Fenland District Council (FDC)

A proposed reservoir in the Fens and its associated water infrastructure proposals

Transport response to the phase three consultation

Final Report For

Fenland District Council

05 December 2025

LATCHAM

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1 Introduction

1.1 Background and purpose

1.1.1 This report has been prepared by LATCHAM on behalf of Fenland District Council (FDC) in response to the phase three consultation for a proposed reservoir in the Fens. The report provides transport advice in response to the consultation, raising points of interest on what is proposed. The report is based on the materials presented in the consultation and information shared with FDC as part of ongoing engagement on this national infrastructure project.

1.1.2 The Fens Reservoir can make a big difference in building stronger communities, as outlined in the recent Government Pride in Place Strategy, published on 25 September 25, by helping to tackle economic barriers, low educational attainment, a lack of quality open spaces, poor bus services, disconnected public rights of way, improving health and well-being of local people, and making better places. The illustrations of what is possible for quality place-making for the visitor experience centres at Fens Reservoir is wholly supported, see the example in Figure 1.

1.1.3 The purpose of the report is to provide constructive feedback to help transport proposals to develop. The report highlights where emerging concepts for the development consent order (DCO) could enable further investment, and deliver transformational benefits for Fenland's businesses and communities. The report relates to the main reservoir site only. It does not consider the 500+ routes to reach the transfer pipelines that are being taken through an options appraisal process.

1.1.4 The report acknowledges the Local Growth Plan (LGP), published on 22 October 25, which outlines the Fens Growth Triangle and 'Fens Reservoir Visitor Experience - as a space featuring walking and cycling paths, water sports and a visitor centre, creating a new destination for recreation and education.'

1.1.5 LATCHAM Ltd is a strategic transport planning and urban design practice, formed in November 2018 to provide advice on planning and design of transport infrastructure, land development and regeneration projects. The report is written by Richard Latcham BEng (Hons) Dip UD CEng MICE MIHT.

Figure 1 The Fens Reservoir – Illustrative proposals showing the visitor experience centre

1.2 The Fens Reservoir

1.2.1 The approach for the Fens Reservoir is set out at a national level with HM Government Plan for Change. The Plan for Change Milestones for mission-led government was presented to Parliament by the Prime Minister by Command of His Majesty on 5 December 2024.

1.2.2 The Fens Reservoir proposal is a Nationally Significant Infrastructure Project (NSIP) to help meet the growing demands on water supply in the East of England. Together with the associated water infrastructure needed to transfer water to the reservoir, and from the reservoir to homes and businesses, it will secure a reliable water supply for generations to come.

1.2.3 Anglian Water (AW) have partnered with Cambridge Water (CW) to propose the Fens Reservoir, located between the towns of Chatteris and March, set to be completed in 2036. An illustrative map showing water sources, transfers to reservoir, and where treated water would be sent into supply is in Figure 2.

1.2.4 FDC are continuing to work with scheme promotors and stakeholders. Recent response from FDC on the last public consultation held May to August 2024 included the following key points:

- The Council recognise the need for a project such as this to support water supply provision as well as the positive impact it should have on unlocking future growth across the sub-region.
- The Council outlined the need for the project to respond positively to its setting, the importance for a scheme to deliver tangible benefits to local communities and businesses, and a scheme that does not place additional stress on existing infrastructure assets.
- If developed in the right way FDC stated that the Council believes the Fens Reservoir proposal has the potential to act as a catalyst for transforming key areas in the district and encouraging more investment for new homes, supporting infrastructure, and business floorspace.

1.2.5 In the Council's view, 'realising all the potential benefits will be key to the success of the project in both the medium and long term.'

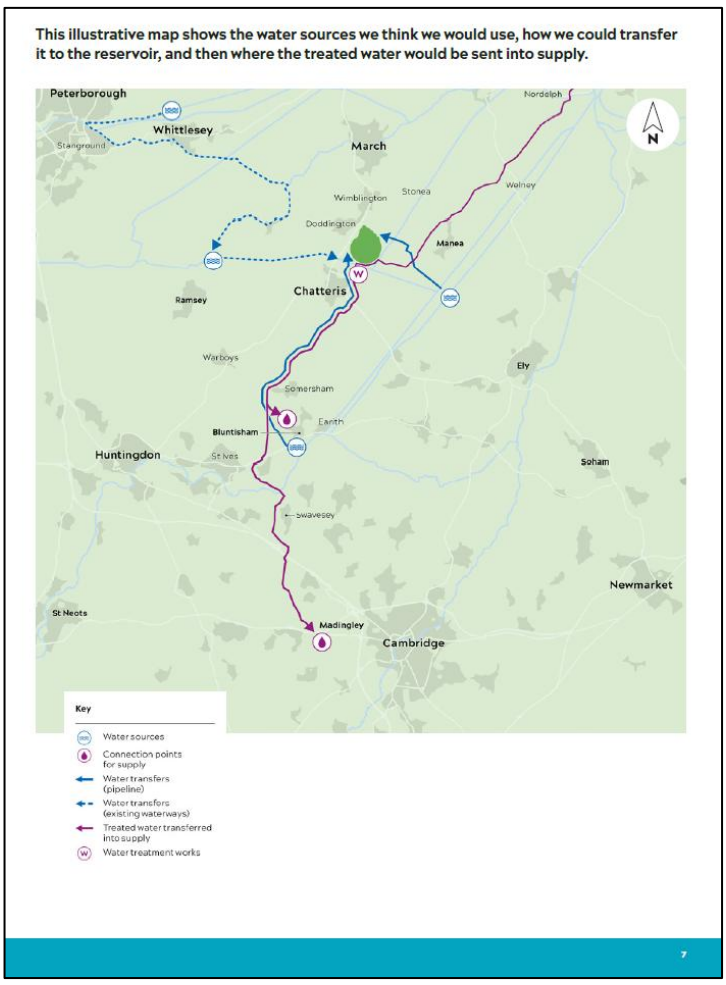


Figure 2 The Fens Reservoir – Illustrative map showing water sources, transfers to reservoir, and where treated water would be sent into supply

2 Planning and transport policy

2.1 Local Growth Plan (LGP)

2.1.1 At the strategic level, an emerging vision for the Fens Reservoir can be found in the Cambridgeshire & Peterborough Combined Authority Local Growth Plan (LGP), which was published on 22 October 25. The Local Growth Plan acts as the 'guiding star' for all other statutory plans, ensuring its vision and direction sit at the heart of the Combined Authority's activity. Closely related are key documents which include the Local Transport & Connectivity Plan (refresh) and an emerging Spatial Development Strategy.

2.1.2 The LGP outlines Fens Growth Triangle and 'Fens Reservoir Visitor Experience', as one of five opportunity zones that will embed priority sectors, crowd in investment, meet housing need, create new opportunities for the area, and regenerate cities and towns. The Fens Reservoir Visitor Experience, is a key project in the wider Fens Growth Triangle. The growth triangle also includes South Wisbech, Wisbech Rail, Peterborough Science and Technology Park, and Chatteris Advanced Manufacturing Park.

2.1.3 The LGP states the reservoir visitor experience will be 'a space featuring walking and cycling paths, water sports and a visitor centre, creating a new destination for recreation and education'. Fens Reservoir should be a core part of the spatial development strategy. It should be based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes.

2.2 Local Plan - Vision for Fenland

2.2.1 The Fenland Local Plan 2021 – 2040 Draft Local Plan Consultation August 2022 outlines a vision for Fenland: 'By 2040 all settlements, big and small, will be attractive and prosperous places to live, set within our unique and protected Fens landscape. They will benefit from economic growth and inward investment.'

2.2.2 In terms of growth, the emerging Local Plan states that between 2021 and 2040, Fenland will grow by approximately 10,500 new homes and 18,000 new jobs, meeting the needs of all communities. The Local Plan Key Diagram is provided in Figure 3. The Plan states that 'Growth will be focused on four market towns, and villages will not be left behind, with appropriate levels of development being permitted to ensure they remain thriving local communities. The district will attract new business, jobs and investment, whilst also supporting existing businesses and encouraging them to expand, helping to boost productivity. Rural communities and the rural economy will be supported.

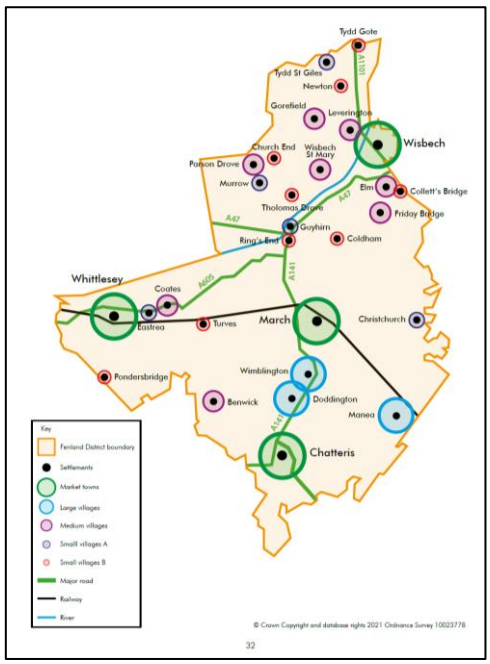


Figure 3 Local Plan Key Diagram

2.2.3 Growth in homes and jobs will be closely linked, with new infrastructure such as schools, roads, health facilities and open space provision planned and provided at the same time as the new buildings.

2.2.4 The natural and historic environments, and their assets, will be conserved and enhanced, and high-quality agricultural land will be protected, with new development taking into account the surroundings of the area in which it would be situated.

2.2.5 Through growth, current issues such as health inequalities, community deprivation, infrastructure deficit and low skills, will be tackled and addressed. Growth will attract investment, businesses and new residents to the district.'

2.3 Local Transport and Connectivity Plan (LTCP)

2.3.1 Cambridge & Peterborough Combined Authority produced the Local Transport and Connectivity Plan (LTCP) in collaboration with multiple partners and stakeholders. The LTCP was approved on November 29th 2023 by the Combined Authority's Board, the geographical scope of the LTCP is shown in Figure 4.

2.3.2 The Plan establishes a vision and the framework to deliver a modern, safe, and integrated transport system for the people and businesses of Cambridgeshire and Peterborough. The LTCP vision is for a transport network which secures a future in which the region and its people can thrive. The mission statement states that:

- The transport network must put improved health at its core,
- It must help create a fairer society,
- It must respond to climate change targets,
- It must protect our environment and clean up our air,
- It must be the backbone of sustainable economic growth in which everyone can prosper, and
- It must bring a region of cities, market towns and very rural areas closer together.

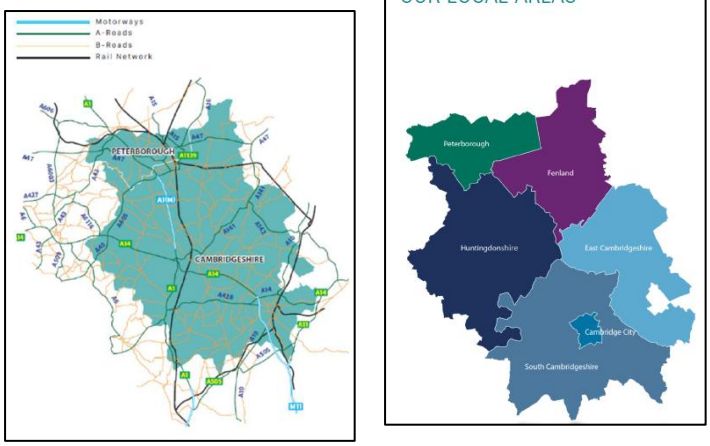


Figure 4 Geographical scope of LTCP

2.3.3 The LTCP states that this will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, safe, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, and digital improvements will support a sustainable future for the region's nationally important and innovative economy. The LTCP details strategies for specific areas, with a local strategy for Fenland.

