaching Whittlesey from the east. Of these 1,900 are 'through-trips' that currently travel through Whittlesey's urban centre

but would shift to using the Relief Road. This represents a 30% traffic reduction for the urban centre.

The through traffic volumes vary between about 550 vehicle trips in AM and PM peak hours and 380 vehicle trips during the interpeak of which 10% and 15% are heavy goods vehicles (HGV's), respectively.

In addition to reducing the traffic volumes through the urban centre the 'through-trips' travel faster on the Relief Road and for trips to and from the southern direction the Relief Road also represents a reduction in travel distance.

The user benefit assessment shows benefits of £18.3m with the Relief Road in place and further accident benefits of £3.3m.

4 Sensitivity Testing

The A605 through Whittlesey features as National Highways' (NH) default diversion route for the A47 to the north. The A47 east of Peterborough near Eye carries about 14,000 vehicles per direction including one thousand during the afternoon peak hour (based on WebTRIS data 2023). This is between three and four times the volume of traffic compared to the A605 east of Whittlesey. Therefore, the impact of any incidents along the A47 can have a tremendous impact on the volumes of through traffic through Whittlesey.

The routing impacts are not possible to be modelled with the localised spreadsheet model. Instead, a high level select link analysis was carried out using the PTM3 updated 2023 base model. This shows that the vast majority of trips (between 80 and 90%) along the A47 have their origin or destination at Peterborough to the west and Wisbech or Norwich to the east. This means they are very likely to divert via the A605. The remaining trips are to or from Chatteris or Ely to the south-east and could divert via the A141 and A1(M) instead.

There are several minor roads, such as B1143 and B1167, parallel to the A47 that could represent alternatives for some car or LGV trips with more local destinations or in scenarios when delays via the A605 increase. However these are unlikely to be used by HGVs, which will follow the NH diversions. The impact of the volume of HGV's along could represent almost double the traffic volumes through the urban centre of Whittlesey.

With the Relief Road in place traffic would still be required to use the A605 as diversion. However, traffic would avoid the urban centre and bypass it instead resulting in significantly reduced delays and disruption to Whittlesey.



mottmac.com



Whittlesey Relief Road

Social Impact Appraisal

September 2024

This page left intentionally blank for pagination.

Mott MacDonald
10 Temple Back
Bristol BS1 6FL
United Kingdom

T +44 (0)117 906 9500
mottmac.com

Whittlesey Relief Road

Social Impact Appraisal

September 2024

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
01	16/09/24	S Shuttleworth	J Vickers Strutt	C Payne	For review
02	23/09/24	S Shuttleworth	J Vickers Strutt	C Payne	For issue

Document reference 100114563 | P01 | 100114563-MMD-APP-03B-RP-BC-017

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

1	Introduction	1
2	Accidents	3
1.1	Overview	3
1.2	Appraisal of impacts	3
1.3	Summary appraisal scores	4
3	Physical Activity	5
3.1	Overview	5
3.2	Appraisal of impacts	5
3.3	Summary appraisal scores	5
4	Security	7
4.1	Overview	7
4.2	Appraisal of impacts	7
4.3	Summary appraisal scores	7
5	Severance	8
5.1	Overview	8
5.2	Appraisal of impacts	8
5.3	Summary appraisal scores	8
6	Journey Quality	9
6.1	Overview	9
6.2	Appraisal of impacts	9
6.3	Summary appraisal scores	9
7	Option Values and Non-Use Values	11
7.1	Overview	11
7.2	Appraisal of impacts	11
7.3	Summary appraisal scores	11
8	Accessibility	12
8.1	Overview	12
8.2	Appraisal of impacts	12
8.3	Summary appraisal scores	13
9	Personal Affordability	14

9.1	Overview	14
9.2	Appraisal of impacts	14
9.3	Summary appraisal scores	14

1 Introduction

Mott MacDonald has been commissioned by Fenland District Council to support the development of the short listed options for the proposed Whittlesey Relief Road. A Social Impact Appraisal covers the human experience of a transport system and its impact on social factors not considered as part of economic and environmental appraisals. Methods prescribed in TAG Unit A4.1¹ have been used to determine any impacts of the scheme.

The eight social impacts, as defined by TAG Unit A4.1 guidance, assessed as part of the appraisal are:

- Accidents
- Physical activity
- Security
- Severance
- Journey quality
- Option and non-use values
- Accessibility
- Personal affordability

The overall summary of the expected social impacts is outlined in Table 1. Each social impact is assessed per option in more detail below.

Table 1: Summary of expected social impacts

Social Impact	Overall Appraisal Result			
	Option 1	Option 2	Option 3	Option 4
Accidents	Moderate beneficial	Moderate beneficial	Moderate beneficial	Slight beneficial
Physical Activity	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial
Security	Neutral	Neutral	Slight beneficial	Slight beneficial
Severance	Moderate beneficial	Moderate beneficial	Large beneficial	Slight beneficial
Journey Quality	Moderate beneficial	Large beneficial	Large beneficial	Slight beneficial
Option and non-use values	Neutral	Neutral	Neutral	Slight beneficial
Accessibility	Slight beneficial	Moderate beneficial	Large beneficial	Moderate beneficial

¹ Department for Transport, TAG UNIT A4.1 Social Impact Appraisal Guidance, Available at - [TAG UNIT A4.1 Social Impact Appraisal \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/103422/TAG_UNIT_A4.1_Social_Impact_Appraisal.pdf), accessed March 2022.

Personal affordability	Neutral	Neutral	Neutral	Neutral
-----------------------------------	---------	---------	---------	---------

2 Accidents

1.1 Overview

Transport interventions may reduce the likelihood of people being hurt in accidents. Accidents can occur in all modes of transportation, affecting both users and non-users. The key quantitative indicator for evaluating transportation initiatives is the difference in the number of casualties and accidents with and without the scheme.

Accidents can result in no casualties (resulting in damage only) or one or more casualties (such as Personal Injury Accidents) of varying severity. As stated in Section 2.1.4 in the TAG guidance², three groups are used to differentiate between casualty severity: fatal (death occurs within 30 days); serious (casualties require hospital treatment and have lasting injuries); and slight (casualties have injuries that do not require hospital treatment or if they do, effects subside quickly).

1.2 Appraisal of impacts

The A605 is a key route for east-west traffic between Peterborough and the Fenland market towns. The A605 through Whittlesey sees circa 7,500 vehicles per day from Peterborough and 5,000 vehicles per day from Fenland Market Towns, 75% of which is dominated by private vehicles. A significant proportion of all traffic along this route through Whittlesey is through traffic (40%) and 68% of HGV movements are through traffic. The high volume of traffic on the A605 through a town centre segregates the town and means accidents are likely, causing congestion and resulting in longer journey times for commuting traffic.

The objectives of the scheme include reducing congestion, improving safety and reducing severance on the local road network through Whittlesey, which requires a smoother flow of traffic in the area.

Option 1, 2 and 3 propose a new single carriageway relief road running to the south of Whittlesey town centre, that includes a parallel cycle track. This is likely to reduce the number of vehicles, of up to 3,000 vehicles per day, including up to 370 HGVs per day travelling through Whittlesey town centre, reducing the likelihood of collisions which will potentially improve safety in Whittlesey and reduce the number of accidents.

Option 2 includes enhanced pedestrian crossing facilities in the form of either islands or traffic lights, which is likely to improve safety and access for pedestrians in Whittlesey, reducing the likelihood of accidents involving pedestrians.

Option 3 includes include the introduction of new active travel improvements through the town and along the A605 which is likely to enable a greater level of local journeys around Whittlesey to be undertaken by walking or cycling, reducing car use for shorter journeys and subsequently congestion and likelihood of accidents. However, there may be an increase in accidents as a result of an increased number of pedestrians and cyclists.

Option 4 proposes a new Mobility Hub located to the east of the town which could improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. Option 4 will also include improved active travel provision across the town to both the Mobility Hub and Whittlesea station

² Department for Transport, TAG UNIT A4.1 Social Impact Appraisal Guidance, Available at - [TAG UNIT A4.1 Social Impact Appraisal \(publishing.service.gov.uk\)](#), accessed March 2022.

to encourage local trips to access bus and rail services without the use of a car. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport and active travel, thus slightly reducing the number of vehicles and congestion on the local road network, and improve safety in the area for pedestrians. However Option 4 will not reduce the level of HGV movements in Whittlesey, and the Mobility Hub's location may mean that residents in the west of Whittlesey may not utilise its facilities. Additionally, Option 4 is reliant on bus operators capitalising on these new improvements by running services.

All of these measures will ultimately contribute to reduced casualties, lower accident severity and a lower accident rate, benefiting non-motorised users (pedestrians and cyclists), as well as motorised users (drivers). Options 1, 2 and 3 will therefore yield a moderate beneficial impact and Option 4 a slight beneficial impact, for users of the A605 through Whittlesey.

1.3 Summary appraisal scores

Option 1: Moderate beneficial

Option 2: Moderate beneficial

Option 3: Moderate beneficial

Option 4: Slight beneficial

3 Physical Activity

3.1 Overview

The interdependence between transportation, the environment, and health has long been recognised³. Physical activity levels can be influenced by transportation. Physical inactivity is a major risk factor for a wide variety of noncommunicable diseases, including coronary heart disease, stroke, diabetes, as well as many cancers⁴. Physical activity is also effective in reducing weight gain and obesity, as well as enhancing mental health. This section examines the health benefits of travel (i.e. walking and cycling).

Physical activity benefits are often a major component of the scheme's benefits for interventions aimed at promoting cycling and walking. Physical activity impacts will be relevant for schemes such as this that involve other modes, if it can be proved that there is a considerable mode shift owing to the intervention to or from active modes.

3.2 Appraisal of impacts

The implementation of the proposed scheme may affect pedestrians, cyclists and existing public transport services.

Option 1, 2 and 3 propose a new single carriageway relief road running to the south of Whittlesey town centre, that includes a parallel cycle track. This is likely to reduce the number of vehicles travelling through Whittlesey town centre, improving safety and reducing severance for pedestrians and cyclists in Whittlesey.

Option 2 includes enhanced pedestrian crossing facilities which is likely to improve safety and access for pedestrians in Whittlesey.

