



THE DRAFT PREFERRED PACKAGE - KEY CONSIDERATIONS

This Exhibition Board sets out a number of key considerations relating to the Wisbech Access Strategy draft preferred package.

Transport Schemes in Wisbech

The Wisbech Access Strategy is a road based transport project. The project remit was determined using the evidence base that support the adoption of the Fenland Local Plan, the Cambridgeshire Long term Transport Strategy and the Wisbech Market Town Transport Strategy.

The Wisbech Access Strategy Southern Access Road Scheme

The evidence based to support the above plans and strategies stated very clearly that additional east – west road network connectivity is needed in Wisbech to support the additional jobs and housing growth and to reduce congestion on the existing transport network. The most northerly point at which any new east-west connection can be achieved in Wisbech is in the area around New Bridge Lane and Boleness Road. The Southern Access Road scheme is therefore a proposal to upgrade and connect these two roads. This scheme has shown to be of fundamental importance to the transport network through all the testing that has been completed as part of the Wisbech Access Strategy.

The Wisbech Railway Project

By linking Boleness Road and New Bridge Lane, the new road will permanently cut the railway line in this location. This means that it will not be possible for the Wisbech Rail Line and the new railway station to be north of the A47. The new station will have to be south of the A47, probably in the Redmoor Lane area.

The railway line project is still progressing. The Combined Authority has approved the funding for the next stage of the study work. We are committed to completing that work and enabling the railway project to be implemented as part of the Wisbech Garden Town Project.

Wisbech Access Strategy Business Case work and Benefit Cost Ratio (BCR)

The Wisbech Access Strategy is a package of schemes with all the components being important. It is not possible to just include some of the schemes and deliver the transport benefits that are needed.

The Wisbech Access Strategy has to meet certain business case requirements and delivery a certain level of benefits, as set out by Government and the Local Enterprise Partnership to be successful. This includes the Benefit Cost Ratio.

The draft preferred package as set out in the public consultation material is the only package that has a positive BCR and therefore meets the funding requirements.

Not approving the draft preferred package means losing the £10.5million that is needed for transport infrastructure in Wisbech.