2.4 Fenland local transport strategy and transport vision

2.4.1 The Fenland local transport strategy paper sets out recent growth in development, the transport challenges, progress to date, the approach, strategic projects and local projects. The strategy states that Fenland covers approximately two hundred square miles of Cambridgeshire. It is a rural, sparsely populated district with many diverse communities, each with different needs.

2.4.2 Approximately 80% of the district's residents live within the four market towns of Wisbech, March, Whittlesey and Chatteris, with the remainder living in a number of small villages and hamlets. As the region's most rural and economically deprived district, there is limited accessibility to services, employment, and education opportunities.

2.4.3 A lack of integration between modes of transport constrains the local economy, hinders development, increases health inequalities, and has an adverse impact on the area's environment.

2.4.4 Poor availability of public transport and limited active travel infrastructure across the local area can mean that there are no genuine, realistic alternatives to the private car and therefore those without access to one are isolated.

2.4.5 Twenty percent of residents have no access to a car and yet the proportion of journeys undertaken in the towns on foot or by bike is relatively low. This is due in part to the absence of high-quality walking and cycling infrastructure and high levels of accidents. This serves to exacerbate poor health outcomes that already exist within Fenland.

2.4.6 Key indicators around life expectancy, obesity and physical activity are considerably worse for some parts of the district's population when compared to the rest of the region and the national average. In addition, access to employment, education, and key services for those who do not have access to a car is often limited, thereby having a detrimental effect on their mental health through a sense of social isolation and exclusion.

2.4.7 Bus services have declined significantly due to a reduction in financial support. Where they do exist, they are largely limited to the key corridors between towns and have a limited frequency that do not provide a genuine alternative to the private car in terms of convenience. Weekend and evening services are significantly reduced and make it difficult for those without access to a car to travel.

2.4.8 The Fenland transport vision is: Improving accessibility to and within Fenland by all modes and for all people. Infrastructure improvements and the ability to travel on an integrated network are central themes to achieving the overarching Fenland strategy.

2.4.9 The vision will also be supported and delivered by a range of other transport strategies for Fenland including Fenland Transport Strategy, Cambridgeshire Active Travel Strategy, Fenland Rail Development Strategy and Fenland Walking, Cycling and Mobility Aid Strategy. All of which include ambitious schemes to address the transport challenges in Fenland. Key opportunities and themes which form part of our approach are as follows:

- Connectivity including cross border travel - Better links to key service centres such as Peterborough, Greater Cambridge, Kings Lynn, and the rest of the country will make Fenland a more attractive place to live and work.
- A link for Wisbech - Reopening the link by rail or autonomous vehicles to Wisbech from March, will transform accessibility to and from the town.
- A47 - A package of improvements to the A47 between Peterborough, Wisbech and Kings' Lynn, including much-needed upgrades to junctions and interchanges are necessary to increase accessibility across the region.
- Bus services - Key to the successful delivery of the strategy is a more integrated, seamless public transport network that provides a genuine alternative to the private car and allows access to employment, education, retail, and social opportunities.
- Community transport and demand responsive services - Support for community transport within Fenland will continue and the potential for Demand Responsive Transport (DRT) to seamlessly connect with core inter-urban bus services will be explored and implemented where appropriate.
- Active travel – walking, cycling and mobility aids - New, high-quality active travel infrastructure will be developed across Fenland and along upgraded highway corridors and linked to new developments. This network will help to make walking and cycling a safer, more attractive option for local journeys.
- Social inclusion and supporting our communities - new opportunities to travel will need to be supported by supplementary measures aimed at encouraging and supporting use, such as the Travel Buddy and Travel Champions schemes.

3 Response to consultation

3.1 Vision led approach

3.1.1 The current transport strategy for Fens Reservoir is lacking an underlying transport vision or framework.

3.1.2 There has been considerable thought into transport for this NSIP, but there does not seem to be much in the way of reference or response to the emerging Fenland Local Plan, or the Local Transport and Connectivity Plan.

3.1.3 This lack of transport vision seems to be playing out in some of the emerging transport proposals, and technical assessments, which are missing key details and data that means impacts cannot be evaluated. There is not yet a clear, or complete transport story. This particularly relates to the visitor experience envisioned in the LGP, the years of planned construction, and a lack of physical connections and facilities provided for walking, cycling, horse-riding, and public transport services for neighboring communities.

3.1.4 The definition of 'vision led approach' can be found in the National Planning Policy Framework (NPPF) December 2024 glossary. The NPPF states 'Vision-led approach: an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide').'

3.1.5 It should be acknowledged that the Fens Reservoir transport strategy is following the National Policy Statement for water resources infrastructure. It is important to join up the wider transport vision for the Fens Reservoir, in the context of the adopted LGP being promoted by the Combined Authority.

3.2 National Policy Statement for water resources infrastructure

3.2.1 The design refinement report states 'The transport strategy reflects the requirement of the NPSWRI (as described in paragraphs 3.2.6 to 3.2.8) it focuses on providing safe, cost-effective access to and from the site while minimising vehicle use. The strategy also aims to encourage sustainable transport to help reduce vehicle travel, support active travel, avoid peak period congestion on the surrounding network, and lower carbon emissions.'

3.2.2 '(3.2.6) The Traffic and Transport Strategy, detailed in Chapter 7, is guided by Section 4.14 of the NPS for Water Resources Infrastructure which outlines clear expectations for transport planning.

3.2.3 (3.2.7) The NPS for Water Resources Infrastructure encourages a shift from road to more sustainable freight transport modes such as rail and inland waterways, when safe and cost-effective. Our strategy reflects this by prioritising sustainable modes in early-stage assessments and retaining flexibility to pursue rail solutions where feasible. It supports the wider policy for decarbonisation and inclusive access by incorporating active travel routes (walking, wheeling, cycling and horse riding) and public transport users in both the construction and operational phase.

3.2.4 (3.2.8) The NPS for Water Resources Infrastructure requires us to consider how infrastructure impacts during both construction and operation, such as job creation and increased local spending, may affect communities and amenities and to demonstrate how construction and freight impacts have been minimised and mitigated (Chapters 8 and 9). Our strategy addresses this through route selection, traffic modelling and early indication of sensitive receptors with mitigation and management measures to be developed through the Environmental Impact Assessment (EIA) process.'

3.2.5 In respect to good place making, the approach is outlined in the components of a good design outcome from Nationally Significant Infrastructure Projects: Advice on Good Design (Planning Inspectorate, 2025), which emphasises the importance of delivering both good processes and good outcomes.

3.3 Highway access decision making process, preferred highway and NMU accesses

3.3.1 There is considerable ongoing engagement with multiple organisations on Fens Reservoir. FDC provided a set of Traffic & Transport (TWG) slides and meeting minutes for the Fens Reservoir (2023 to 2025). These records cover the meetings held with the team/consultants, and the following organisations:

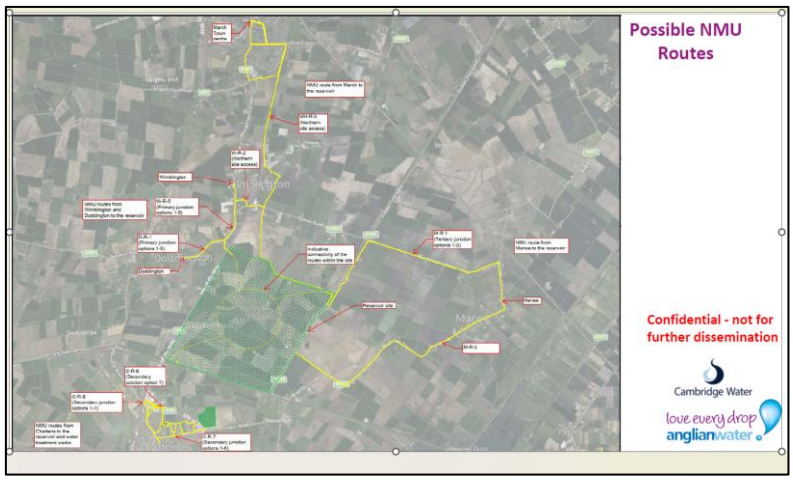
- National Highways,
- Cambridgeshire County Council,
- Cambridge and Peterborough Combined Authority,
- Lincolnshire County Council,
- Norfolk County Council,
- Fenland District Council,
- Network Rail,
- Peterborough City Council,
- The British Horse Society,
- Cambridge Local Access Forum,
- North Kesteven District Council,
- Canal & River Trust,
- Fenland Ramblers.

3.3.2 The meetings have covered project updates, discussion on transport matters, and areas of work. The highway access decision making process, preferred highway and NMU accesses were discussed at a meeting in August 2025 at the *Traffic and transport working group meeting*, slides in Appendix 1.

3.3.3 A overarching technical and quality review is needed for these preferred schemes, they also require urban design, and landscape input. There should also be further clarification provided on how the option assessment process works to confirm scores (least, most, moderately). Other points to follow up include:

- Constructing an offline main roundabout makes sense, but 60mph road design speed needs review,
- Plans seem to be without existing flows or predictions for future movement associated with growth,
- Location/arrangement of A141 bridge is unclear, and highlights the need for safe crossings of A141,
- Crossing the A141 and A142 are overarching issues, applying in multiple locations around the proposed site,
- There is a need to further develop at scale masterplanning concepts for the visitor experience,
- To prepare detailed plans for integration with existing rights of way, and examine other crossings,
- Review the AW nine options for secondary access (different points of access, and community linkages),

3.3.4 The emerging schemes should go through a review process with planning and highway authorities, and local engagement for the preferred junction arrangements. The evolution of the Design and Access statement should cover issues and opportunities, and outcomes.



3.3.5 It is positive to see ongoing studies and plans for non-motorised users (NMU), see Figure 5. However, there is a lack of information currently available on changes to Public Rights of Way, facilities to support safe crossing, and walking, cycling and horse-riding paths, created for Fens Reservoir Visitor Experience.

Figure 5 Possible NMU routes

3.4 Emerging design for the main reservoir site

3.4.1 The Fens Reservoir will bring considerable benefits to local communities. The recreational and leisure activities listed in the consultation should be actively promoted, and delivered in the DCO and movement generation, distribution, means of travel and assignment related to internal, and external site.

3.4.2 The proposed reservoir zones and shown in Figure 6.

3.4.3 Activities include main visitor centre, two recreation facilities, a public beach, swimming facilities, sailing activities, play areas, fishing activities, bird hides, paddle sports, woodlands, community orchard, wetlands, public arts, viewpoints, boardwalks, and various shared pedestrian paths, circuits and loops.