Option 3 includes the introduction of new active travel improvements through the town and along the A605 which is likely to enable a greater level of local journeys around Whittlesey to be undertaken by walking or cycling and reducing car use for shorter journeys.

Option 4 proposes improved active travel provision across the town to a new Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport and active travel.

Overall, Options 1 is assessed to have a slight beneficial effect, Option 2 a moderate beneficial effect, Option 3 a large beneficial effect and Option 4 a moderate beneficial effect.

3.3 Summary appraisal scores

Option 1: Slight beneficial

Option 2: Moderate beneficial

Option 3: Large beneficial

Option 4: Moderate beneficial

³ Road Transport and Health (1997), British Medical Association

⁴ Department of Health (2004): At Least Five a Week. A report from the Chief Medical Officer.

4 Security

4.1 Overview

Transport interventions may have an impact on the level of security for transport users. The assessment of these impacts should take into account both changes in security and the predicted number of affected users. Site perimeters, entrances, and exits; formal and informal monitoring; landscaping; lighting and visibility; and emergency call points are all examples of security indicators.

While the TAG guidance focuses on the security impacts of railway stations and public transportation, our assessment will focus on the security of non-motorised users of the road, particularly pedestrians and cyclists. Certain user groups, such as women and older people, may be more prone to safety concerns and, as a result, are more likely to avoid travelling by bicycle or foot.⁵

4.2 Appraisal of impacts

While the development of the scheme aims to improve safety and security for all, the scheme is unlikely to affect vulnerability to crime and other aspects of personal safety, which are the primary factors assessed in the TAG guidance.

During construction of the scheme, there is potential for adverse landscape and visual effects, which may contribute to potential security concerns but are expected to be temporary in nature.

While Options 1, 2 and 3 provide an improved cycle track along the potential relief road, these improvements are unlikely to impact on perceived safety of non-motorised users from the perspective of reduced crime. Options 3 and 4 provide improved active travel infrastructure, including segregation where possible, improved lighting and improved surfaces. This has the potential to increase feelings of security amongst vulnerable road users (VRU's) such as the elderly. Therefore, the overall impact on security, during construction and operation is anticipated to be neutral for Options 1 and 2 and slightly beneficial for Options 3 and 4.

4.3 Summary appraisal scores

Option 1: Neutral

Option 2: Neutral

Option 3: Slight beneficial

Option 4: Slight beneficial

⁵ TAG Unit A4.1 Social Impact Appraisal

5 Severance

5.1 Overview

The introduction or removal of a physical barrier between residents and community facilities/services, as well as whether traffic flows arising from the scheme cause or remove barriers between residents and community facilities/services, are all considered in community severance. Significant changes in transportation infrastructure that obstruct pedestrian mobility or create a physical barrier to movement might cause severance.⁶

Severance predominantly impacts non-motorized modes of transportation, notably walkers, however this assessment will also consider motorised travel due to the higher impact on journey delays. Cyclists will be impacted differently by severance due to two factors: they travel faster and may not have access to crossing facilities. Severance impacts are grouped into four broad categories, according to TAG guidance: none, slight, moderate, and large.

5.2 Appraisal of impacts

The objective of the scheme is to reduce congestion, improve safety and reduce severance on the A605 through Whittlesey and the surrounding road, walking and cycling network.

The high volume of traffic on the A605 through Whittlesey segregates the town centre creating severance. Options 1, 2 and 3 are likely to reduce the severance caused by the high volume of traffic through Whittlesey by providing a relief road to the south of Whittlesey for through traffic. Additionally, the new cycle track parallel to the relief road will provide a new safe active travel route that bypasses Whittlesey Town Centre. Option 2 is also likely to discourage private vehicles travelling through Whittlesey town centre due to bus priority measures, further reducing severance along the A605. Option 3 has the potential to further reduce severance in Whittlesey through the introduction of active travel improvements including shared use paths and toucan crossings. Therefore the impact is assessed to be moderate beneficial for Option 1 and 2 and large beneficial for Option 3.

Option 4 has the potential to indirectly reduce severance by encouraging more public transport and active travel use though the provision of shared use spaces, toucan crossings, and a mobility hub. However this option will not reduce the number of HGVs travelling through Whittlesey, therefore the overall impact is assessed to be slight beneficial.

5.3 Summary appraisal scores

Option 1: Moderate beneficial

Option 2: Moderate beneficial

Option 3: Large beneficial

Option 4: Slight beneficial

⁶ TAG Unit A4.1 Social Impact Appraisal

6 Journey Quality

6.1 Overview

Journey quality is a measure of the real and perceived physical and social environment experienced while travelling and can be affected both by travellers and by network providers and operators. The journey quality assessment evaluates the actual and perceived social and physical environment experienced when travelling, which can have an important influence on travel choices. Traveller care, traveller perspectives, and traveller stress are three subcategories of journey quality. Poor journey experience may deter people from taking certain modes of transportation, whereas good journey quality can often go undetected and become assumed.

6.2 Appraisal of impacts

TAG Unit A4.1 guidance includes aspects such as cleanliness, level of facilities and information provision in traveller care, which have limited relevance in highways schemes.

As a result, this section primarily assesses traveller stress from the perspectives of both motorised and non-motorized users. Traveller stress, according to TAG guidelines, may be subdivided into frustration, fear of accidents, and route uncertainty, the latter of which is less relevant for highway schemes. Frustration is caused by road layout and geometry, road network quality, and overall ability to make effective progress along a route. The presence of other cars, inadequate sight distances, the risk of pedestrians stepping onto the road, the presence of central reservations or safety barriers, and the presence of roadworks all contribute to the concerns about potential accidents.

Options 1, 2 and 3 are likely to increase the journey quality of journeys for road users due to the provision of a relief road, directing through traffic out of Whittlesey town centre. Thus improving the road layout which is likely to reduce fear of accidents and frustration for users of the scheme, reducing travel stress levels. Options 1, 2 and 3 are expected to reduce traveller frustration and stress and as such improve journey quality for road users as a result of reduced congestion and improved, more predictable, journey times. The provision of safer and more reliable transport routes should contribute to positive impacts on journey quality for all road users.

Journey quality for those using public transport is particularly likely to improve as a result of Option 2 which includes bus priority measures within Whittlesey and Option 4 which includes a Mobility Hub, which is anticipated to improve the journey reliability and reduce stress of users travelling through and accessing Whittlesey.

Across all options, journey quality may be temporarily impacted during construction due to construction activities and potential road diversions or closures increasing route uncertainty. These disruptions to routes will no longer exist once the project is operational, and positive effects are envisaged. The provision of safer and more reliable transport networks should improve the overall quality of journey for all road users. The overall rating is assessed as moderate beneficial for Option 1, large beneficial for Options 2 and 3 and slight beneficial for Option 4.

6.3 Summary appraisal scores

Option 1: Moderate beneficial

Option 2: Large beneficial

Option 3: Large beneficial

Option 4: Slight beneficial

7 Option Values and Non-Use Values

7.1 Overview

Option and non-use values should be assessed if the scheme being appraised includes measures that will substantially change the availability of public transport services within the study area. Option values consider the willingness to pay to preserve the option of using a transport service for trips not yet anticipated or currently undertaken while non-use values are the values that are placed on the continued existence of a service.

7.2 Appraisal of impacts

Where a step-change in transport service is expected (e.g. the removal or introduction of a new mode), an appraisal is required include an assessment regarding the nature of the change in service and whether the change is beneficial or adverse in terms of option and non-use values. Options 1, 2 and 3 do not include measures that will change the availability of public transport options for those living in the study area. Therefore, the overall impact is considered for Options 1, 2 and 3 is neutral.

Option 4 proposes a new Mobility Hub which could improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport. However, the Mobility Hubs location may mean that residents in the west of Whittlesey may not utilise its facilities and this option is reliant on bus operators capitalising on these new improvements by running services. Overall the impact is considered slight beneficial for Option 4.

7.3 Summary appraisal scores

Option 1: Neutral

Option 2: Neutral

Option 3: Neutral

Option 4: Slight beneficial

8 Accessibility

8.1 Overview

This section is focussed on local accessibility impacts that more vulnerable residents, such as people who are disabled and older people, could experience. Residents without access to a private car and those from vulnerable social groups can be more reliant on public transport, non-motorised travel, or lifts from friends and family. Key barriers to accessibility according to TAG guidance are availability and physical accessibility of transport, cost of transport, services and activities located in inaccessible places, safety and security, and travel horizons.

8.2 Appraisal of impacts

Option 1, 2 and 3 increase accessibility to local roads in Whittlesey by locating through traffic onto a relief road, providing a parallel cycle track and improving links to the railway station, increasing interconnectivity and accessibility within and around Whittlesey. However, Option 1 predominantly focuses on accessibility for motorised users, with minimal focus on active travel and public transport therefore Option 1 is assessed to have a slight beneficial effect.

Option 2 also includes bus priority measures which will reduce bus journey times and improve reliability, thus enhancing the bus offer for those travelling between Whittlesey, March and Peterborough. However, this is reliant on bus operators capitalising on these new improvements by running services. Option 2 also enhances pedestrian crossing facilities to improve safety and access for pedestrians. Therefore Option 2 is assessed to have a moderate beneficial effect.

Option 3 includes the relief road mentioned above in addition to the introduction of new active travel improvements through the town and along the A605. This will include:

- Segregated active travel provision where possible along the A605 through the town, including enhanced junctions with greater priority for active travel to allow for safe and seamless connections across the town, and the A605.
- Improvements will be made to National Cycle Network route 63 through the town, from the northwest outskirts of the town to Lattersey Nature Reserve.
- An improved cycle link to the station along Station Road from the A605, New Road, and Hawthorne Drive.

Option 3 is likely to enable greater level of local journeys around Whittlesey to be undertaken by walking or cycling, reducing car use for shorter journeys. Improvements to National Cycle Network route 63 will improve the quality of longer distance journeys and improvements to active travel access to Whittlesea station, allowing for easier access to onwards journeys by rail. As well as more people orientated infrastructure in the town and the potential reduction in local car journeys which will enhance the public realm and experience for visitors. Therefore Option 3 is assessed to have a large beneficial effect.