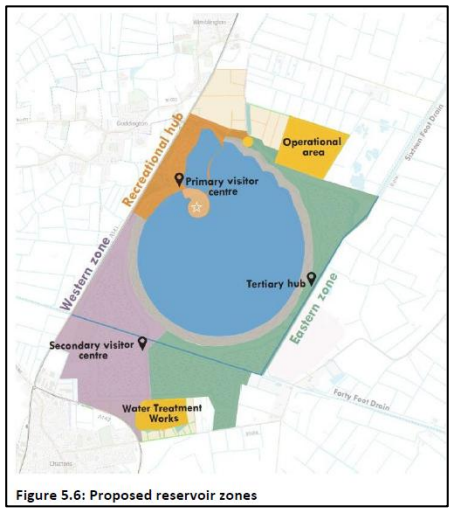


Figure 6 Proposed reservoir zones

3.4.4 Currently insufficient information is available on scale or complexity of movement for all users, that relate to events and activities, i.e. a vision led approach, to link national investment with local places.

3.4.5 The consultation materials highlight that initial transport forecasts are based on visitor numbers being for a regional leisure destination. Operational traffic volumes have been outlined as follows:

- Up to 400,000 visitors a year,
- Peak day (e.g. August bank holiday) as 1.4% of total being 5,600 people/day,
- The 'design day' (most of summer) estimated as 70% of peak/1.0% of total being 4,000 people/day
- 85% of visitors will be travel by car.

3.4.6 These forecasts numbers require wider context, further review and validation, particularly peak traffic flow generation which is stated as 4,760 vehicles/day.

3.4.7 Confirmation is needed on what impact this forecast is having on the physical design priority for cars, whether this forecast has a knock-on impact on sustainable travel and confirmation on the proposed future mode split of 15% by walking, cycling, or using public transport.

3.4.8 More people attracted to this visitor experience will mean national investment benefiting more people. A vision led process will encourage recreational and leisure facilities for people to return regularly; and for the Fens Reservoir to be a go-to destination, locally and regionally.

3.4.9 There must be an ability to access the site by public transport.

3.5 The different zones of the reservoir

North west area of the reservoir site nearest to Doddington and Wimblington.

3.5.1 The features listed for the main recreational hub, and the leisure and employment proposals offer a unique opportunity for transformational change to address the multiple types of deprivation which exist in Fenland, particularly for communities in March, Wimblington, Doddington, Chatteris, and Manea. The North west area of main reservoir is provided in Figure 7.

3.5.2 There should be more focus on integration with Doddington, and Wimblington for active travel, horse riding and bus services.

3.5.3 A detailed examination of key connections to and from Doddington, and Wimblington is required. This should include a detailed site and desk-top review of the seven/eight existing crossing points in use. There is a pressing need for safe crossings, and in places, parallel walking and cycling routes on the Isle of Ely Way, A141 south of the Mill Hill roundabout.

3.5.4 There is a clear rationale for the proposed access roundabout, however, the opportunity to improve road safety and reduce speeds in the location of the new main access should be considered further.

3.5.5 The reservoir will accelerate the change in character of Isle of Ely Way. There are places where development both sides of A141 already exists, with the potential for further new developments. A whole corridor planning approach from Slade End roundabout to Mill Hill roundabout is needed.

3.5.6 There is a need to recognise the proximity of March to the reservoir, specifically the ambition for a direct walking and cycleway, using the dismantled March to St Ives railway line. The Council has worked up initial plans, linked to ongoing highway authority walking and cycling studies, with some improvements in March alongside links to the reservoir site. A large element of this route could be provided in the reservoir masterplan as a greenway spine, with connecting routes from Doddington and Wimblington.

3.5.7 The pedestrian and cycle bridge proposed over the A141 is not the only place where crossing facilities are needed, and it's unclear from existing desire lines and flows whether the bridge is in the right place. Crucially, new walking and cycling facilities on both sides are required to link up with this new bridge.

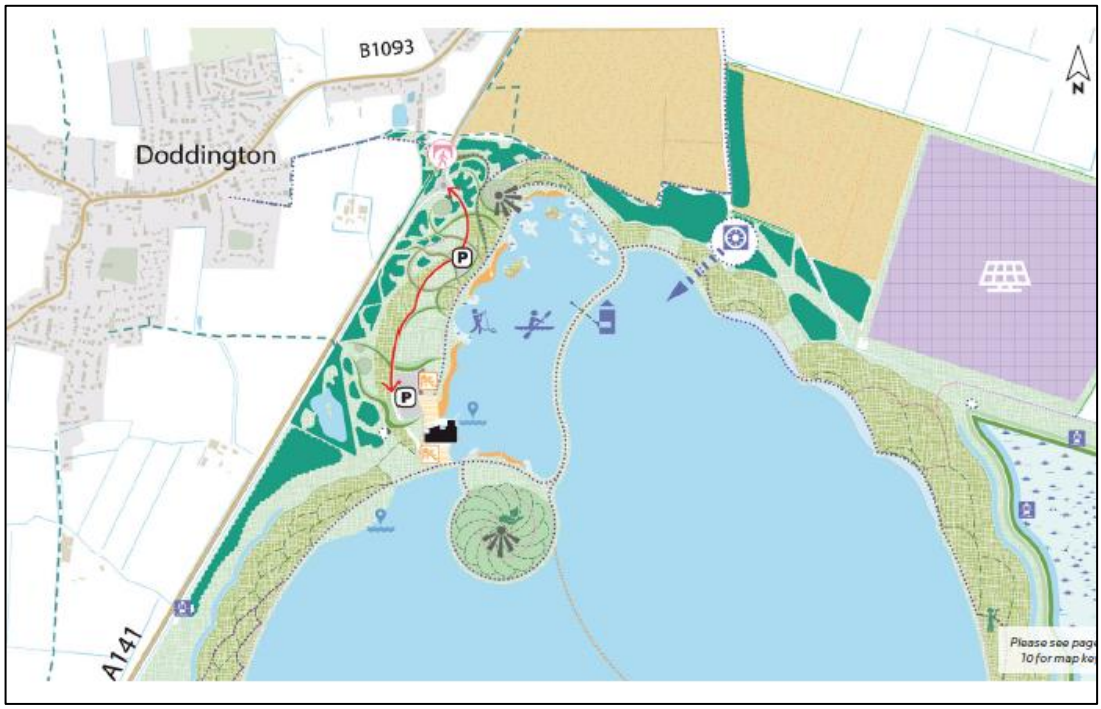


Figure 7 North west zone of main reservoir

3.5.8 It would be helpful to understand the overall amounts of parking, facilities for public transport to enter and leave the site, and general principles and plans for people walking, cycling and horse-riding.

3.5.9 There should be a wider strategy and story for the A141 strategic corridor, to include the changing character of the road, and need to provide safe, accessible crossings of the A141, and B1093 especially at existing Public Rights of Way (PROW) points and the existing and proposed highway junctions.

Western Zone: west and south area of the reservoir site nearest to Chatteris

3.5.10 The area in the south of the western zone can be designed to bring recreational opportunities to the edge of Chatteris, and serve as a gateway to the reservoir site. The western zone can be seen in Figure 8.

3.5.11 The DCO should seek measures to ensure that convenient active travel connections can be made to local facilities in Chatteris, and Manea. Specifically, that there are great opportunities for active travel both within and close to the main water body and in connections to local settlements and beyond. There should be further investigation into routes from local schools, local enhancements, transport connectivity and wider improvements linked to Chatteris town centre.

3.5.12 The Forty Foot Drain accommodates established Public Rights of Way (PRoWs) primarily along its northern bank. There are significant opportunities to improve NMU movement along and across the drain. At present, there is a notable gap in safe off-road access between the western side of the Sixteen Foot Drain near its junction with the Forty Foot and the B1098 bridge. Addressing this gap through a combination of new NMU bridges and upgraded off-road pathways would create a continuous east–west route, enabling safe and attractive movement to the Ouse Washes in the east and to Leonard's Childs Bridge on Doddington Road in the west.

3.5.13 The DCO should improve existing transport highway infrastructure for all highway users at the junctions of the A141/A142, New Road/A142 and the B1098. Further information is needed on capacity/demand forecasting for all means of travel, walking, cycling, bus accessibility as well as anticipated car parking.

3.5.14 The rationale for the location of the new access road and its physical street arrangements is unclear. This relates to the type of vehicles i.e. school coaches, buses, drop off and highway alignments, space for parking and relationship with the water treatment zone and possible two separate access locations.

3.5.15 Slade End roundabout is geometrically constrained acting as a transition between rural road and urban street environment. The junction requires a major upgrade to include facilities for people walking, cycling and using public transport as well as private cars and HGV traffic. Agreeing a strategy, assessment and future improvements should also include a quality, speed and accident review.

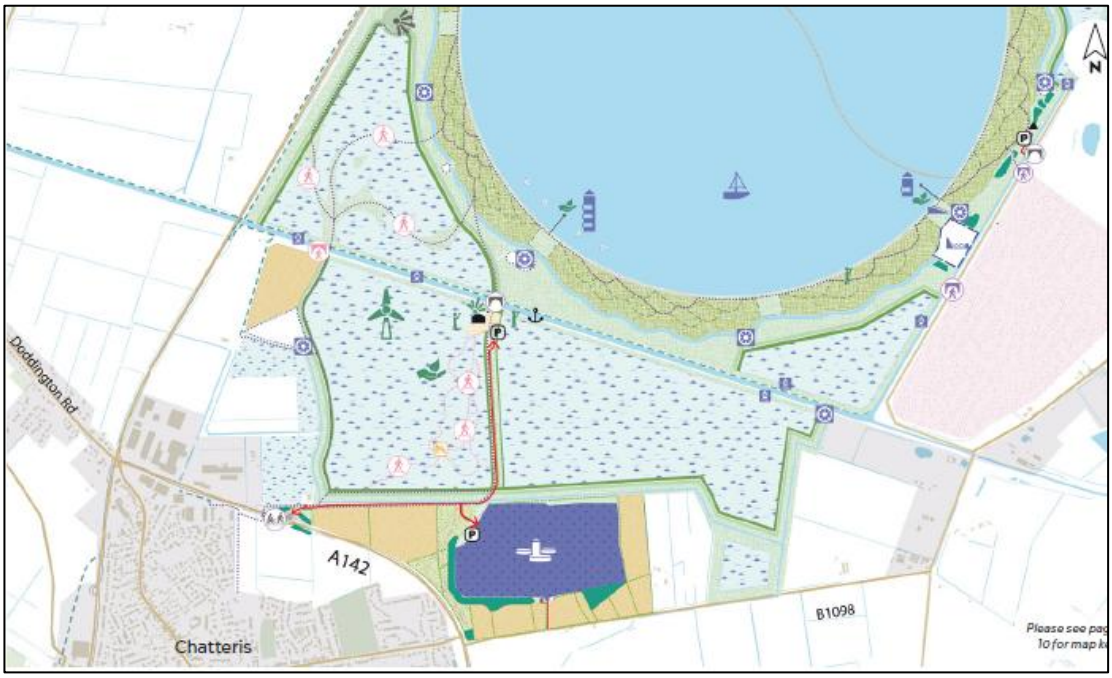


Figure 8 Western zone of main reservoir

3.5.16 Two crossing points of the Forty Foot Drain are indicated on the masterplan and FDC consider that additional active travel bridges need to be provided further east at or around the junction of the Forty, and Sixteen Foot drains.

3.5.17 The location and spacing of bridges over the Forty Foot Drain needs analysis of current and future pedestrian and cycle desire lines and future development and highway plans and improvements. All bridges proposed or reconfigured should provide for walking, cycling, horse-riding and to support longer looped routes from Chatteris between the primary and secondary visitor hubs.

3.5.18 Proposed crossing should enable level access across the A142 from the Furrowfields link, and be designed for active usage of the planned community spaces, educational and exhibition areas, café, and facilities for local activities. Further additional new crossings on A142 are needed in several locations (including around Fenton Way) if active travel opportunities for residents are to be fully exploited.

3.5.19 There is an assumption of 5/15/80 split of parking facilities in each of the locations. It is unclear where this assumption is from, or what the actual number of spaces is overall, and for each zone.

3.5.20 FDC support a potential marina facility in this location, to help exploit the navigation opportunities of the Middle Level and surrounding river system, with short stay moorings to be included to ensure visiting craft can access the site from the Forty Foot watercourse.

Eastern Zone: eastern area of the reservoir, nearest to Manea

3.5.21 All the routes to the eastern zone visitor hub and parking should be for walking, cycling and horse-riding. The eastern zone is shown in Figure 9.

3.5.22 The DCO proposal should also include an active travel route from Manea to this eastern zone and the recreational hubs. Such a route could be possible but will require joint working to ensure its provision.

3.5.23 The B1098 should be upgraded to provide walking, cycling and horse-riding facilities. It doesn't seem realistic to leave this route as it is - a rural lane without foot or cycle provision.

3.5.24 Existing and/or future links should also support muti-modal journeys from Manea Railway Station, with a direct bus service from the station to this or other zones of the reservoir. There should be an ambition to provide these routes and services as part of the reservoir proposal even if delivery was subject to third party involvement.

3.5.25 The existing and proposed bridges over the Sixteen Foot Drain should be reviewed in light of a better understanding of the facilities available, and scale and complexity of future movement.

3.5.26 There is a need for quality bridge infrastructure to provide a good opportunity to access the site by active travel means.

3.5.27 The potential to provide longer distance active travel routes to settlements further afield such as Mepal, Sutton (and on to Ely) and Warboys should also form part of the ambition for the scheme even if elements may need to be provided by other parties.

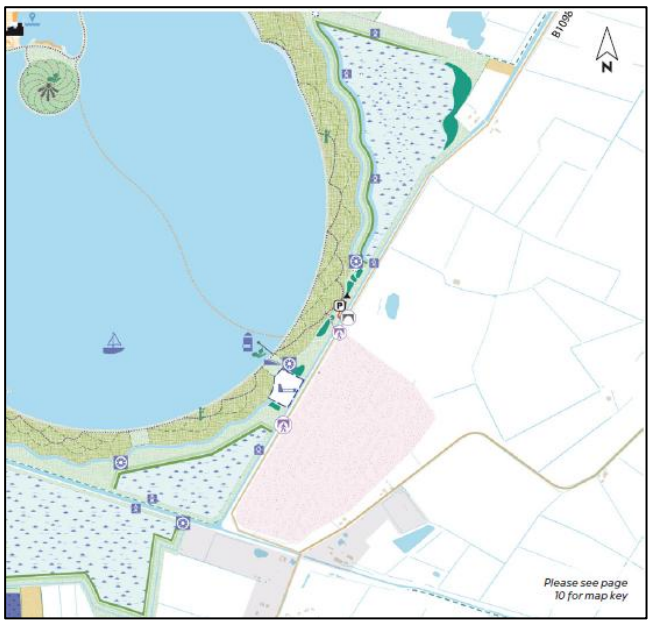


Figure 9 Eastern zone of main reservoir

Water Treatment Works

3.5.28 The nature and response for the upgrades needed to reconfigure Short Nightlayers Road should be explored, alongside the options for a junction to the preferred location for the water treatment works.

3.5.29 This upgraded link should enable a new walking, wheeling, cycling and horse-riding route and crossing on the desire lines between Furrowfields Open Space and the new visitor facilities.

3.5.30 The section of Isle of Ely Way between Slade End roundabout and New Road junction needs further examination based on the DCO plans for slowing traffic and making at-grade crossings safe.

3.6 Constructing the reservoir

3.6.1 Technical work on the transport impacts of constructing Fens Reservoir is progressing on assessing travel demand during construction, transport options for maritime freight, inland waterways freight, rail freight, road freight, personnel and visitors and scale of construction impacts. However, insufficient information is currently available to identify local transport impacts on the network.

3.6.2 The phase three construction and transport proposals are provided in Figure 10.

3.6.3 There should be a transport strategy, based on a framework of sustainable travel, involving road, rail, bus and waterway options that can guide the transport assessments and technical work.

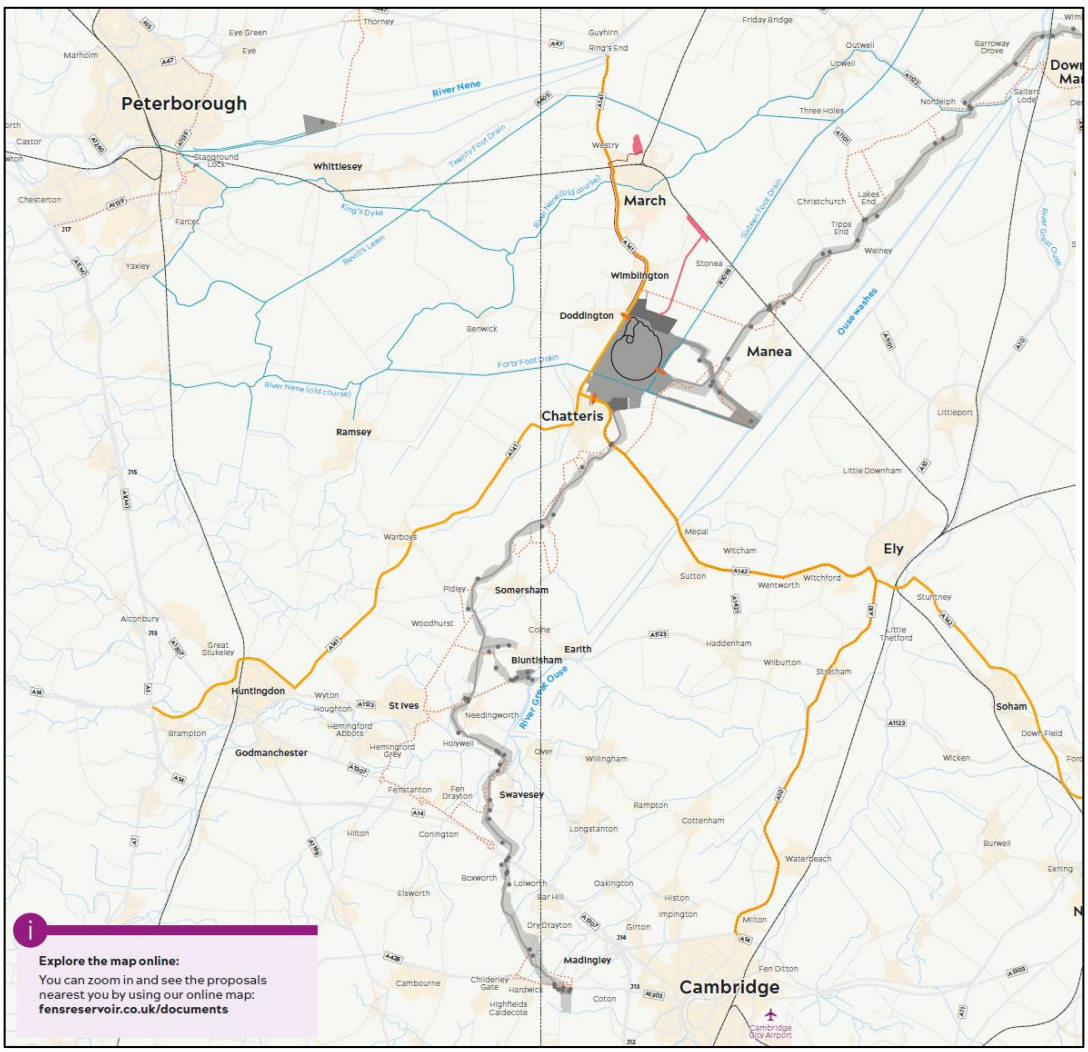


Figure 10 Phase three construction and transport proposals

Transport by road, rail and waterways

3.6.4 Current estimates suggest 650 HGV movements per day will be required for the first two years (peak). Whether some of these come via rail and road or all by road, the full 650 movements could be on Fenland roads for the last stage of the journey. The only option that will remove a portion of this traffic from the highway network is the proposed Stonea siding and haul road.

3.6.5 However, in discussions with FDC the possibility of a rail/water route utilizing new sidings near Stonea has been highlighted, with barge transfer along a short length of the sixteen foot drain to the reservoir.

3.6.6 The consultation acknowledges that the character of small country roads used for construction would be temporarily altered and that this would be managed, monitored and controlled to minimise disruption. Ensuring they are maintained in construction, and making good when work is complete, are key issues.

3.6.7 The plans titled 'phase three construction and transport proposals' show the proposed routes for HGV construction traffic to/from the site from the strategic road network without showing the A47 corridor to Peterborough. However, the plan entitled 'Transporting material to and from the site' does show the A47 to Peterborough. Clarification on this matter is required.

3.6.8 Further information is needed on construction impacts, overall volumes, profiles, peaks, off site mitigation, cumulative impact assessments, construction impacts on the different roads, and potential requirements for advanced works that should include essential maintenance to carry additional HGV traffic for construction.

3.6.9 It is positive that AW are examining rail options, to potentially limit the distance materials travel by road. This will help avoid congestion and reduce carbon emissions. There are road and rail issues related to the level crossings that should be considered in the strategy. It's hoped a holistic view will be taken by Network Rail in considering the three options (Whitemoor Yard, west of Stonea sidings by Hall Road, and new stonea sidings and by waterway) in balancing requirements for freight and passenger services on the line.

Construction working areas and workforce

3.6.10 The consultation materials usefully identify areas of land that would be need for construction compounds, welfare facilities, material storage, and worker access. Further analysis with existing and future movements is required. In addition, information is provided on possible haul routes. Opportunities for legacy projects to allow future pedestrian, cycle and horse-riding facilities in the land proposed to be used for haul roads and other construction facilities and routes should be considered.

3.6.11 The consultation materials highlight that at peak construction, an estimate is for up to 2,000 workers will be needed which should provide a wide variety of employment opportunities for local businesses.

3.6.12 Supporting the construction workforce, including options for worker accommodation are complex. Information will be needed on likely destinations, and details regarding the accommodation provision for these workers, not already living in the area, and clarification whether this includes the workers required for the associated pipelines and all the enabling works required. Total combined numbers in the district are required to ensure a clear picture of the impacts of the construction periods can be assessed.

3.7 Associated water infrastructure

3.7.1 The paper relates to the main reservoir site only. It does not consider the 500+ routes to reach the transfer pipelines that are being taken through an options appraisal process.

3.7.2 There are likely to be transport effects in multiple locations during the construction of the associated water infrastructure, but these impacts are not yet fully understood.