Option 4 proposes a new Mobility Hub which could improve access to existing bus services and enable the introduction of shuttle bus type express services linking into the town centre, Whittlesea station, and Peterborough. Option 4 will also include improved active travel provision across the town to both the Mobility Hub and Whittlesea station to encourage local trips to access bus and rail services without the use of a car. This is likely to encourage more bus services to serve Whittlesey, and a modal shift away from private car use and on to public transport and active travel. However, Option 4 is unlikely to significantly reduce the levels of through traffic in Whittlesey and the Mobility Hubs location may mean that residents in the west of Whittlesey may not utilise its facilities. The option is also reliant on bus operators capitalising

on these new improvements by running services. Overall, Option 4 is assessed to have a moderate beneficial effect.

Additionally, the scheme will have no impact on the availability and physical accessibility and cost of transport across all options.

8.3 Summary appraisal scores

Option 1: Slight beneficial

Option 2: Moderate beneficial

Option 3: Large beneficial

Option 4: Moderate beneficial

9 Personal Affordability

9.1 Overview

The monetary cost of travel can act as a major barrier to mobility for certain groups of people, for example those on lower incomes or from more deprived areas. Changes to the transport network that involve changes in user charging can impact upon those from low-income groups and deprived areas.

9.2 Appraisal of impacts

As the scheme proposes developments relating to changes to the road layout, and minor changes to public transport priority, there are no significant impact relating to personal affordability of transport. The proposed scheme also does not include measures that will change the affordability of public transport options for those living in the study area. Therefore, the overall impact appraisal is neutral across all options.

9.3 Summary appraisal scores

Option 1: Neutral

Option 2: Neutral

Option 3: Neutral

Option 4: Neutral



mottmac.com

This page is intentionally left blank

Agenda Item 9

Agenda Item No:	9	
Committee:	Cabinet	
Date:	19 May 2025	
Report Title:	Fenland Future Ltd – Appointment of Director	

Cover sheet:

1 Purpose / Summary

- 1.1 To seek Cabinet approval to appoint a new Director to fill a vacancy on the Board of Fenland Future Ltd.

2 Key Issues

- 2.1 The Board of Fenland Future Ltd (FFL) has a vacancy since the retirement of the Councils' Chief Accountant on 31 May 2025.
- 2.2 It is important that the new Director has a solid finance background to complement the skills of the two remaining directors.
- 2.3 Fenland Future Ltd is delivering development on two sites and the resource and skill set is needed to aid in the progression.
- 2.4 It is proposed to appoint Sian Warren (FDC Chief Accountant from 1 June 2025) as the new Director of FFL to work alongside current Directors Dan Horn and Anna Goodall along with Jane Bailey as the Company Secretary.
- 2.5 The proposed new Director's skillset ideally fills the gap created by the retirement.

3 Recommendations

- 3.1 Cabinet are asked to approve the appointment of Sian Warren to the Board of FFL and delegate to the Company Secretary all necessary arrangements to make his happen.

Wards Affected	All
Forward Plan Reference	
Portfolio Holder(s)	<p>Cllr Chris Boden – Leader, Finance Portfolio Holder and Chairman of the Investment Board</p> <p>Cllr Steve Tierney – Transformation, Communications & Environment Portfolio Holder and Investment Board Member</p>

Report Originator(s)	Paul Medd – Chief Executive Peter Catchpole – Corporate Director & Chief Finance Officer Carol Pilson – Corporate Director & Monitoring Officer Amy Brown – Assistant Director & Deputy Monitoring Officer
Contact Officer(s)	Paul Medd – Chief Executive Peter Catchpole – Corporate Director & Chief Finance Officer Carol Pilson – Corporate Director & Monitoring Officer Amy Brown - Assistant Director & Deputy Monitoring Officer
Background Papers	Cabinet meeting 9 th June 2020 LATCo Business case Cabinet meeting 29 th June 2020 Fenland Future Ltd, Articles of Association and Reserved matters

Report:

1 BACKGROUND AND INTENDED OUTCOMES

- 1.1 It was agreed in the original business case presented to Cabinet on 9 June 2020 that the Board of Directors will be comprised of Council officers with an elected member attending in an observational capacity. It was initially intended that the officers appointed to the Board would be the Chief Accountant, the Head of Economic Growth and Assets and the Head of Housing and Community Support and this was duly implemented. Due to the resignation of the Head of Economic Growth and Assets and the subsequent re-designation of parts of this role, Anna Goodall, Assistant Director covering Economic Growth was later appointed to the Board. The change this time is simply to replace the outgoing Chief Accountant with the new incumbent.

2 REASONS FOR RECOMMENDATIONS

- 2.1 Fenland Future Ltd is constituted to run with a minimum of three directors and it is therefore necessary to appoint a third director as soon as possible.

3 CONSULTATION

- 3.1 Whilst there are no specific consultation requirements, the appointment has been discussed with the existing representatives of FFL who have confirmed their support of the proposals outlined in this report.

4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 None. The composition of the Board is as designated by the original LATCo Business case as presented to Cabinet on 9 June 2020 and as determined by the Articles of Association approved by Cabinet on 29 June 2020. The Articles of Association state that the Board of Directors will comprise a minimum of three and a maximum of five directors.
- 4.2 Other officers were considered in discussion between the Chief Executive and the Section 151 Officer and the suggested recommendation is as contained in this paper.

5 IMPLICATIONS

5.1 Legal Implications

- 5.2 5.1.1 Fenland Future Ltd would be operating below the minimum number of Directors required and action is required to correct this situation. Part 3, Table 3, paragraph 3.1.1(g) specifies that the determination of Reserved Matters for example appointment or dismissal of Directors are the responsibility of Cabinet unless delegated to the Investment Board. Such a delegation has not been made and it is therefore appropriate that Cabinet make this decision.

5.3 Financial Implications

- 5.4 There are no financial implications to this appointment and the Service Level Agreement between Fenland District Council and Fenland Future Ltd already includes the costs for three Directors and a Company Secretary.

5.5 Equality Implications

- 5.6 N/A

This page is intentionally left blank

Agenda Item No:	10	
Committee:	Cabinet	
Date:	19 May 2025	
Report Title:	Wisbech High Street Update	

1 Purpose / Summary

- 1.1 To provide Cabinet with a monthly update regarding the ongoing construction work at 24 High Street, Wisbech.

2 Key Issues

3 24 High Street Construction progress

- 3.1 Etec, FDC's main contractor, continues with the construction work on 24 High Street, Wisbech. Internal works are proceeding as anticipated, and the building is now looking close to completion.
- 3.2 The building is a significant improvement to the streetscape of the High Street, filling in the "missing tooth" that has impacted the town for the past 40 years. The images below demonstrate the impact.
- 3.3 The expected completion date has slipped by three weeks since the last update. Completion is now expected on 21 May 2025, but handover to the Council may not occur until 21 June 2025, due to connection issues regarding water and sewerage and the necessity to close the High Street and the interface with County Council Highways processes that this involves.

4 Images

- 4.1 Prior to works commencing:



4.2 Current images (dated 2 May 2025)



4.3

The new 24 High Street building is the lighter coloured building, next to Chloe's, with the twin drainpipes on the frontage.



5 Recommendations

- 5.1 That Cabinet notes the report, recognising that progress on the build continues with completion of construction works due imminently.

Wards Affected	Medworth ward	
Forward Plan Reference	KEY21APR22/01	
Portfolio Holders	Cllr Chris Seaton	Portfolio Holder for Wisbech High Street
	Cllr Sidney Imafidon	Portfolio Holder for Heritage
	Cllr Chris Boden	Leader of the Council and Portfolio Holder for Finance
Report Originator	Phil Hughes	Head of Service
Contact Officers	Phil Hughes	Head of Service
	Paul Medd	Chief Executive
	Peter Catchpole	Corporate Director and S151 Officer
Background Papers	Previous monthly Cabinet reports regarding Wisbech High Street	
	July 2022 Cabinet and Council reports regarding 24 High Street, Wisbech	

This page is intentionally left blank

**DRAFT 6 MONTH CABINET FORWARD PLAN –
Updated 9 May 2025**




(For any queries, please refer to the published forward plan)

CABINET

CABINET DATE	ITEMS	LEAD PORTFOLIO HOLDER
16 June 2025	1. Annual Report 2024-25	Cllr Boden
	2. Fenland Inspire! Projects Update	Cllr Boden
	3. Fenland Inspire! Civil Parking Enforcement Update	Cllr French Cllr Boden
	4. Fenland Inspire! Wisbech Chapel	Cllr Boden Cllr Seaton
	5. Fenland Inspire! Procure & Deliver Wisbech Park Bowling Green	Cllr Tierney Cllr Boden Cllr Murphy Cllr Miscandlon
	6. Fenland Inspire! Bowls Green Revenue	Cllr Tierney Cllr Boden Cllr Murphy Cllr Miscandlon
	7. Fenland Inspire! 100m Resurfacing, Wisbech Park	Cllr Boden Cllr Murphy
	8. Fenland Inspire! Wisbech Splash Pad	Cllr Hoy Cllr Boden Cllr Murphy
	9. Fenland Inspire! Project – 3G Artificial Turf Pitches	Cllr Murphy
	10. Fenland Inspire! Project Regarding Play Equipment	Cllr Murphy Cllr Boden
	11. Wisbech Town Board – 10 Year Vision Document and 3 Year Investment Plan	Cllr Boden Cllr Hoy Cllr Tierney Cllr Wallwork
	12. North Drive Recreation Area, March – Potential Development of Skate Park	Cllr Miscandlon Cllr French
	13. Air Quality Update, Wisbech	Cllr Wallwork
	14. Rural England Prosperity Funding	Cllr Benney
	15. Wisbech High Street Update	Cllr Seaton Cllr Hoy Cllr Tierney
	16. Cabinet Draft Forward Plan	Cllr Boden
21 July	1. Appointment to Outside Bodies	Cllr Boden

CABINET DATE	ITEMS	LEAD PORTFOLIO HOLDER
2025	2. Fenland Inspire! Projects Update	Cllr Boden
	3. Local Plan Update	Cllr Boden Cllr Laws
	4. Wisbech High Street Update	Cllr Seaton Cllr Hoy Cllr Tierney
	5. Cabinet Draft Forward Plan	Cllr Boden
15 Sept 2025	1. Fenland Inspire! Projects Update	Cllr Boden
	2. Investment Board Update & Review of the Commercial & Investment Strategy	Cllr Boden Cllr Benney Cllr Tierney
	3. Wisbech High Street Update	Cllr Seaton Cllr Hoy Cllr Tierney
	4. Cabinet Draft Forward Plan	Cllr Boden
13 Oct 2025	1. Fenland Inspire! Projects Update	Cllr Boden
	2. Wisbech High Street Update	Cllr Seaton Cllr Hoy Cllr Tierney
	3. Cabinet Draft Forward Plan	Cllr Boden
17 Nov 2025	1. Fenland Inspire! Projects Update	Cllr Boden
	2. Wisbech High Street Update	Cllr Seaton Cllr Hoy Cllr Tierney
	3. Cabinet Draft Forward Plan	Cllr Boden

TBC = To be confirmed

Agenda Item No:	13	
Committee:	Cabinet	
Date:	19 May 2025	
Report Title:	Port Fees and Charges	

This item comprises EXEMPT INFORMATION at appendices 2 and 3 which is not for publication by virtue of paragraphs 3 and 5 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended).