4 Key recommendations

4.1.1 The following key recommendations are made:

1. Prepare an overarching spatial transport vision for Fens Reservoir that integrates the LGP, emerging Fenland Local Plan, and the Local Transport and Connectivity Plan as a basis for downstream technical design and planning work including detailed junctions and accesses and the transport assessments.
2. The three preferred points of vehicle access should be reviewed in terms of street design layout. These access points should be designed for multi-modal movement with active travel and sustainable transport connections to existing and future communities.
3. Further study is required for the proposed measures for making new and enhancing existing connections to nearby communities, and to ensure quality active travel connections can be made to and from March, Doddington, Wimblington, Chatteris, and Manea.
4. Undertake a joint study to devise a scheme for the dismantled March to St Ives railway line, along with sections of the Isle of Ely Way for walking, cycling, and horse-riding opportunities.
5. Make provision for passenger transport services to enter and exit the reservoir site, provide quality passenger user experiences, i.e. set down/pick up close to the visitor centres, good waiting facilities, integrated way finding to encourage and support sustainable travel.
6. Jointly seek to identify funding sources for long term bus services that serve the reservoir and link neighbouring towns and villages, with March, Wimblington, Doddington, Manea, and Chatteris.
7. Undertake a joint design study with the planning and highway authorities on the A141, A142, B1098, and B1093 routes which provide direct site access for holistic mobility improvements.
8. Consider strategic options for rail integration with a new passenger transport service to link March and Manea railway stations to support multi modal journeys.
9. Undertake and share further work on a construction strategy study, that also includes the potential for rail to river and waterways system, including the approach for existing/new bridge crossings.
10. Examine legacy opportunities to support site access to/from the existing waterway network, including the Forty Foot Drain and the Sixteen Foot Drain, and review the opportunity for a potential marina(s) facility, to exploit navigation opportunities of the Middle Level and surrounding river system.
11. Actively plan and design the scheme for wider public transport infrastructure and services and active travel improvements that can be provided to serve both the Fens Reservoir and local communities.
12. Acknowledge the potential for a Mass Rapid Transit, as part of the Wisbech link in the LGP.

Appendix 1

Cambridge Water

love every drop anglianwater

Fens Reservoir

Traffic and Transport TWG

August 2025

The information presented in this presentation relates to material or data which is still in the course of development. This presentation is intended only for the use of those it was sent to or shared with and should not be copied, forwarded or disclosed to any other person without the permission of Anglian Water.

Agenda

Fens Reservoir

- Introductions and Purpose of meeting
- Highway Access Decision-Making Process
- Preferred Highway & NMU Accesses
    - Primary
    - Secondary
    - Tertiary

Introductions and Purpose of meeting

- Introductions
- The purpose of this meeting is to:
    - Provide updates on the option selection process and outcomes
    - Present the preferred junction arrangements

Our key updates are:

- Preferred highway and NMU accesses to Primary and Secondary site locations
- Tertiary access – ongoing updates

Decision-Making Process

Decision-Making Process

Stage A – Initial Sifting

- Review of requirements and scope **(pre-stage A)**
- Long list of possible NMU routes
- Transportation feasibility
- Identification of junction constraints
- Long list of possible junctions and locations
- Alignment with standards and policy

Stage B – Coarse Screening

- Wider team and stakeholder engagement (TWGs), and option introduction
- Cross discipline criteria and wider team input defined
- Multi-disciplinary design sprint and Highways team Stage B assessment

Stage C – Fine Screening

- Cross discipline Multi-Criteria Assessment undertaken
- Multi-discipline workshop to review MCA findings and proposed designs
- Junction appraisal post MCA
- Junction preference provided
- Reporting of junction preferences

Stage D – Preferred Option Selection

- Optimal junctions for primary, secondary and tertiary site access selected based on elements in Stage C
- Consideration for wider benefits, design principles, stakeholder feedback, master planning alignment

Decision-Making Process

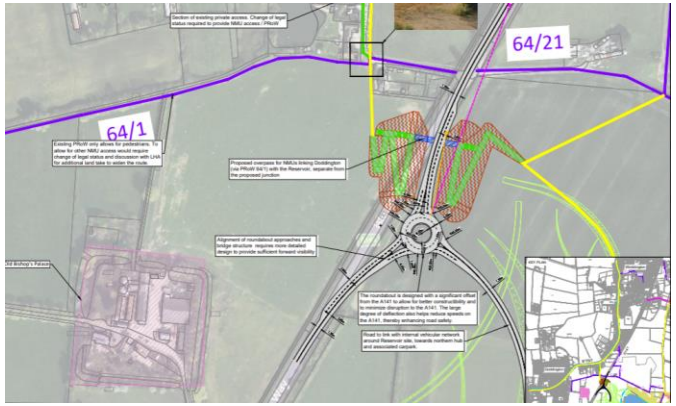
Stage C

- Multi-criteria assessment of each option taken forward after Stage B, assessed by each discipline
- Each discipline lead reviewed the NPS options appraisal criteria and provided a methodology of how the criteria was used to assess the access options
- Options assessed against criteria using a ‘most’, ‘moderately’, and ‘least’ preferred framework

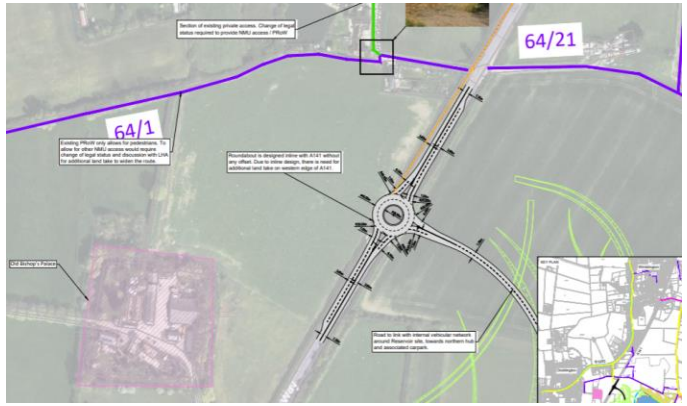
Site Access	Mode Type	Option ref.	Description
Primary	Junction	1A	Offset three-arm roundabout.
		1B	Inline three-arm roundabout.
		1C	Signal controlled T-junction.
		1D	Inline three-arm roundabout.
		1E	Inline four-arm roundabout.
	NMU	1NMU-B	NMU access from Brickmaker’s Arms Lane (for Doddington and Wimblington) and a new ramped overpass
Secondary	Junction	2A	Five-arm roundabout.
		2B	Three-arm roundabout.
		2C	Signal controlled T-junction.
		2D	Four-arm roundabout with separated T-junction access from B1098.
		2E	Signalised staggered junction with separated T-junction access from B1098.
		2G	Three-arm roundabout at Furrowfields
		2H	Signalised junction at Furrowfields
	NMU	2NMU-B	New at-grade Pegasus crossing at New Road junction with an associated new vehicular junction, with
		2NMU-E	Pegasus crossing with junction at Furrowfields
		2NMU-F	NMU bridge at Furrowfields
Tertiary	Junction	3C	Existing access from the north via B1093 and Nixhill Road.
		3D	New bridge with priority T-junction, north of the existing farm access bridge
	NMU	3NMU-A	NMU access combined with vehicular bridge
		3NMU-B	New NMU bridge over Sixteen Foot Drain
		3NMU-C	NMU access via an existing bridge, separate from proposed vehicular access

Preliminary Access

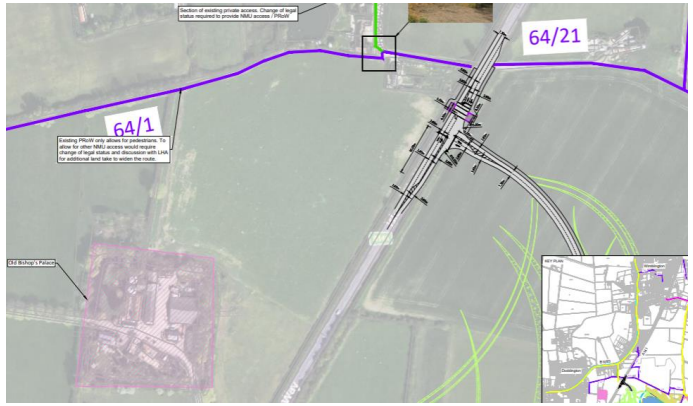
Stage C Options



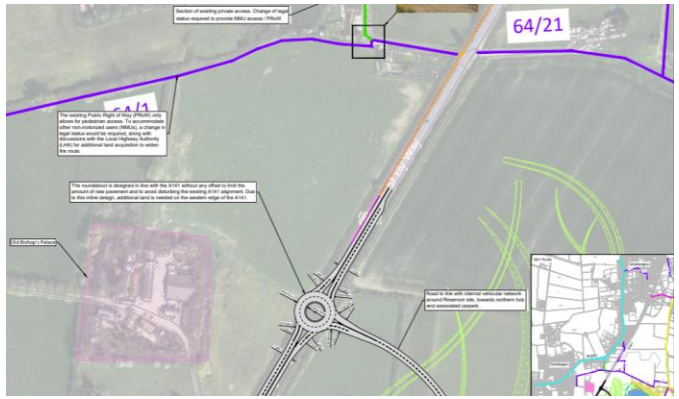
Option 1A & 1NMU-B



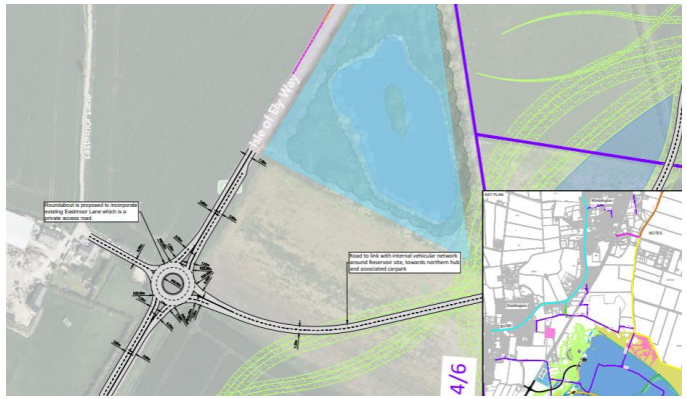
Option 1B



Option 1C



Option 1D



Option 1E

Outline of Qualitative Criteria used for Stage C Workshop

Theme	Criteria	Junction Options - Primary Access					
		Junction 1A	Junction 1B	Junction 1C	Junction 1D	Junction 1E	NMU 1NMU-B
Social and community	Socioeconomics and community	Moderately	Moderately	Moderately	Most	Most	Moderately
	Access and amenities	Least	Moderately	Most	Moderately	Least	Moderately
	Equalities	Moderately	Most	Most	Most	Most	Moderately
Engineering	Carbon	Most	Moderately	Moderately	Moderately	Least	Most
	Cost	Moderately	Most	Moderately	Least	Least	Least
	Major Infrastructure - Utilities	Most	Moderately	Least	Moderately	Least	Moderately
	Operational resilience and junction capacity	Most	Most	Least	Most	Moderately	Most
	Flooding/drainage impacts	Most	Most	Most	Most	Moderately	Most
	Masterplanning objectives	NA	NA	NA	NA	NA	Most
	Constructability - highway impact	Most	Least	Moderately	Least	Least	Most
	Construction programme	Most	Least	Moderately	Least	Least	Most
	Lighting	Moderately	Moderately	Most	Moderately	Least	Moderately
	Alignment with proposed reservoir WTW	NA	NA	NA	NA	NA	NA
	Highways	Most	Moderately	Least	Moderately	Moderately	Least

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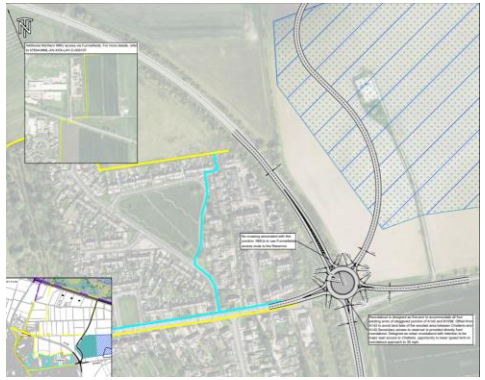
Outline of Qualitative Criteria used for Stage C Workshop

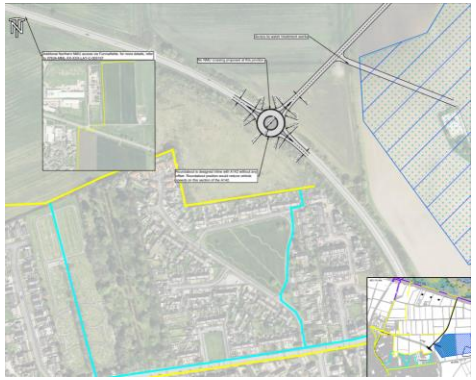
Theme	Criteria	Junction Options - Primary Access					
		Junction 1A	Junction 1B	Junction 1C	Junction 1D	Junction 1E	NMU 1NMU-B
Environment	Air quality	Most	Moderately	Least	Moderately	Moderately	Most
	Historic environment	Moderately	Moderately	Moderately	Least	Most	Moderately
	Landscape character	Moderately	Moderately	Least	Moderately	Moderately	Moderately
	Biodiversity and conservation	Most	Least	Moderately	Least	Least	Moderately
	Noise and vibration	Most	Most	Moderately	Most	Most	Most
	Water environment	Most	Moderately	Most	Most	Moderately	Most
	Geology and soils	Moderately	Most	Moderately	Most	Most	Most
	Materials and waste	Most	Most	Most	Most	Most	Most
Planning and Land Use	Land use	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately
	NSIPs	Most	Most	Most	Most	Most	Most
	Committed development	Most	Most	Most	Most	Most	Most
	Overlapping consents	Most	Most	Most	Most	Most	Most
	Conflict with local development plans	Most	Most	Most	Most	Most	Most
Benefits and Opportunities	Benefits	Most	Moderately	Moderately	Moderately	Moderately	Moderately
	Opportunities	Most	Moderately	Most	Moderately	Moderately	Most

Secondary Access

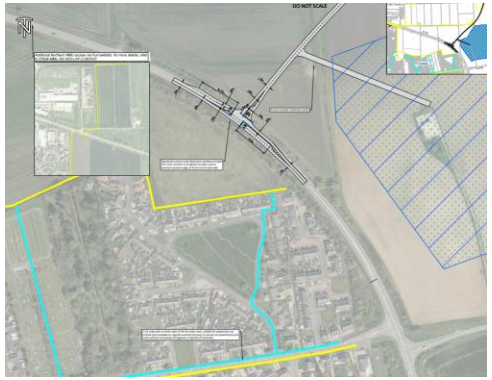
Stage C Options



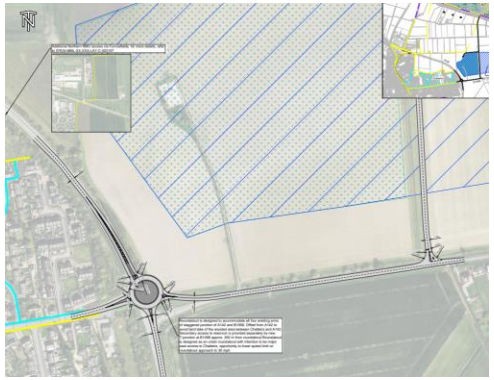
Option 2A



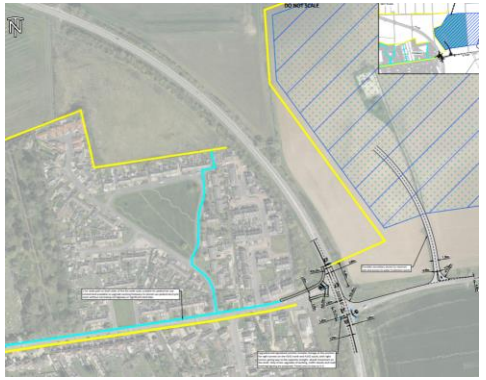
Option 2B



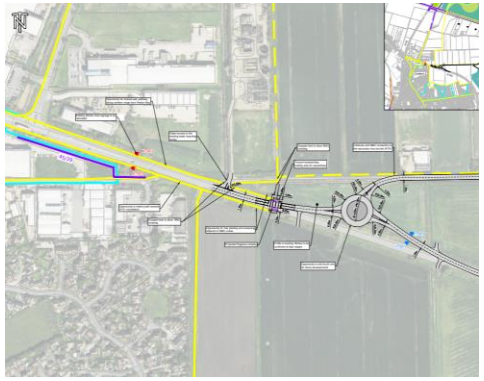
Option 2C



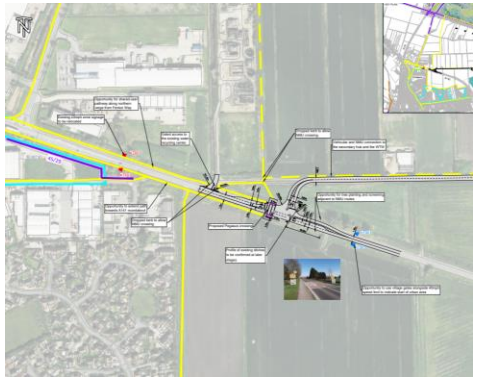
Option 2D



Option 2E

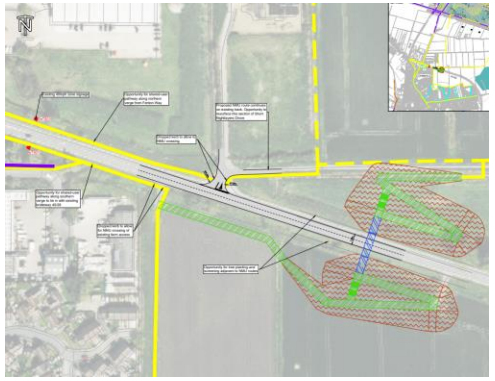


Option 2G
& 2NMU-E



Option 2H
& 2NMU-E

Option 2NMU-B



Option 2NMU-F

Outline of Qualitative Criteria used for Stage C Workshop

Theme	Criteria	Junction Options - Secondary Access									
		Junction 2A	Junction 2B	Junction 2C	Junction 2D	Junction 2E	Junction 2G	Junction 2H	NMU 2NMU-B	NMU 2NMU-E	NMU 2NMU-F
Social and community	Socioeconomics and community	Least	Moderately	Moderately	Least	Moderately	Moderately	Moderately	Moderately	Moderately	Least
	Access and amenities	Most	Most	Most	Most	Most	Most	Most	Most	Most	Most
	Equalities	Most	Most	Most	Most	Moderately	Most	Most	Most	Most	Most
Engineering	Carbon	Least	Moderately	Moderately	Least	Most	Most	Moderately	Least	Most	Least
	Cost	Least	Least	Moderately	Least	Moderately	Most	Moderately	Most	Most	Moderately
	Major Infrastructure - Utilities	Least	Moderately	Moderately	Least	Most	Most	Most	Least	Most	Least
	Operational resilience and junction capacity	Moderately	Most	Most	Moderately	Least	Most	Most	Least	Moderately	Most
	Flooding/drainage impacts	Most	Moderately	Moderately	Most	Most	Least	Least	Most	Moderately	Moderately
	Masterplanning objectives	Least	Least	Least	Least	Least	Most	Moderately	Least	Most	Least
	Constructability - highway impact	Least	Moderately	Moderately	Least	Most	Moderately	Most	Moderately	Most	Least
	Construction programme	Least	Moderately	Moderately	Least	Most	Moderately	Most	Moderately	Most	Least
	Lighting	Moderately	Moderately	Moderately	Least	Most	Moderately	Most	Most	Most	Moderately
	Alignment with proposed reservoir WTW	Least	Most	Most	Moderately	Least	Most	Most	Least	Most	Most
	Highways	Moderately	Moderately	Moderately	Moderately	Least	Most	Moderately	Least	Most	Most

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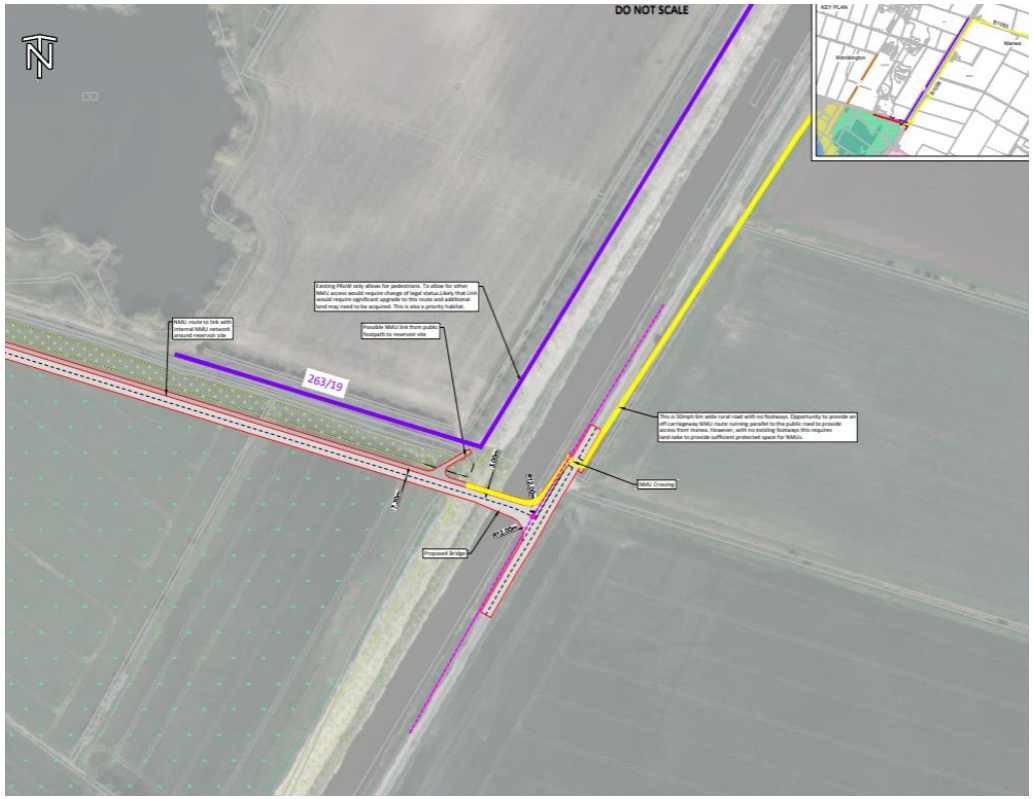
Outline of Qualitative Criteria used for Stage C Workshop