1. Purpose / Summary

1.1 To set fees and charges for port operations at both Port Sutton Bridge and Wisbech Port for financial year 2025/26.

2. Key Issues

2.1 Members need to set fees and charges on an annual basis. Cabinet deferred setting port fees and charges at January Cabinet, therefore there is a requirement to set fees and charges for both ports at this meeting for the financial year 2025/26.

3 Recommendations

3.1 Members to determine the port related fees and charges for financial year 2025/26 for Wisbech Port and Port Sutton Bridge.

Wards Affected	Wisbech
Forward Plan Reference	<u>KEY/31JAN25/01</u> <u>KEY/12FEB25/01</u>
Portfolio Holder(s)	Cllr Gary Christy, Portfolio Holder for Port Cllr Chris Boden, Portfolio Holder for Finance and Leader of the Council
Report Originator(s)	Paul Medd, Chief Executive Peter Catchpole, Corporate Director Carol Pilson, Corporate Director Matt Wright, Project Manager
Contact Officer(s)	Paul Medd, Chief Executive Peter Catchpole, Corporate Director Carol Pilson, Corporate Director Amy Brown, Assistant Director Matt Wright, Project Manager

Background Papers	Port Operations report (Confidential) – Cabinet; 16 December 2024 Fees and Charges report incl Port Fees– Cabinet; 27 January 2025 - Report and Appendix A.pdf Port Operations report (Confidential) - Cabinet 19 May 2025
-------------------	--

4 Background, Options and Implications

4.1 Fees and Charges 2025/26

At Cabinet in January 2025, Members deferred setting of port related fees and charges pending further consideration.

Since then, we have received representations from Port Sutton Bridge that fees and charges should not be raised for 2025/26. To this end, they have submitted the document at exempt Appendix 2 showing their profit and loss for the Port.

Due to the continued deficit across the statutory port accounts, illustrations have been provided at Appendix 1 showing what a 0% and 10% change in port related fees and charges would look like across Wisbech Port and Port Sutton Bridge.

Legal advice regarding port related fees and charges has been sought and is set out within Appendix 3 to the report which Members should familiarise themselves with.

4.2 Wisbech Port – Statutory Harbour Dues (Wisbech & Sutton Bridge - Harbour & Light Dues, Conservancy Dues, Pilotage Dues and Additional Charges), Wharfage Dues (Wisbech only), Yacht Harbour (Wisbech only)

Shipping Numbers

Historic and predicted shipping numbers are provided for both ports below:

Port of Sutton Bridge

	2022/23	2023/24	2024/25	2025/26 (predicted)
Total number of ships	3	23	41	41
Gross tonnage of ships	7,595	50,237	84,640	TBC

Port of Wisbech

	2022/23	2023/24	2024/25	2025/26 (predicted)
Total number of ships	71	46	56	56
Gross tonnage of ships	120,153	80,592	107,374	TBC

Statutory Dues

- Members will be aware that this Council is the Statutory Harbour Authority for the River Nene from Wisbech to the Bar Flat Buoy in The Wash. The Council is allowed to set charges to recover costs over a period of time, a principle re-iterated by the Department for Transport in Ports Good Governance Guide which states that there should not be any 'substantial or continuing subsidy from a local authority's general funds to its port'.
- These costs should be recovered from the charges levied on ships visiting Wisbech and Sutton Bridge using the Harbour Authority/Pilotage service. However, as a result of a significant downturn in the number of ships visiting Port Sutton Bridge (and to a lesser extent Wisbech) over the past few years, the income received falls significantly short of the costs to provide this service.
- Currently, a review of the Port operations is ongoing in order to identify sustainable options over the medium and long-term. Without a significant reduction in costs and/or a significant increase in shipping numbers, this will inevitably lead to a substantial increase in charges.
- The continued deficit in operating these services for both Ports should be considered in Member decision making around fees and charges.
- Members will receive further reports on the future strategy and direction of the Port operations in due course.

Commercial Fees

- As with the Statutory Fees above, the income from Commercial Fees (mainly Wharfage Dues at Wisbech) falls significantly short of the costs of providing these services.
- These services will also form part of the current review of Port operations. Based on the reduced number of ships visiting Wisbech, the fees for the commercial operation would need to increase substantially in order to recover costs.
- The continued deficit in operating these services for both Ports should be considered in Member decision making around fees and charges.
- Additional charges at Wisbech Port are currently set at a level to recover costs and in order to keep pace with increased costs, these charges are proposed to increase by around 5%.
- Any estimated income from fees and charges is based on the estimated number of ships visiting Wisbech and Port Sutton Bridge in 2025/26 being achieved. Therefore any increased income should be treated with caution.

Yacht Harbour and Ancillary Charges

- As with the Statutory and Commercial Fees above, the income from mooring fees at the Yacht Harbour falls short of the costs of providing these services.
- It is important to note however that the moorings and ancillary services provided by the Council at the Yacht Harbour are discretionary services and do not have the same legislative requirements associated with the Statutory and Commercial operations at the Port. The principle of setting charges to cover costs (based on estimated occupancy levels) is however the same.
- These services are currently the subject of a detailed review by the Council's Transformation Team and the proposed charges result from their interim recommendations. The review also recommended that the fees for 2025-26 be set in advance to ensure all the appropriate communication to berth holders and invoicing for the new year can be completed so there is no delay in receiving income due. Yacht Harbour charges are increasing by around CPI and these have already been approved via a Portfolio Holder/Officer decision notice published on 3 January 2025.
- Following the completion of the Sutton Bridge moorings, the Council has entered into an agreement with Lincolnshire County Council, who own the moorings, to manage them on their behalf. This includes the collection of berthing rates.

5 Consultation

No consultation has taken place to date other than with relevant Members via previous reports and in meetings.

6 Alternative Options Considered

No change to Fees and Charges will result in ongoing deficits for FDC and reliance on the General Fund to finance the service.

7 Implications

Legal Implications

Please see confidential Appendix 3 of this report and confidential Appendix 4 of the December 2024 Port Operations Report.

Financial Implications

Any increase in fees and charges will support the Council's revenue position however a significant deficit across the Marine Services budgets for 2025/26. Will still exist

As previously reported the General Fund Budget Estimates and Medium Term Financial Strategy (MTFS) Report, agreed by Cabinet and Council in February, projects a financial shortfall for 2025/26 of £1.432m increasing year on year amounting to around £3.4m by 2027/28.

Although there are currently many uncertainties regarding the budget for 2025/26 and the MTFS, there remains a significant structural deficit which the Council will need to address.

8 Appendices

Appendix 1: Illustrations of Fees and Charges 2025/26

Appendix 2: Forecast P&L 2025 (Confidential)

Appendix 3: Legal Advice regarding fees and charges (Confidential)

APPENDIX 1a

2025/26 Fees and Charges - with effect from 1 April 2025

Service Group

Growth & Infrastructure
Communities, Environment, Leisure & Planning
Resources & Customer Services

Note :

The charges are inclusive of standard rate VAT (except for charges for South Fens Enterprise Centre, South Fens Business Centre and The Boathouse, which are shown excluding VAT) unless they are shown as:

- Exempt (e).
- Non-Business (n)
- Zero Rated (z).