Theme	Criteria	Junction Options - Secondary Access									
		Junction 2A	Junction 2B	Junction 2C	Junction 2D	Junction 2E	Junction 2G	Junction 2H	NMU 2NMU-B	NMU 2NMU-E	NMU 2NMU-F
Environment	Air quality	Moderately	Moderately	Least	Moderately	Least	Most	Least	Moderately	Least	Most
	Historic environment	Moderately	Moderately	Moderately	Most	Most	Moderately	Most	Moderately	Moderately	Moderately
	Landscape character	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately
	Biodiversity and conservation	Least	Moderately	Moderately	Least	Most	Least	Least	Least	Most	Moderately
	Noise and vibration	Most	Most	Most	Most	Moderately	Most	Most	Most	Most	Most
	Water environment	Moderately	Most	Most	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately
	Geology and soils	Moderately	Moderately	Least	Moderately	Least	Moderately	Moderately	Moderately	Moderately	Moderately
	Materials and waste	Most	Most	Most	Most	Most	NA	NA	Most	NA	Most
Planning and Land Use	Land use	Most	Most	Most	Most	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately
	NSIPs	Most	Most	Most	Most	Most	Most	Most	Most	Most	Most
	Committed development	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately	Moderately
	Overlapping consents	Most	Most	Most	Most	Most	Most	Most	Most	Most	Most
	Conflict with local development plans	Most	Most	Most	Most	Most	Most	Most	Most	Most	Most
Benefits and Opportunities	Benefits	Moderately	Moderately	Moderately	Moderately	Moderately	Most	Moderately	Moderately	Most	Most
	Opportunities	Moderately	Moderately	Most	Moderately	Moderately	Most	Most	Least	Least	Least

Tertiary Access

Stage C Options

Option 3C



Option 3D & 3NMU-A

Outline of Qualitative Criteria used for Stage C Workshop

Theme	Criteria	Junction Options - Tertiary Access				
		Junction 3C	Junction 3D	NMU 3NMU-A	NMU 3NMU-B	NMU 3NMU-C
Social and community	Socioeconomics and community	Least	Most	Most	Moderately	Least
	Access and amenities	Most	Moderately	Moderately	Most	Most
	Equalities	Most	Most	Most	Most	Most
Engineering	Carbon	Least	Most	Moderately	Least	Most
	Cost	Most	Least	Moderately	Most	Least
	Major Infrastructure - Utilities	Least	Most	Most	Least	Most
	Operational resilience and junction capacity	Least	Most	Moderately	Moderately	Moderately
	Flooding/drainage impacts	Least	Least	Least	Least	Least
	Masterplanning objectives	NA	NA	NA	NA	NA
	Constructability - highway impact	Most	Least	Moderately	Least	Most
	Construction programme	Most	Least	Moderately	Least	Most
	Lighting	Moderately	Most	Moderately	Least	Most
	Alignment with proposed reservoir WTW	NA	NA	NA	NA	NA
	Highways	Moderately	Most	Moderately	Most	Moderately

Note: Assessment undertaken in the knowledge the masterplan would be changing

Continues on next slide

Outline of Qualitative Criteria used for Stage C Workshop

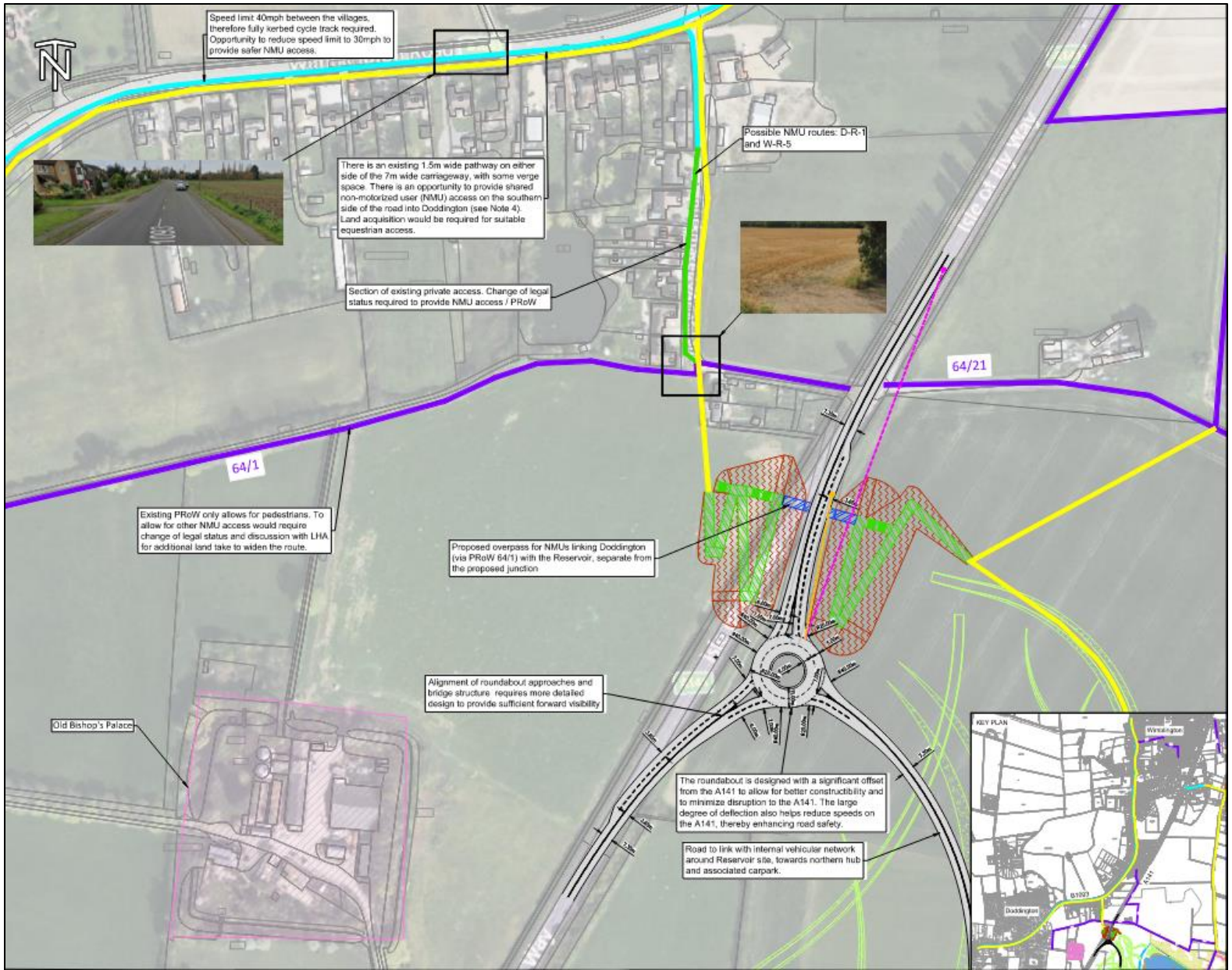
Theme	Criteria	Junction Options - Tertiary Access				
		Junction 3C	Junction 3D	NMU 3NMU-A	NMU 3NMU-B	NMU 3NMU-C
Environment	Air quality	Most	Most	Most	Most	Most
	Historic environment	Most	Moderately	Moderately	Moderately	Most
	Landscape character	Most	Moderately	Moderately	Least	Most
	Biodiversity and conservation	Most	Least	Moderately	Least	Moderately
	Noise and vibration	Moderately	Moderately	Most	Most	Most
	Water environment	Most	Most	Most	Moderately	Moderately
	Geology and soils	Most	Most	Most	Most	Most
	Materials and waste	NA	NA	Most	Most	Most
Planning and Land Use	Land use	Most	Moderately	Moderately	Moderately	Moderately
	NSIPs	Most	Most	Most	Most	Most
	Committed development	Most	Most	Most	Most	Moderately
	Overlapping consents	Most	Most	Most	Most	Most
	Conflict with local development plans	Most	Most	Most	Most	Most
Benefits and Opportunities	Benefits	Least	Most	Most	Most	Most
	Opportunities	Least	Least	Least	Least	Least

Note: Assessment undertaken in the knowledge the masterplan would be changing

Preferred Highway Accesses

Primary Access

Offset Three-Arm Roundabout and ramped NMU overpass



LEGEND

- Proposed NMU route / PRoW
- Existing private access route
- Public Right of Way (PRoW) - footpath
- Existing pedestrian footpath / footway within assumed public highway extents
- Visibility splay for 215m SSD and 100kph speed
- Visibility splay for 160m SSD and 100kph speed
- Scheduled monument
- Earthworks embankment
- Bridge structures

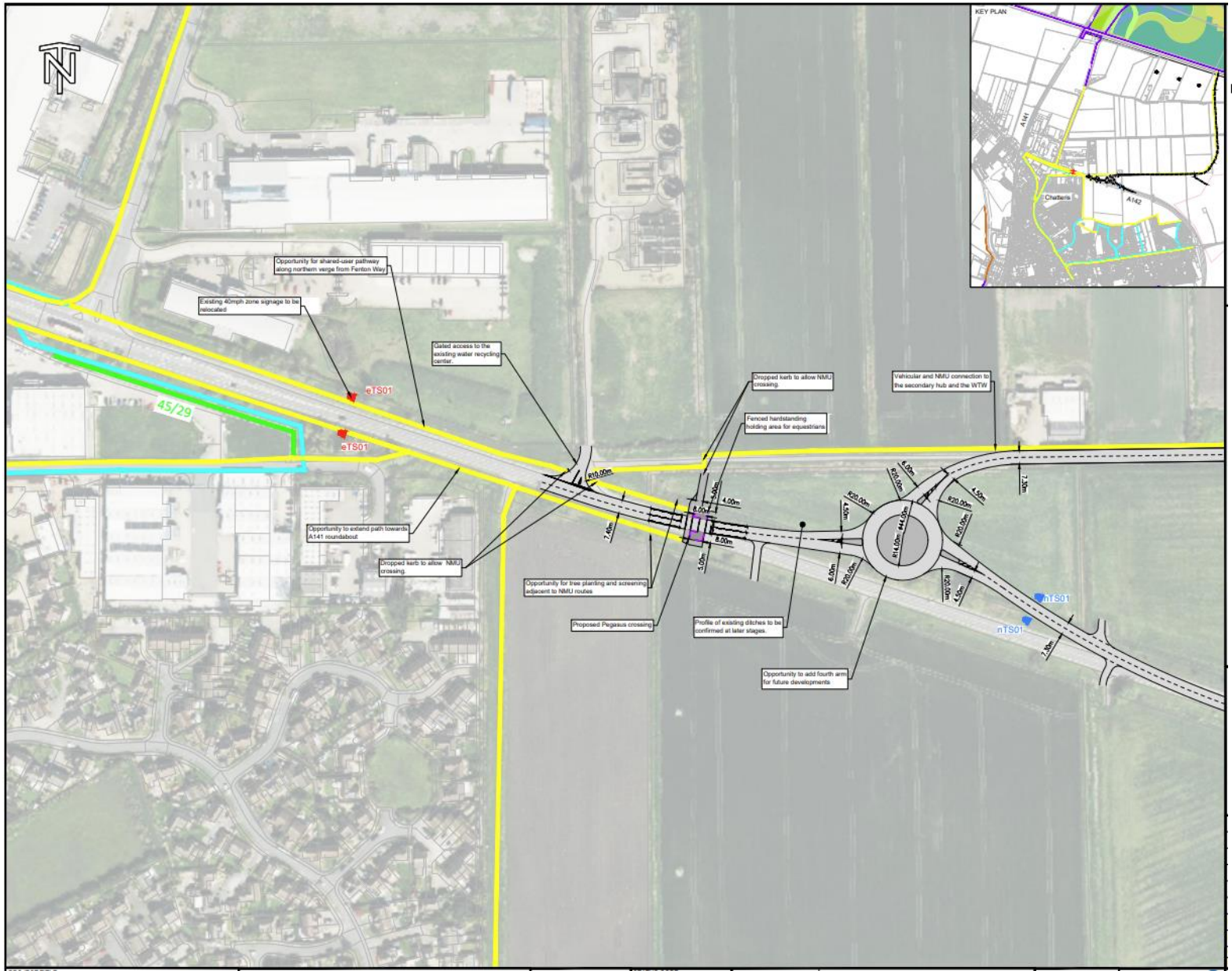
A141: Currently 60mph road, further discussions needed with CCC regarding potential speed reduction on approaches/TRO process & durations

Heritage Asset: Further discussions with Historic England required regarding mitigation of new NMU access.