Note : standard rate VAT applicable: from 04.01.11 20%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
PORT OF WISBECH AUTHORITY (NENE PORTS) FEES & CHARGES			
1. Harbour and Light Dues			
a. To Wisbech - per G.T. 2025/26 To be confirmed	0.764 (z)	0.764 (z)	0.0%
b. To Sutton Bridge - per G.T. 2025/26 To be confirmed	0.563 (z)	0.563 (z)	0.0%
Oil Spill Prevention Charge - per ship per visit	28.62 (z)	31.48 (z)	10.0%
2. Conservancy Dues			
a. To Wisbech - per G.T. 2025/26 To be confirmed	0.571 (z)	0.571 (z)	0.0%
b. To Sutton Bridge - per G.T. 2025/26 To be confirmed	0.503 (z)	0.503 (z)	0.0%
3. Wharfage Dues (Wisbech Only)			
(i) Steel & Iron products - per tonne	0.768 (z)	0.845 (z)	10.0%
(ii) Timber (Deals, battens, boards etc) - per cu.m.	0.785 (z)	0.864 (z)	10.0%
(iii) Timber (Plywood, hardboard etc) - per cu.m.	0.994 (z)	1.093 (z)	10.0%
(iv) Grain, Animal Feeds - per tonne	0.726 (z)	0.799 (z)	10.0%
(v) Fertilisers, Sand, Salt - per tonne	0.886 (z)	0.975 (z)	10.0%
(vi) Aggregates - per tonne	0.886 (z)	0.975 (z)	10.0%
(vii) Bricks - per tonne	0.768 (z)	0.845 (z)	10.0%
(viii) Scrap Metal - per tonne	1.229 (z)	1.352 (z)	10.0%
(ix) RDF Bales - per tonne	1.112 (z)	1.223 (z)	10.0%
(x) ISPS Charge - per ship per visit	51.55 (z)	56.705 (z)	10.0%
4. Mandatory Waste Fee (Wisbech only)			
Contribution towards disposal of ships' waste and garbage disposal, in accordance with MARPOL regulations - per ship per visit	110.00	121.00	10.0%
5. Pilotage and Boarding & Landing Dues			
a For a vessel to Wisbech			
- total for inward and outward - per G.T.			
(i) 1000 or below (Minimum - Lump Sum) 2025/26 To be confirmed	1,140.51 (z)	1,140.51 (z)	0.0%
(ii) exceeding 1000 2025/26 To be confirmed	1.141 (z)	1.141 (z)	0.0%
b For a vessel to Sutton Bridge			
- total for inward and outward - per G.T.			
(i) 1000 or below (Minimum - Lump Sum) 2025/26 To be confirmed	941.77 (z)	941.77 (z)	0.0%
(ii) exceeding 1000 2025/26 To be confirmed	0.944 (z)	0.944 (z)	0.0%
Additional Charges			
(excluding any charges imposed by terminal operators or agents in respect of attendance at ships by boatmen / ropemen or other personnel)			
c Detention			
If a pilot is detained on board or taken to another port as a result of extreme weather or other unavoidable causes:			
a charge per hour of	172.10 (z)	180.70 (z)	5.0%
up to a maximum of	2,580.95 (z)	2,710.00 (z)	5.0%
The ship will also be liable for any public transportation costs of the pilot's return to port of boarding and subsistence charges during this time.			
d 'Dead Ship'			
For <i>force Majure</i> pilotage of a vessel without the use of main engine/s, the compulsory pilotage rate is as per 4(a) and 4(b) plus 100%.			
e Harbour Services			
Vessel movements in harbour area including mooring and unmooring and moving berth, Draft Surveys, a flat rate charge of			
	172.10 (z)	180.70 (z)	5.0%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
f Attendance			
For pilotage subsequently not required for a tide or failure to make ETA/ETD or vessel does not arrive as advised, a flat rate of	172.10 (z)	180.70 (z)	5.0%
For inward passage cancelled following attendance, a further flat rate charge for boarding service of 1 hour pilot boat at per hour	481.65 (z)	505.75 (z)	5.0%
g Pilot Exemption Certificate Application (Processing fee)			
For a Master of any vessel over 20m working in the harbour jurisdiction without a pilot must apply for a PEC, subject to approval from the Harbour M	370.00	388.50	5.0%
h Pilot Exemption Fee 25% of Full Pilotage (per day)			
i Dredging/Bed Levelling (Charge per Hour)			
Minimum of 3 hours, plus mobilisation (see below)	519.25	545.25	5.0%
Tariff rates for Dredging/Bed Levelling apply only within the port areas of Wisbech and Sutton Bridge. Others by negotiation.			
j Towing (Charge per Hour)			
Minimum of 2 hours within the confines of the harbour areas, plus mobilisation/cancellation time (see below)	519.25 (z)	545.25 (z)	5.0%
Minimum of 4 hours for a stern tow from seaward to Sutton Bridge, plus mobilisation time (see below)	519.25 (z)	545.25 (z)	5.0%
k Mobilisation/Cancellation fee Time (Charge per Hour)			
Charge for passage to place towing vessel on station, with a Minimum of 1 hour.	224.85 (z)	236.10 (z)	5.0%
No charge will apply if cancelled 4 hrs before HW			
l Surveying			
Per day or part thereof, hire of equipment	224.70	235.90	5.0%
Per hour, for processing results	121.05	127.10	5.0%
Cancellation fee of 40% of completed works			
m Harbour vessel's workboat hire (Charge per hour)			
Per hour, Minimum 4 hours, small boat hire Orca WB1	331.75	348.35	5.0%
Per hour, minimum 4 hours, small workboat hire Nene Surveyor	373.80	392.50	5.0%
Per hour, minimum 4 hours, pilot boat hire Nene Pilot, Fenland Pilot	481.65	505.75	5.0%
Per hour, minimum 4 hours, Fenlander Tug	519.25	545.25	5.0%
Charges for i and l above, if during weekends or between 18:00 and 06:00 on any week day shall be +50%			
Tariff rates for surveying apply only within the port areas of Wisbech and Sutton Bridge. Others by negotiation.			
n Marine Works Application			
Processing Fee (minimum)	329.65	346.15	5.0%
o Duty Officer Call Out Charge			
Out of hours (per hour) - 1600 - 0800	121.05	127.10	5.0%
p Marine Works Superintendence - per hour			
(minimum 1 hour)	121.05	127.10	5.0%
q Pilot Ordering			
All Pilots must be ordered 12 hours before HW, a late notice charge will be applied for each pilot ordered after this time			
Pilots ordered between 12 - 4 hours before HW, a late notice charge	456.85	479.70	5.0%
No Pilots to be ordered after 4 hours before HW			
r Harbour Master Superintendence - per hour			
(minimum 1 hour)	159.15	167.10	5.0%
s Local Notice to Mariners			
A charge will apply where the Harbour Authority has to raise a Local Notice to Mariners (LNTM) on behalf of third parties, of	216.05	226.85	5.0%
Small Commercial Vessels - Non Resident.			
<u>Mooring on Authority's Pontoons at Sutton Bridge or Wisbech</u>			
Per metre LOA per 24 hours or part there of	7.70	8.10	5.2%
Per metre per 7 days	33.40	35.10	5.1%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
Small Commercial Vessels - Resident/Non Resident			
Harbour & Light Dues & Conservancy Charge per vessel per visit.	28.05 (z)	29.45 (z)	5.0%
Fuel Transfer Charge or Permission to fuel from tanker or across Authority's property.			
Per vessel per bunker and subject to 24 hours notice and Harbour Master's permission.	52.45	55.05	5.0%
NB for purposes of this tariff addendum, Small Commercial Vessels are deemed those certified under the MCA Small Commercial Code of Practice and/or 24 metres LOA or below.			
Commercial Vessels - Lay By Wisbech Commercial Quay			
For all commercial vessels other than defined small commercial vessels, a charge per gross tonne shall apply per entry as follows.	1.10	1.15	4.5%
An entry shall permit a maximum stay of four days after which further layby berthing dues become payable. Minimum 4 days.			
Harbour & Light Dues, Pilotage, Conservancy, ship's waste, oil spill and ISPS charges as per tariff.			
Wisbech ship berths are NAABSA berths and vessels are subject to being required to move on demand. If dead ship, berthing conditions are strictly by prior agreement with the Harbour Master.			
VAT payable where applicable. All charges fall due on demand and before departure unless account facilities have been applied for and approved in advance.			
6. <u>Wisbech Yacht Harbour</u>			
(All Rates include VAT at standard rate)			
a (i) Pontoon Berths - Contract (Long Term) Berthing Rates			
Standard Term - (Vessel LOA greater than 6.0m)			
	Rate/metre	Rate/metre	
	£	£	
Per annum	191.00	194.50	1.8%
Per annum outside or inside hammer-head berths	211.00	215.00	1.9%
Per annum on commercial linear berths	211.00	215.00	1.9%
'Budget' or 'Day Boat' (vessels between 3.6m and 6.0m LOA) rates are subject to a 15% discount on the actual rates but do not qualify for winter discounts.			
Port of Wisbech Authority Annual Licence	20.00 (z)	21.00 (z)	5.0%
note			
- Rates apply afloat or for storage ashore but exclude boat lift charges.			
- For vessels arriving mid-term, charges are pro-rata.			
- Rates above apply given payment in full at point of invoice.			
Payment can be staggered but:-			
Two payments	plus 5%		
Four payments	plus 9%		
Twelve payments	plus 13%		
(ii) Sutton Bridge Moorings	charges shown net of VAT		
(Rates exclude VAT at standard rate)	(25/26 Year 3 of CPI + 5%)		
Pontoon Berths - Berthing Rates per annum	176.00	188.00	6.8%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
b Pontoon Berths - Non-Contract (Visitor) Berthing Rates (Including Port of Wisbech Authority licence contribution)			
	Rate/metre £	Rate/metre £	
Daily - per 24 hours (minimum charge £17.00)	2.70	2.75	1.9%
Weekly (7 days)	13.50	13.75	1.9%
Monthly (28 days) April - October	34.70	35.50	2.3%
Special Events	POA	POA	
Tenders (up to 3.5m LOA) - per month	44.75	45.50	1.7%
Short Stay Berth (Subject to availability) Max 2 hrs, not overnight	No charge	No charge	
Sail Training Vessels	Less 20%	Less 20%	
Club Rallies of over 2 Boats per visit	Less 20%	Less 20%	
Narrow Boats over 11m LOA	Less 20%	Less 20%	
Weather-bound craft maximum of one week	Less 20%	Less 20%	
Winter Storage Afloat			
November to March per month	29.50	30.00	1.7%
Full five months	115.00	117.00	1.7%
Conditions of Use			
This tariff should be read in conjunction with the Wisbech Yacht Harbour Terms and Conditions of Use and the Berthing Licence.			
1 All contracts are subject to availability and all fees payable in advance.			
2 Cancelled contracts will attract a cancellation fee of 15% of the total contract value.			
3 An administration fee of 10% may be applied to all non-contract charges which are invoiced against any vessel which leaves the Yacht Harbour before settlement of an account.			
4 Berthing charges include Port of Wisbech harbour dues, portable water for filling tanks and access to Yacht Harbour facilities. NB Visiting craft are not guaranteed an alongside berth and depending on availability may be required to raft up.			
5 Multi-hulled vessels may be subject to a surcharge of 1.5 times actual rate.			
6 Commercial vessels, (those not designed and/or used for leisure purposes), may be subject to a surcharge of actual costs as a result of charges levied by Local or Statutory authorities.			
7 LOA, (length overall), is the maximum length of any vessel and includes overhangs (push pits, pull pits, bowsprits, davits, etc)			
Administration charge for visiting vessels leaving without paying dues in full	38.75	39.75	2.6%
Administration charge for each debtor account referred for collection	142.70	146.00	2.3%
Administration charge for change in billing method after berthing application is accepted or extension to contract period or agreed period in Crab Marsh Boat Yard per month between 1st April and 31st March	38.75	39.75	2.6%
c Ancillary Charges			
All yard services apply from 08:30 to 16:30 Monday to Friday excluding Bank Holidays. Otherwise charges are plus 100%.			
Any emergency weekend lifting plus 100%			
(i) Boat lifting - Up to 15m LOA or 20 tonnes			
Lift Out			
To yard, including shoring up using boat cradle/stands. Per metre	23.15	23.50	1.5%
Minimum Charge	155.10	158.25	2.0%
Yard charge applies for non-contract rate at Non-Contract (Visitor) Berthing Rates			
Relaunch/Lift onto Trailer			
Per metre.	23.15	23.50	1.5%
Minimum Charge	155.10	158.25	2.0%
(ii) Vessels over 15m LOA and /or 20 tonnes to 55 tonnes plus 30%.			

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
Lift Out			
To yard, including shoring up using boat cradle/stands. Per metre	32.10	32.75	2.0%
Marine Service waiting charge per hour per person	50.50	51.50	2.0%
Relaunch/Lift onto Trailer			
Per metre.	32.10	32.75	2.0%
Yard charge applies for non-contract rate at Non-Contract (Visitor) Berthing Rates			
(iii) Lift out			
Hold in Slings (subject to availability). Per metre, per 30 minutes Return to water	11.40	11.75	3.1%
Hire of Yacht harbour Cradles (subject to availability) per annum / pro rata per cradle	133.30	136.00	2.0%
Hire of electric pressure washer (subject to availability). Per use.	43.20	43.50	0.7%
Hire of petrol pressure washer (subject to availability). Per day. Plus Fuel.	92.80	93.00	0.2%
Hire of petrol pressure washer (subject to availability). Per week. Plus Fuel.	185.65	186.00	0.2%
(iv) Boom Crane Lifting . Max 3 tonnes.			
Engine lift , per engine, per hour or part.	92.80	94.50	1.8%
Comercial Engine Lift	POA	POA	
Small boat lift . Per metre each way. Minimum charge each way.	19.75 61.10	20.00 65.00	1.3% 6.4%
(v) Other Services			
Marine Services Labour (min 2 hours) For any additional work per hour, including the following:- Cleaning boat yard if left untidy. Boat movement by yard staff (plus Harbour vessel's workboat hire) Mast stepping/unstepping. Pressure wash by yard.	59.90	60.00	0.2%
Mast Storage . Per mast up to 12m vessel LOA. Single payment . Over 12m vessel LOA. Single payment.	66.35 92.80	67.75 94.75	2.1% 2.1%
Boat Trailer or Cradle Storage (subject to availability of space). p/a	94.60	96.50	2.0%
Miscellaneous Storage Ancilliary per sq mtr, per annum, subject to availability and permission	52.85	53.75	1.7%
Marina pump out . Per use, subject to availability.	19.40	20.00	3.1%
Non boatyard temporary hard standing . Subject to availability. Charges as per non contract berthing rates.			
Hire of forklift and operator . Up to 2.8 tonne lifts. First half hour or part. Per additional hour	92.80 58.15	94.50 60.00	1.8% 3.2%
Electricity By prepaid card from Harbour Office Gate Access Card - Yacht Harbour Fuel Pump Dispensing Key - Yacht Harbour	17.60 23.50	18.00 24.00	2.3% 2.1%
Tradesmen's Licence . Annual working permit. Tradesmen to work in boatyard, yacht harbour or slipway. Subject to insurance and Harbour Master's approval.	146.85	149.50	1.8%
Crab Marsh Work Shop Premium under cover boat storage - (short term per month)	197.40	199.00	0.8%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
7. <u>Sewage Disposal</u>			
Properties not connected to mains sewer			
Private dwellings			
Service charge (per annum)			
Standing charge (per annum)			
Charges to Roddons as per the Transfer Agreement			
	< As per AW >	< As per AW >	
March Sanitation Point			
Boat Pump-Out tokens per token	15.85	16.50	4.1%
Sanitation Point Keys	6.00	6.30	5.0%
8. <u>Mini Factories</u>			
Rents negotiable within:			
Bolness Road/New Drove/Prospect Way/Longhill			
a. the minimum - per square foot and;	6.50 (e)	7.50 (e)	15.4%
* b. the maximum - per square foot <i>No upper limit wef 01.04.24</i>			
c. the minimum - per square metre and;	69.97 (e)	80.73 (e)	15.4%
* d. the maximum - per square metre <i>No upper limit wef 01.04.24</i>			
Venture Court			
a. the minimum - per square foot and;	7.20 (e)	7.20 (e)	0.0%
* b. the maximum - per square foot <i>No upper limit wef 01.04.24</i>			
c. the minimum - per square metre and;	77.50 (e)	77.50 (e)	0.0%
* d. the maximum - per square metre <i>No upper limit wef 01.04.24</i>			
South Fens Enterprise Centre charges shown net of VAT			
a. the minimum - per square foot and;	7.20	8.50	18.1%
* b. the maximum - per square foot <i>No upper limit wef 01.04.24</i>			
c. the minimum - per square metre and;	77.50	91.49	18.1%
* d. the maximum - per square metre <i>No upper limit wef 01.04.24</i>			
It should be noted that VAT is applicable on rental income at Venture House, Venture Court & South Fens Enterprise Park Includes charges for acceptable trade refuse collection and disposal, insurance, water rates (where applicable), and site maintenance.			
* to be applied when market forces dictate			
9. <u>South Fens Business Centre, Chatteris</u> charges shown net of VAT			
a. the minimum - per square foot and;			
* b. the maximum - per square foot	<i>No upper or lower limit with effect from 01.04.24</i>		
c. the minimum - per square metre and;			
* d. the maximum - per square metre	<i>No upper or lower limit with effect from 01.04.24</i>		
e. Catering			
Tea and coffee per head	2.70	1.50	-44.4%
Orange Juice per jug	3.60	3.60	0.0%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
<p>** f. Weekday room charges (Mon-Fri 8.30-1700) <i>External rate - per hour</i> Beech 44.00 Oak/Apple 27.20 Small Meeting rooms (first hr free) 17.35 Large Meeting rooms (first hr free) 22.00</p> <p><i>External rate - per half day (Mon-Fri 8.30-12.30 or 13.00-1700)</i> Beech 104.15 Oak/Apple 76.35 Small Meeting rooms (first hr free) 39.35 Large Meeting rooms (first hr free) 53.25</p> <p><i>External rate - per full day</i> Beech 185.15 Oak/Apple 134.20 Small Meeting rooms (first hr free) 61.95 Large Meeting rooms (first hr free) 88.00</p> <p>** g. Evenings/Weekend room charges <i>External rate - per hour</i> Beech 81.00 Oak/Apple 68.25</p> <p><i>External rate - per half day</i> Beech 215.25 Oak/Apple 162.00</p> <p><i>External rate - per full day</i> Beech 446.70 Oak/Apple 366.85</p> <p>* to be applied when market forces dictate ** Business Premises Tenant rates at 75% of External Rate (ie. 25% discount)</p>			
<p>10. The Boathouse, Wisbech charges shown net of VAT</p> <p>a. the minimum - per square foot and; 19.70 20.00 1.5%</p> <p>* b. the maximum (suites GF1 to FF38) - per square foot * c. the maximum (suites FF39 & FF40) - per square foot <i>No upper limit effective from 01.04.24</i></p> <p>d. the minimum - per square metre and; 212.05 215.28 1.5%</p> <p>* e. the maximum - per square metre * f. the maximum (suites FF39 & FF40) - per square metre <i>No upper limit effective from 01.04.24</i></p> <p>g. Catering Tea and coffee per head 2.70 1.50 -44.4% Orange Juice per jug 3.60 3.60 0.0%</p> <p>** h. Weekday room charges (Mon-Fri 8.30-1700) <i>External rate - per hour</i> Richard Young Large 44.00 44.00 0.0% Lambton/Young 1 or 2 27.20 27.20 0.0% The Gallery 24.90 24.90 0.0% Meeting rooms 17.35 17.35 0.0%</p> <p><i>External rate - per half day (Mon-Fri 8.30-12.30 or 13.00-1700)</i> Richard Young Large 104.15 104.15 0.0% Lambton/Young 1 or 2 76.35 76.35 0.0% The Gallery 69.35 69.35 0.0% Meeting rooms 39.35 39.35 0.0%</p> <p><i>External rate - per full day</i> Richard Young Large 185.15 185.15 0.0% Lambton/Young 1 or 2 134.20 134.20 0.0% The Gallery 122.65 122.65 0.0% Meeting rooms 61.95 61.95 0.0%</p>			

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
** i. Evenings/Weekend room charges			
<i>External rate - per hour</i>			
Richard Young Large	81.00	81.00	0.0%
Lambton/Young 1 or 2	68.25	68.25	0.0%
<i>External rate - per half day</i>			
Richard Young Large	215.25	215.25	0.0%
Lambton/Young 1 or 2	162.00	162.00	0.0%
<i>External rate - per full day</i>			
Richard Young Large	446.70	446.70	0.0%
Lambton/Young 1 or 2	366.85	366.85	0.0%
* to be applied when market forces dictate			
** Business Premises Tenant rates at 75% of External Rate (ie. 25% discount)			