Extent of proposed NMU routes to be provided still TBC

Secondary Access

Offset Three-Arm Roundabout (Furrowfields)



LEGEND

- Proposed NMU route / PRoW
- Public Right of Way (PRoW) - footpath
- Existing pedestrian footpath / footway within assumed public highway extents
- PRoW - Bridleway
- Fence for equestrians crossing
- eTS01 Existing 40mph zone Signage
- nTS01 Proposed 40mph zone Signage
- Indicative alignment of internal NMU routes
- Indicative outline of proposed water treatment works

A142: Discussions with CCC required to further understand timescales for TRO process regarding extension to existing 40mph zone – when will this be needed?

Extent of proposed NMU routes to be provided still TBC

Alignment of internal reservoir NMU routes TBC

Tertiary Access

- Stage C assessment undertaken, preferred arrangement identified
- During assessment, it was confirmed that the Masterplan arrangement would be updated, resulting in the relocation of the tertiary hub
- Tertiary access to be relocated further south to align with updated masterplan
- New “Operational Compound” added to northern section of site, therefore 2 accesses now required, one for public use, one for construction/operational use:

Operational:

- **Nixhill Road access with upgraded passing points for HGVs**
- **Upgraded T-Junction for HGV access (B1093 and Nixhill Road)**

Public:

- **New T-Junction and new bridge over Sixteen Foot Drain (B1098), vehicular access only (public and some operation access)**
- **Separate NMU access via existing farm bridge (Broad Alder Farm)**

Siting of new vehicle access bridge will require review by several disciplines, to update the Stage C assessment and confirm arrangements still preferred (expected).

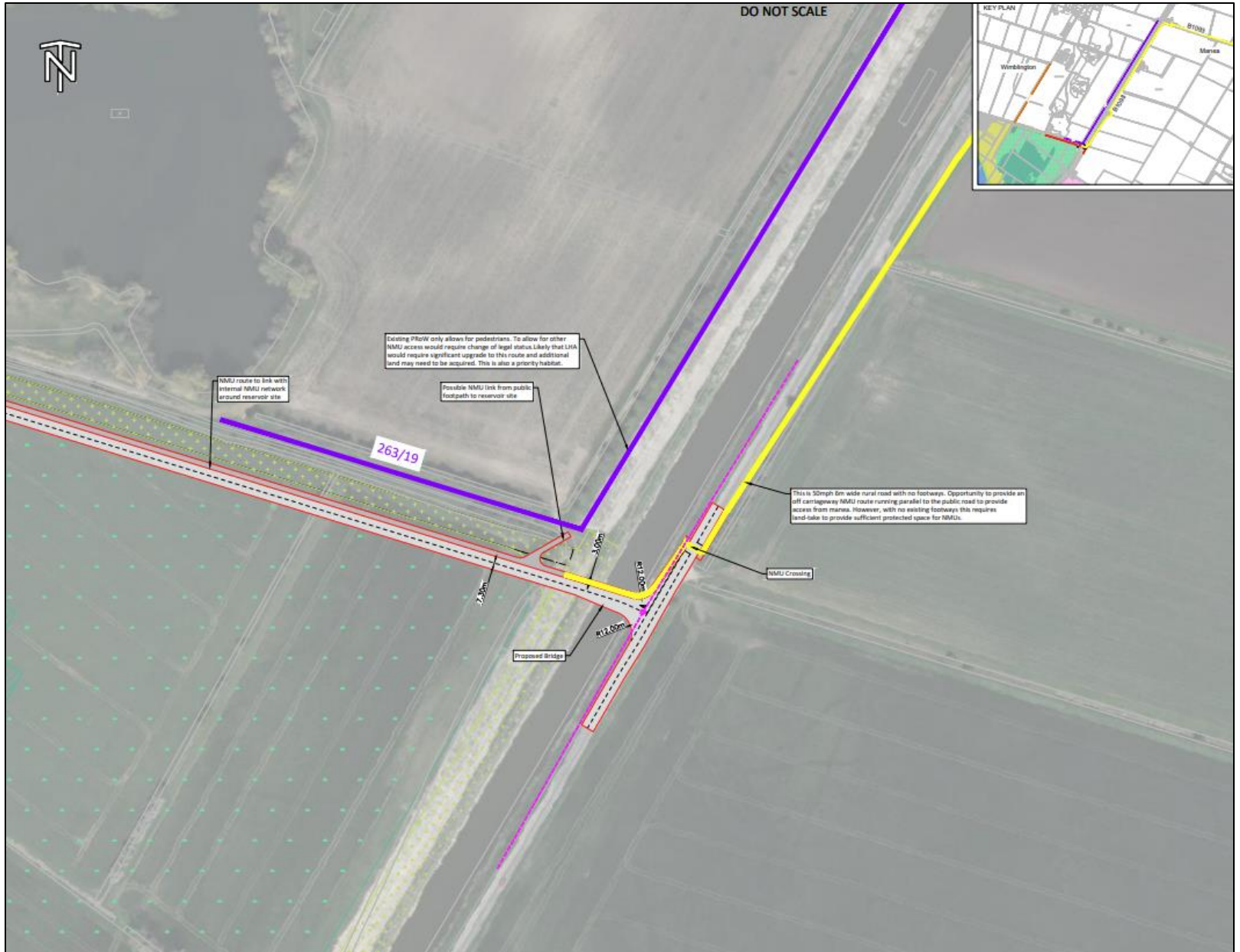
Tertiary Access

Previous Masterplan

Current Masterplan

Tertiary Access

New access bridge from B1098 – Current Design



love every drop
anglianwater

LEGEND

- Proposed NMU route / PRoW
- Public Right of Way (PRoW) - footpath
- Existing pedestrian footpath / footway within assumed public highway extents
- PRoW - Bridleway
- Fence for equestrians crossing
- eTS01 Existing 40mph zone Signage
- nTS01 Proposed 40mph zone Signage
- Indicative alignment of internal NMU routes
- Indicative outline of proposed water treatment works

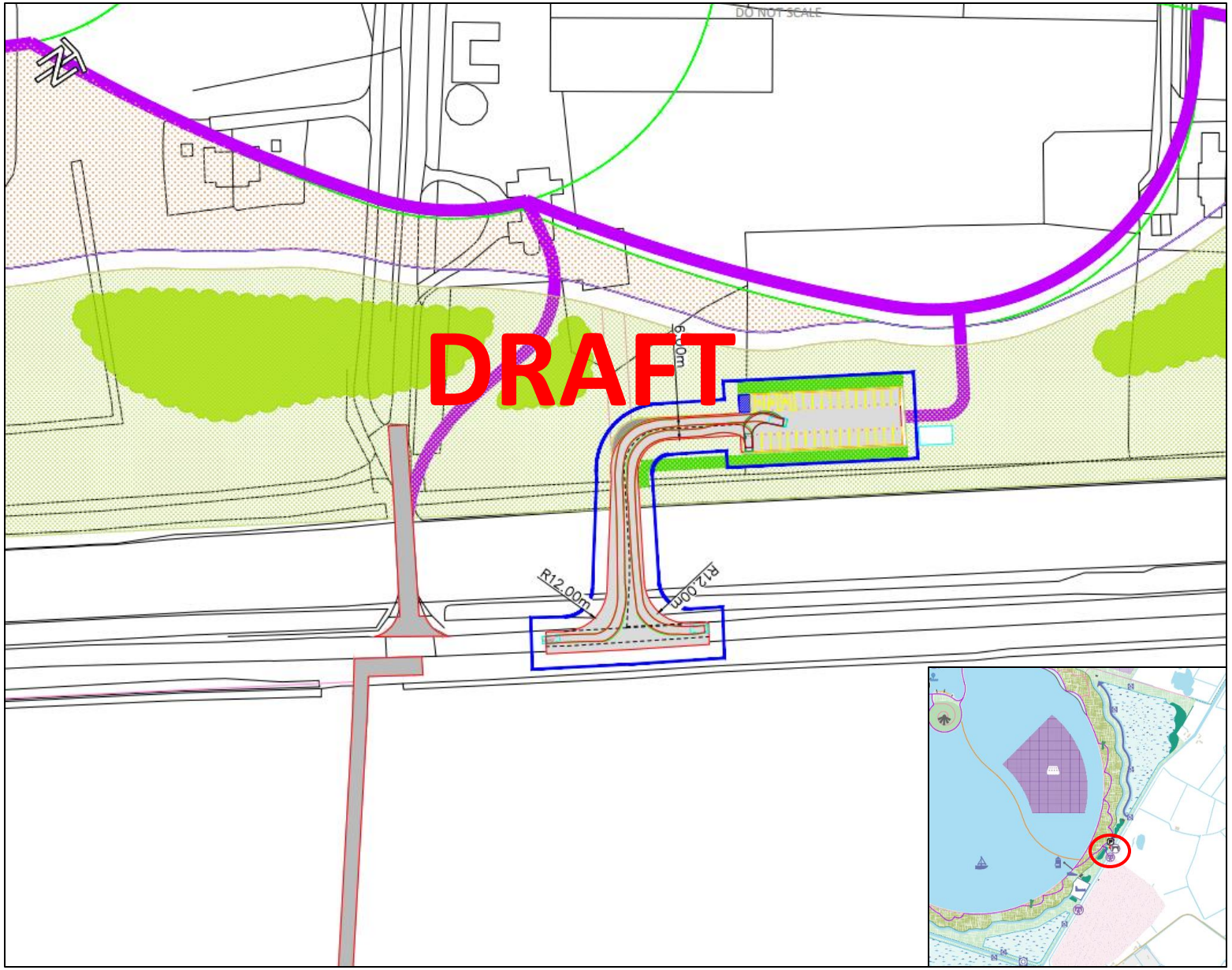
B1098: Currently 50mph road

Extent of proposed NMU routes to be provided still TBC

Alignment of internal reservoir NMU routes TBC

Tertiary Access

New access bridge from B1098 – Updated Design



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B1098: Currently 50mph road, further discussions needed with CCC regarding access design / potential speed reduction.

Extent of proposed NMU routes to be provided still TBC

Alignment of internal reservoir NMU routes TBC

Any questions?