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
PORT OF WISBECH AUTHORITY (NENE PORTS) FEES & CHARGES			
1. Harbour and Light Dues			
a. To Wisbech - per G.T. 2025/26 To be confirmed	0.764 (z)	0.840 (z)	10.0%
b. To Sutton Bridge - per G.T. 2025/26 To be confirmed	0.563 (z)	0.619 (z)	10.0%
Oil Spill Prevention Charge - per ship per visit	28.62 (z)	31.48 (z)	10.0%
2. Conservancy Dues			
a. To Wisbech - per G.T. 2025/26 To be confirmed	0.571 (z)	0.628 (z)	10.0%
b. To Sutton Bridge - per G.T. 2025/26 To be confirmed	0.503 (z)	0.553 (z)	10.0%
3. Wharfage Dues (Wisbech Only)			
(i) Steel & Iron products - per tonne	0.768 (z)	0.845 (z)	10.0%
(ii) Timber (Deals, battens, boards etc) - per cu.m.	0.785 (z)	0.864 (z)	10.0%
(iii) Timber (Plywood, hardboard etc) - per cu.m.	0.994 (z)	1.093 (z)	10.0%
(iv) Grain, Animal Feeds - per tonne	0.726 (z)	0.799 (z)	10.0%
(v) Fertilisers, Sand, Salt - per tonne	0.886 (z)	0.975 (z)	10.0%
(vi) Aggregates - per tonne	0.886 (z)	0.975 (z)	10.0%
(vii) Bricks - per tonne	0.768 (z)	0.845 (z)	10.0%
(viii) Scrap Metal - per tonne	1.229 (z)	1.352 (z)	10.0%
(ix) RDF Bales - per tonne	1.112 (z)	1.223 (z)	10.0%
(x) ISPS Charge - per ship per visit	51.55 (z)	56.705 (z)	10.0%
4. Mandatory Waste Fee (Wisbech only)			
Contribution towards disposal of ships' waste and garbage disposal, in accordance with MARPOL regulations - per ship per visit	110.00	121.00	10.0%
5. Pilotage and Boarding & Landing Dues			
a For a vessel to Wisbech			
- total for inward and outward - per G.T.			
(i) 1000 or below (Minimum - Lump Sum) 2025/26 To be confirmed	1,140.51 (z)	1,254.56 (z)	10.0%
(ii) exceeding 1000 2025/26 To be confirmed	1.141 (z)	1.255 (z)	10.0%
b For a vessel to Sutton Bridge			
- total for inward and outward - per G.T.			
(i) 1000 or below (Minimum - Lump Sum) 2025/26 To be confirmed	941.77 (z)	1,035.94 (z)	10.0%
(ii) exceeding 1000 2025/26 To be confirmed	0.944 (z)	1.038 (z)	10.0%
Additional Charges			
(excluding any charges imposed by terminal operators or agents in respect of attendance at ships by boatmen / ropemen or other personnel)			
c Detention			
If a pilot is detained on board or taken to another port as a result of extreme weather or other unavoidable causes:			
a charge per hour of	172.10 (z)	180.70 (z)	5.0%
up to a maximum of	2,580.95 (z)	2,710.00 (z)	5.0%
The ship will also be liable for any public transportation costs of the pilot's return to port of boarding and subsistence charges during this time.			
d 'Dead Ship'			
For <i>force Majure</i> pilotage of a vessel without the use of main engine/s, the compulsory pilotage rate is as per 4(a) and 4(b) plus 100%.			
e Harbour Services			
Vessel movements in harbour area including mooring and unmooring and moving berth, Draft Surveys, a flat rate charge of			
	172.10 (z)	180.70 (z)	5.0%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
f Attendance			
For pilotage subsequently not required for a tide or failure to make ETA/ETD or vessel does not arrive as advised, a flat rate of	172.10 (z)	180.70 (z)	5.0%
For inward passage cancelled following attendance, a further flat rate charge for boarding service of 1 hour pilot boat at per hour	481.65 (z)	505.75 (z)	5.0%
g Pilot Exemption Certificate Application (Processing fee)			
For a Master of any vessel over 20m working in the harbour jurisdiction without a pilot must apply for a PEC, subject to approval from the Harbour M	370.00	388.50	5.0%
h Pilot Exemption Fee 25% of Full Pilotage (per day)			
i Dredging/Bed Levelling (Charge per Hour)			
Minimum of 3 hours, plus mobilisation (see below)	519.25	545.25	5.0%
Tariff rates for Dredging/Bed Levelling apply only within the port areas of Wisbech and Sutton Bridge. Others by negotiation.			
j Towing (Charge per Hour)			
Minimum of 2 hours within the confines of the harbour areas, plus mobilisation/cancellation time (see below)	519.25 (z)	545.25 (z)	5.0%
Minimum of 4 hours for a stern tow from seaward to Sutton Bridge, plus mobilisation time (see below)	519.25 (z)	545.25 (z)	5.0%
k Mobilisation/Cancellation fee Time (Charge per Hour)			
Charge for passage to place towing vessel on station, with a Minimum of 1 hour.	224.85 (z)	236.10 (z)	5.0%
No charge will apply if cancelled 4 hrs before HW			
l Surveying			
Per day or part thereof, hire of equipment	224.70	235.90	5.0%
Per hour, for processing results	121.05	127.10	5.0%
Cancellation fee of 40% of completed works			
m Harbour vessel's workboat hire (Charge per hour)			
Per hour, Minimum 4 hours, small boat hire Orca WB1	331.75	348.35	5.0%
Per hour, minimum 4 hours, small workboat hire Nene Surveyor	373.80	392.50	5.0%
Per hour, minimum 4 hours, pilot boat hire Nene Pilot, Fenland Pilot	481.65	505.75	5.0%
Per hour, minimum 4 hours, Fenlander Tug	519.25	545.25	5.0%
Charges for i and l above, if during weekends or between 18:00 and 06:00 on any week day shall be +50%			
Tariff rates for surveying apply only within the port areas of Wisbech and Sutton Bridge. Others by negotiation.			
n Marine Works Application			
Processing Fee (minimum)	329.65	346.15	5.0%
o Duty Officer Call Out Charge			
Out of hours (per hour) - 1600 - 0800	121.05	127.10	5.0%
p Marine Works Superintendence - per hour			
(minimum 1 hour)	121.05	127.10	5.0%
q Pilot Ordering			
All Pilots must be ordered 12 hours before HW, a late notice charge will be applied for each pilot ordered after this time			
Pilots ordered between 12 - 4 hours before HW, a late notice charge	456.85	479.70	5.0%
No Pilots to be ordered after 4 hours before HW			
r Harbour Master Superintendence - per hour			
(minimum 1 hour)	159.15	167.10	5.0%
s Local Notice to Mariners			
A charge will apply where the Harbour Authority has to raise a Local Notice to Mariners (LNTM) on behalf of third parties, of	216.05	226.85	5.0%
Small Commercial Vessels - Non Resident.			
<u>Mooring on Authority's Pontoons at Sutton Bridge or Wisbech</u>			
Per metre LOA per 24 hours or part there of	7.70	8.10	5.2%
Per metre per 7 days	33.40	35.10	5.1%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
Small Commercial Vessels - Resident/Non Resident			
Harbour & Light Dues & Conservancy Charge per vessel per visit.	28.05 (z)	29.45 (z)	5.0%
Fuel Transfer Charge or Permission to fuel from tanker or across Authority's property.			
Per vessel per bunker and subject to 24 hours notice and Harbour Master's permission.	52.45	55.05	5.0%
NB for purposes of this tariff addendum, Small Commercial Vessels are deemed those certified under the MCA Small Commercial Code of Practice and/or 24 metres LOA or below.			
Commercial Vessels - Lay By Wisbech Commercial Quay			
For all commercial vessels other than defined small commercial vessels, a charge per gross tonne shall apply per entry as follows.	1.10	1.15	4.5%
An entry shall permit a maximum stay of four days after which further layby berthing dues become payable. Minimum 4 days.			
Harbour & Light Dues, Pilotage, Conservancy, ship's waste, oil spill and ISPS charges as per tariff.			
Wisbech ship berths are NAABSA berths and vessels are subject to being required to move on demand. If dead ship, berthing conditions are strictly by prior agreement with the Harbour Master.			
VAT payable where applicable. All charges fall due on demand and before departure unless account facilities have been applied for and approved in advance.			
6. <u>Wisbech Yacht Harbour</u>			
(All Rates include VAT at standard rate)			
a (i) Pontoon Berths - Contract (Long Term) Berthing Rates			
Standard Term - (Vessel LOA greater than 6.0m)			
	Rate/metre	Rate/metre	
	£	£	
Per annum	191.00	194.50	1.8%
Per annum outside or inside hammer-head berths	211.00	215.00	1.9%
Per annum on commercial linear berths	211.00	215.00	1.9%
'Budget' or 'Day Boat' (vessels between 3.6m and 6.0m LOA) rates are subject to a 15% discount on the actual rates but do not qualify for winter discounts.			
Port of Wisbech Authority Annual Licence	20.00 (z)	21.00 (z)	5.0%
note			
- Rates apply afloat or for storage ashore but exclude boat lift charges.			
- For vessels arriving mid-term, charges are pro-rata.			
- Rates above apply given payment in full at point of invoice.			
Payment can be staggered but:-			
Two payments	plus 5%		
Four payments	plus 9%		
Twelve payments	plus 13%		
(ii) Sutton Bridge Moorings	charges shown net of VAT		
(Rates exclude VAT at standard rate)	(25/26 Year 3 of CPI + 5%)		
Pontoon Berths - Berthing Rates per annum	176.00	188.00	6.8%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
b Pontoon Berths - Non-Contract (Visitor) Berthing Rates (Including Port of Wisbech Authority licence contribution)			
	Rate/metre £	Rate/metre £	
Daily - per 24 hours (minimum charge £17.00)	2.70	2.75	1.9%
Weekly (7 days)	13.50	13.75	1.9%
Monthly (28 days) April - October	34.70	35.50	2.3%
Special Events	POA	POA	
Tenders (up to 3.5m LOA) - per month	44.75	45.50	1.7%
Short Stay Berth (Subject to availability) Max 2 hrs, not overnight	No charge	No charge	
Sail Training Vessels	Less 20%	Less 20%	
Club Rallies of over 2 Boats per visit	Less 20%	Less 20%	
Narrow Boats over 11m LOA	Less 20%	Less 20%	
Weather-bound craft maximum of one week	Less 20%	Less 20%	
Winter Storage Afloat			
November to March per month	29.50	30.00	1.7%
Full five months	115.00	117.00	1.7%
Conditions of Use			
This tariff should be read in conjunction with the Wisbech Yacht Harbour Terms and Conditions of Use and the Berthing Licence.			
1 All contracts are subject to availability and all fees payable in advance.			
2 Cancelled contracts will attract a cancellation fee of 15% of the total contract value.			
3 An administration fee of 10% may be applied to all non-contract charges which are invoiced against any vessel which leaves the Yacht Harbour before settlement of an account.			
4 Berthing charges include Port of Wisbech harbour dues, portable water for filling tanks and access to Yacht Harbour facilities. NB Visiting craft are not guaranteed an alongside berth and depending on availability may be required to raft up.			
5 Multi-hulled vessels may be subject to a surcharge of 1.5 times actual rate.			
6 Commercial vessels, (those not designed and/or used for leisure purposes), may be subject to a surcharge of actual costs as a result of charges levied by Local or Statutory authorities.			
7 LOA, (length overall), is the maximum length of any vessel and includes overhangs (push pits, pull pits, bowsprits, davits, etc)			
Administration charge for visiting vessels leaving without paying dues in full	38.75	39.75	2.6%
Administration charge for each debtor account referred for collection	142.70	146.00	2.3%
Administration charge for change in billing method after berthing application is accepted or extension to contract period or agreed period in Crab Marsh Boat Yard per month between 1st April and 31st March	38.75	39.75	2.6%
c Ancillary Charges			
All yard services apply from 08:30 to 16:30 Monday to Friday excluding Bank Holidays. Otherwise charges are plus 100%.			
Any emergency weekend lifting plus 100%			
(i) Boat lifting - Up to 15m LOA or 20 tonnes			
Lift Out			
To yard, including shoring up using boat cradle/stands. Per metre	23.15	23.50	1.5%
Minimum Charge	155.10	158.25	2.0%
Yard charge applies for non-contract rate at Non-Contract (Visitor) Berthing Rates			
Relaunch/Lift onto Trailer			
Per metre.	23.15	23.50	1.5%
Minimum Charge	155.10	158.25	2.0%
(ii) Vessels over 15m LOA and /or 20 tonnes to 55 tonnes plus 30%.			

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
Lift Out			
To yard, including shoring up using boat cradle/stands. Per metre	32.10	32.75	2.0%
Marine Service waiting charge per hour per person	50.50	51.50	2.0%
Relaunch/Lift onto Trailer			
Per metre.	32.10	32.75	2.0%
Yard charge applies for non-contract rate at Non-Contract (Visitor) Berthing Rates			
(iii) Lift out			
Hold in Slings (subject to availability). Per metre, per 30 minutes Return to water	11.40	11.75	3.1%
Hire of Yacht harbour Cradles (subject to availability) per annum / pro rata per cradle	133.30	136.00	2.0%
Hire of electric pressure washer (subject to availability). Per use.	43.20	43.50	0.7%
Hire of petrol pressure washer (subject to availability). Per day. Plus Fuel.	92.80	93.00	0.2%
Hire of petrol pressure washer (subject to availability). Per week. Plus Fuel.	185.65	186.00	0.2%
(iv) Boom Crane Lifting . Max 3 tonnes.			
Engine lift , per engine, per hour or part.	92.80	94.50	1.8%
Comercial Engine Lift	POA	POA	
Small boat lift . Per metre each way. Minimum charge each way.	19.75 61.10	20.00 65.00	1.3% 6.4%
(v) Other Services			
Marine Services Labour (min 2 hours) For any additional work per hour, including the following:- Cleaning boat yard if left untidy. Boat movement by yard staff (plus Harbour vessel's workboat hire) Mast stepping/unstepping. Pressure wash by yard.	59.90	60.00	0.2%
Mast Storage . Per mast up to 12m vessel LOA. Single payment . Over 12m vessel LOA. Single payment.	66.35 92.80	67.75 94.75	2.1% 2.1%
Boat Trailer or Cradle Storage (subject to availability of space). p/a	94.60	96.50	2.0%
Miscellaneous Storage Ancilliary per sq mtr, per annum, subject to availability and permission	52.85	53.75	1.7%
Marina pump out . Per use, subject to availability.	19.40	20.00	3.1%
Non boatyard temporary hard standing . Subject to availability. Charges as per non contract berthing rates.			
Hire of forklift and operator . Up to 2.8 tonne lifts. First half hour or part. Per additional hour	92.80 58.15	94.50 60.00	1.8% 3.2%
Electricity By prepaid card from Harbour Office Gate Access Card - Yacht Harbour Fuel Pump Dispensing Key - Yacht Harbour	17.60 23.50	18.00 24.00	2.3% 2.1%
Tradesmen's Licence . Annual working permit. Tradesmen to work in boatyard, yacht harbour or slipway. Subject to insurance and Harbour Master's approval.	146.85	149.50	1.8%
Crab Marsh Work Shop Premium under cover boat storage - (short term per month)	197.40	199.00	0.8%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
7. Sewage Disposal			
Properties not connected to mains sewer			
Private dwellings			
Service charge (per annum)			
Standing charge (per annum)			
Charges to Roddons as per the Transfer Agreement			
	< As per AW >	< As per AW >	
March Sanitation Point			
Boat Pump-Out tokens per token	15.85	16.50	4.1%
Sanitation Point Keys	6.00	6.30	5.0%
8. Mini Factories			
Rents negotiable within:			
Bolness Road/New Drove/Prospect Way/Longhill			
a. the minimum - per square foot and;	6.50 (e)	7.50 (e)	15.4%
* b. the maximum - per square foot <i>No upper limit wef 01.04.24</i>			
c. the minimum - per square metre and;	69.97 (e)	80.73 (e)	15.4%
* d. the maximum - per square metre <i>No upper limit wef 01.04.24</i>			
Venture Court			
a. the minimum - per square foot and;	7.20 (e)	7.20 (e)	0.0%
* b. the maximum - per square foot <i>No upper limit wef 01.04.24</i>			
c. the minimum - per square metre and;	77.50 (e)	77.50 (e)	0.0%
* d. the maximum - per square metre <i>No upper limit wef 01.04.24</i>			
South Fens Enterprise Centre charges shown net of VAT			
a. the minimum - per square foot and;	7.20	8.50	18.1%
* b. the maximum - per square foot <i>No upper limit wef 01.04.24</i>			
c. the minimum - per square metre and;	77.50	91.49	18.1%
* d. the maximum - per square metre <i>No upper limit wef 01.04.24</i>			
It should be noted that VAT is applicable on rental income at Venture House, Venture Court & South Fens Enterprise Park Includes charges for acceptable trade refuse collection and disposal, insurance, water rates (where applicable), and site maintenance.			
* to be applied when market forces dictate			
9. South Fens Business Centre, Chatteris charges shown net of VAT			
a. the minimum - per square foot and;	<i>No upper or lower limit with effect from 01.04.24</i>		
* b. the maximum - per square foot			
c. the minimum - per square metre and;	<i>No upper or lower limit with effect from 01.04.24</i>		
* d. the maximum - per square metre			
e. Catering			
Tea and coffee per head	2.70	1.50	-44.4%
Orange Juice per jug	3.60	3.60	0.0%

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
<p>** f. Weekday room charges (Mon-Fri 8.30-1700) <i>External rate - per hour</i> Beech 44.00 Oak/Apple 27.20 Small Meeting rooms (first hr free) 17.35 Large Meeting rooms (first hr free) 22.00</p> <p><i>External rate - per half day (Mon-Fri 8.30-12.30 or 13.00-1700)</i> Beech 104.15 Oak/Apple 76.35 Small Meeting rooms (first hr free) 39.35 Large Meeting rooms (first hr free) 53.25</p> <p><i>External rate - per full day</i> Beech 185.15 Oak/Apple 134.20 Small Meeting rooms (first hr free) 61.95 Large Meeting rooms (first hr free) 88.00</p> <p>** g. Evenings/Weekend room charges <i>External rate - per hour</i> Beech 81.00 Oak/Apple 68.25</p> <p><i>External rate - per half day</i> Beech 215.25 Oak/Apple 162.00</p> <p><i>External rate - per full day</i> Beech 446.70 Oak/Apple 366.85</p> <p>* to be applied when market forces dictate ** Business Premises Tenant rates at 75% of External Rate (ie. 25% discount)</p>			
<p>10. The Boathouse, Wisbech charges shown net of VAT</p> <p>a. the minimum - per square foot and; 19.70 20.00 1.5%</p> <p>* b. the maximum (suites GF1 to FF38) - per square foot * c. the maximum (suites FF39 & FF40) - per square foot <i>No upper limit effective from 01.04.24</i></p> <p>d. the minimum - per square metre and; 212.05 215.28 1.5%</p> <p>* e. the maximum - per square metre * f. the maximum (suites FF39 & FF40) - per square metre <i>No upper limit effective from 01.04.24</i></p> <p>g. Catering Tea and coffee per head 2.70 1.50 -44.4% Orange Juice per jug 3.60 3.60 0.0%</p> <p>** h. Weekday room charges (Mon-Fri 8.30-1700) <i>External rate - per hour</i> Richard Young Large 44.00 44.00 0.0% Lambton/Young 1 or 2 27.20 27.20 0.0% The Gallery 24.90 24.90 0.0% Meeting rooms 17.35 17.35 0.0%</p> <p><i>External rate - per half day (Mon-Fri 8.30-12.30 or 13.00-1700)</i> Richard Young Large 104.15 104.15 0.0% Lambton/Young 1 or 2 76.35 76.35 0.0% The Gallery 69.35 69.35 0.0% Meeting rooms 39.35 39.35 0.0%</p> <p><i>External rate - per full day</i> Richard Young Large 185.15 185.15 0.0% Lambton/Young 1 or 2 134.20 134.20 0.0% The Gallery 122.65 122.65 0.0% Meeting rooms 61.95 61.95 0.0%</p>			

Description of Charge	2024/25 Charge £	2025/26 Charge £	% Increase
** i. Evenings/Weekend room charges			
<i>External rate - per hour</i>			
Richard Young Large	81.00	81.00	0.0%
Lambton/Young 1 or 2	68.25	68.25	0.0%
<i>External rate - per half day</i>			
Richard Young Large	215.25	215.25	0.0%
Lambton/Young 1 or 2	162.00	162.00	0.0%
<i>External rate - per full day</i>			
Richard Young Large	446.70	446.70	0.0%
Lambton/Young 1 or 2	366.85	366.85	0.0%
* to be applied when market forces dictate			
** Business Premises Tenant rates at 75% of External Rate (ie. 25% discount)			

This page is intentionally left blank

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3, 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank