

Wisbech Access Strategy

To: **Economy and Environment Committee**

Meeting Date: **24 May 2018**

From: **Graham Hughes - Executive Director, Place and Economy**

Electoral division(s): **Wisbech East, Wisbech West, Roman Bank and Peckover, March North and Waldersey**

Forward Plan ref: **2018/046** *Key decision:* **Yes**

Purpose: **To Consider the work of the Wisbech Access Strategy and results of the public consultation held in November 2017, and recommend the short term package of measures for approval to the Local Enterprise Partnership (LEP) / Business Board / Cambridgeshire and Peterborough Combined Authority.**

Recommendation: **The Committee is asked to:**

a) endorse the short term package of schemes and recommend it to Cambridgeshire and Peterborough Combined Authority (CPCA) Business Board and CPCA Board for final approval and release of the £10.5m.

b) endorse the A47 Elm High Road junction medium term scheme being brought forward for earlier delivery using CPCA funding and seek appropriate approval from the CPCA as required

c) recognise that a flexible approach is required to schemes within the package and that as further design and scheme development work is carried out, the final package of schemes may change. The final package for construction will be brought back to Committee

d) endorse the phased approach being taken regarding the Southern Access Road Project and the railway line.

e) authorise officers to carry out further work on the Wisbech Access Strategy and the short term package of schemes including:

- Land Negotiations and Purchase Negotiation or submission of consents for the delivery of the schemes as appropriate**
- Developing a procurement strategy for the delivery of a package of transport improvements in Wisbech totalling £21m**
- Delegate authority to the Executive Director for Place and Economy in consultation with the Chair and Vice Chair of the Committee to commission the design and detail design stage of the schemes.**

<i>Officer contact:</i>		<i>Member contacts:</i>	
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1. BACKGROUND

- 1.1 The Fenland Local Plan (adopted May 2014) includes proposals for 3,000 new homes in Wisbech and 30 hectares of new employment land to deliver around 2,500 new jobs to 2031. The Kings Lynn and West Norfolk Local Plan includes up to 550 new homes to 2026 on the eastern side of Wisbech. The development is split over three main sites, as detailed below:

Location	Number of dwellings	Number of Jobs
East Wisbech	1,000 Fenland 550 Kings Lynn and West Norfolk	
South Wisbech	350	30 hectares around 2,500 new jobs
West Wisbech	750	Small amount of employment
Smaller sites across Wisbech	900	
Total	3,550	2,500

Table 1 Wisbech Local Plan Growth Figures

- 1.2 £1m of Growth Deal funding has been allocated from Government to the Greater Cambridge Greater Peterborough LEP to support the development of a package of measures to bring forward growth and regeneration, improve accessibility, and address congestion in and around the town of Wisbech. Government will provide up to a further £10.5m for scheme delivery, on condition that scheme development work results in an acceptable and deliverable package of transport measures.
- 1.3 The Wisbech Access Strategy is a package of highway schemes that will meet these requirements. It has been tested to make sure that it is the best solution to address the current problems on the transport network, and support and enable future housing and job growth as set out in the Fenland Local Plan.
- 1.4 This report summarises the development of the Wisbech Access Strategy which has been jointly developed by Cambridgeshire County Council and Fenland District Council, with input from the Borough Council of King's Lynn and West Norfolk, Norfolk County Council given the cross county issues, and sets out the results of the recent consultation on the preferred package of measures.

2. MAIN ISSUES

- 2.1 The Wisbech Access Strategy considers the feasibility and impacts of the individual schemes, and ensures they work together as a package. The Strategy provides information on the phasing of options and will also include the impact of the wider transport network including the A47. The ultimate output of this work is a package of preferred highway schemes which are deliverable proposals to tackle congestion, improve accessibility and support growth to help secure funding allocated for project delivery in and around Wisbech.
- 2.2 The Wisbech Access Strategy is made up of individual schemes as follows, and shown in Figure 1:
- Freedom Bridge Roundabout
 - Wisbech Bus Station

- Operation of Cromwell Road including A47 roundabout
- Operation of Elm High Road including A47 roundabout
- Weasenham Lane and Ramnoth Road junction
- New River Crossing
- Western link Road
- Southern Access Road
- A47 Broad End Road Junction

2.3 The schemes in the Wisbech Access Strategy have been grouped into phases – short, medium and long term to reflect developments and timescales in the Fenland Local Plan and the availability of funding for delivery. This report focuses only on the recommended preferred short term package of measures and includes one scheme A47/Elm High Road Larger Roundabout scheme EH3b being brought forward from the medium term to shorter term, due to additional funding that is expected to be available from the CPCA.

2.4 The outline scheme design drawings along with detailed reports for each location, and the process followed can be found on Fenland District Council website using the website link: <http://fenland.gov.uk/wisbechaccess>

2.5 Wisbech Access Strategy Funding Availability

Table 2 Below shows the various sources of funding that are being used to deliver the Wisbech Access Strategy and their sources

Funding Body	Fund	Amount	Comment
The Greater Cambridge Greater Peterborough Enterprise Partnership (GCGP LEP)	Growth Deal	£1m	This funding has been spent already carrying out Study Work
CPCA	CPCA funding	£0.2m	
GCGP LEP	Growth Deal	£10.5m	
CPCA	CPCA funding	£10.5m	

Table 2 Wisbech Access Strategy Available Funding

2.6 Southern Access Road Scheme and Wisbech Railway Line

The evidence base for the Fenland Local Plan and the Cambridgeshire Long Term Transport Strategy 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 road 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.

2.7 The Southern Access Road provides access to the South Wisbech Broad Location for growth. The adopted Broad Concept Plan <http://www.fenland.gov.uk/article/11878/South-Wisbech-Broad-Concept-Plan-BCP> for this area considers the development to ensure that it is planned and implemented in a co-ordinated way. This area will deliver around 350 homes and around 54 hectares of employment land. South Wisbech forms the majority of the future employment allocation for Wisbech, the area remaining undeveloped due to access limitations therefore has significant implications for the delivery of Fenland's Local Plan. Within the South Wisbech- Broad Concept Plan the Southern Access Road is

highlighted as a proposal. “A new East – West road from Cromwell Road/New Bridge Lane in the west, along the site to link Newbridge Lane with Boleness Road. This road will facilitate access into the whole of the South West Wisbech site but will also offer improved access for the whole of Wisbech”.

By linking Boleness Road and New Bridge Lane a new road could impact on the railway line in this location, (see Figure 2 below) although any impact could potentially be mitigated.

- 2.8 Following Member engagement and the public consultation (summary below) it was clear that the railway corridor needs to be protected and that the Wisbech Rail Study needs to conclude without being impacted on by the Wisbech Access Strategy.

2.9 **Wisbech Access Strategy Consultation**

Public consultation on the preferred package of schemes was held from Monday 30 October to Monday 27 November 2017. The public consultation materials can be viewed on the Fenland District Council website <http://www.fenland.gov.uk/wisbechaccess> Around 250 people attended the public and stakeholder consultation events and 325 questionnaire responses were received. In addition, 14 email or letter responses were received.

- 2.10 The consultation responses show good levels of support for all the schemes that are part of the Wisbech Access Strategy draft preferred package except one. Due to the relationship between the Southern Access Road scheme and the implications for the Wisbech railway line project many people have disagreed with this scheme. The full consultation results are shown in Appendix 2.

2.11 **Preferred Package Phasing**

To take account of the railway line and ensure that no decision is taken now that would preclude any future delivery of a rail project it is proposed to proceed with a phased approach regarding the Southern Access Road.

The preferred proposed package schemes has been developed which allows:

- The Wisbech Access Strategy to progress within the required Growth Deal timescales
- The Wisbech Rail study to conclude the station location without any impact from the Wisbech Access Strategy
- Access to be provided to the South Wisbech Development Site.

- 2.12 Figure 2 below shows the detail behind the phased approach for the Southern Access Road. The parts of the scheme outlined in red would be designed and if appropriate constructed first. The areas outlined in blue would be designed but would not be constructed until the rail study has concluded and a decision is made on the station location. Planning and other statutory approvals would be sought for both options. Although not operational, the railway still legally exists as it was created by an Act of Parliament. To create the road link across the railway line it would be necessary to seek approval from the Secretary of State to remove the railway in addition to planning permission.

If the study work concluded that the best location for a station would be north of New Bridge Lane the new roundabout on the A47 would be constructed to provide access to the

Wisbech South Development site. If the best station location was determined to be south of New Bridge Lane, New Bridge Lane would be connected over the railway line and the roundabout would not be constructed, subject to relevant approvals

2.13 Although the proposed package is felt to be the best way forward it is important to highlight some risks and issues that are associated with it:

- Deliver timescales for the Growth Deal funding is very constrained
- As with all highway scheme development the costs and scheme details change as schemes are developed
- A business case Benefit Cost Ratio (BCR) has not yet been developed for the proposed package. This work will be carried out in due course and it is expected that the BCR will be positive
- It should be noted that two schemes within the preferred package would need further development work compared with other in the package-these are the new A47 South Roundabout and scheme EH3b Elm High Road/ A47 relocated roundabout. The public consultation highlighted a number of issues with this scheme as it has been currently developed which needs to be addressed
- The bringing forward of the scheme EH3b Elm High Road/ A47 relocated roundabout is good news and saves abortive costs. However, the details of this roundabout were not part of the phase 1 proposals in the original consultation therefore it is proposed to consult in Cambridgeshire and Norfolk on these proposals to obtain community feedback
- Additional funding or repackaging of schemes will be required to deliver the new A47 South Roundabout
- Highways England responsible for the A47 in the area have been involved in the development of the Wisbech Access Strategy but have not formally approved any of the A47 scheme which will be required before they can be delivered
- If after the Rail Study concludes it is decided to link the Southern Access Road over the railway, a formal process involving the Department for Transport, Office of Road and Rail and Network Rail would be required. It is expected that the time associated with this would be significant

2.14 **The Recommended Wisbech Access Strategy Package**

The recommended package is made up of a short, medium and long term approach as set out in Appendix 1.

Table 3 overleaf sets out the short term package only, which is the recommended package of schemes for the £10.5 million of funding from the Growth Deal Funding from the LEP and the additional expected £10.5m from the CPCA.

Short Term Package (2021) - Scheme cost + Risk Allowance @20% including 5% inflation pa*4years (2017)		
Scheme	Description	High Level Cost estimate (£ m)
New Bridge Lane / Cromwell Road Signals (CR2)	New signalised staggered junction with New Bridge Lane	0.72
Southern Access Road Phased Approach	New connection between New Bridge Lane and Boleness Road including three development junctions	1.64
Southern Access Road	Develop the southern access road scheme that does not cross the railway line	Design cost only
Development of the A47 New South Junction	This scheme is linked to SAR-1 and would be delivered if the rail study work (being carried out separately) concluded that north of the A47 was the best location of a station. It should be noted that this scheme has not been tested operationally.	Design cost only
Elm High Road / Weasenham Lane Roundabout (EH7b)	New roundabout at junction of A1101 Elm High Road and Weasenham Lane	3.05
A47/ Elm High Road Roundabout	Scheme replaced by EH3b	(1.08)
A47 / Broadend Road Roundabout (BER)	New roundabout at junction of A47 and Broadend Road	3.43
TOTAL		8.84
Medium Term scheme identified for earlier delivery using expected CPCA funding		
A47 Elm High Road Roundabout (EH3b)	Relocation of roundabout further east. This would be implemented as an alternative to the short term scheme EH1. It should be noted that this scheme will require further development due to constraints with the proposed design and also a specific consultation process with Cambs and Norfolk communities and local affected residents.	10.98
TOTAL		19.82

Table 3 Recommended Wisbech Access Strategy Package

2.15 This package is being recommended for the following reasons:

- The short term package maximises access arrangements and network capacity to deliver the housing and employment sites in the Fenland Local Plan
- The short term package can be delivered within the current budget available
- The short term package priorities schemes in known accident locations and in places that are currently congested

2.16 Table 4 overleaf sets out the timeline for the implementation of the preferred short term package:

Timeline	Task
May 2018	Wisbech Town Council Meeting
	Cambridgeshire County Council Economy & Environment Meeting
	Fenland District Council Cabinet meeting
June/July 2018	LEP/CPCA Business Board
	CPCA Board Meeting
August 2018	1 st Payment of the £10.5million to start the detailed design of the short term schemes
September 2018	Consultants appointed to carry out the Wisbech Rail Study
Dependant on the outcome of the Detailed Design stage	Key Decision approval to progress with the construction of the short term package.
April 2019	2nd Payment of the £10.5million to continue detailed design and to start the implementation of the short term schemes
April 2020	3rd Payment of the £10.5million to complete the implementation of the short term schemes
April 2021	The short term phase is complete note the Elm High road A47 roundabout might extend past this period.

Table 4 Wisbech Access Strategy Future Timeline

Information regarding the medium and longer term phases is provided in Appendix 1.

2.17 Next Steps

The next steps for the Wisbech Access Study are to develop a procurement package to allow the detail design work for the schemes outlined in Table 3 to take place and also carry out preparation for construction of the schemes noted that a final Key Decision will be required before construction and approval of the final schemes takes place.

2.18 Delivery of the Wisbech Railway Line Project

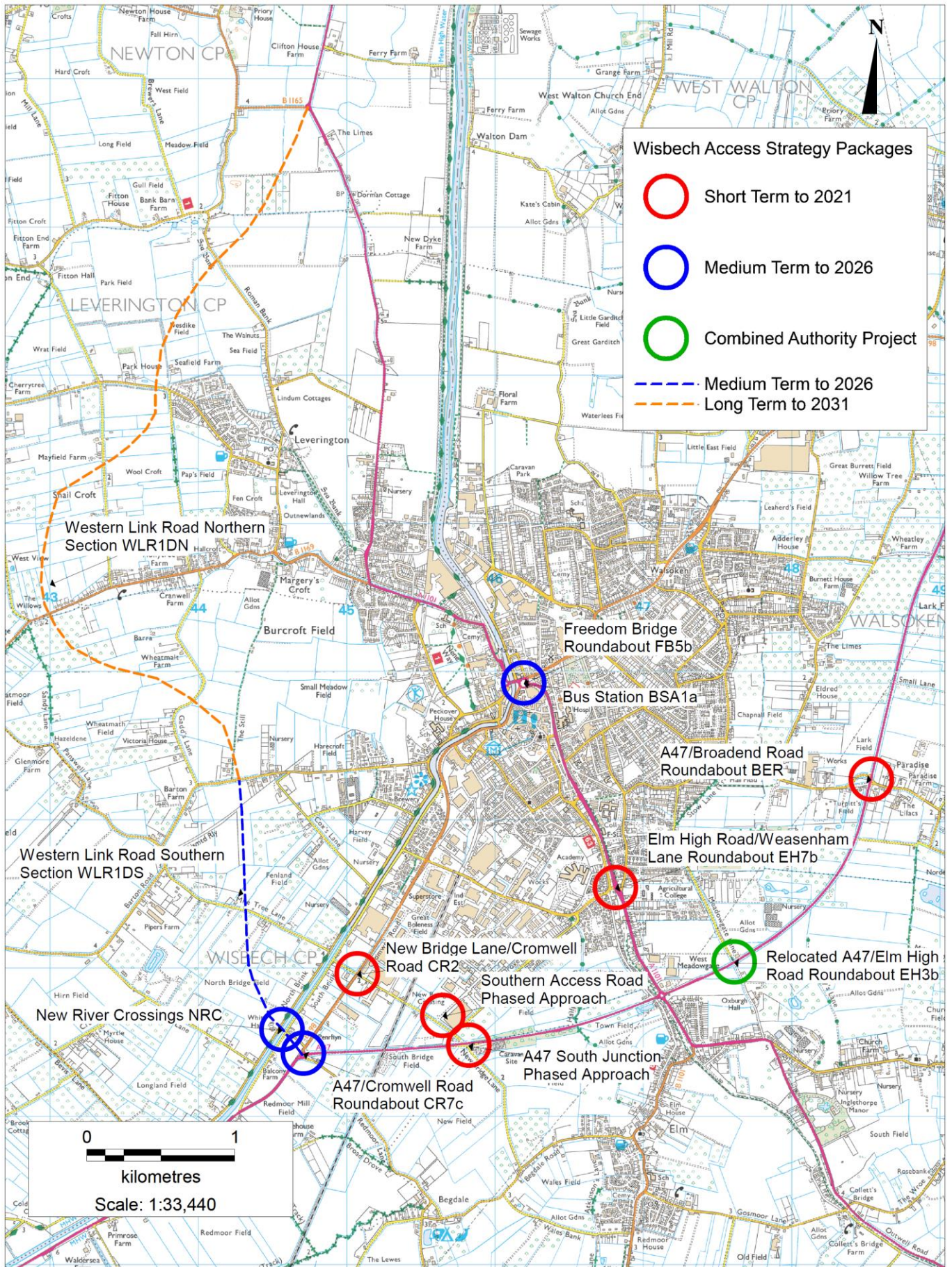
Cambridgeshire County Council, CPCA, Fenland District Council, the Local Enterprise Partnership and Wisbech Town Council support the Wisbech Railway line project. The CPCA has approved the funding for, and will lead the next stage of work to bring this forward. The next stage of the development of the railway line will initially consider the best station location.

2.19 Other studies in the Wisbech area to note

A number of related studies are planned or underway investigating the garden town proposals and wider transport schemes.

- A47 Dualling Study
- March Wisbech Railway Corridor Study
- Wisbech Connectivity Study
- M11 Extension

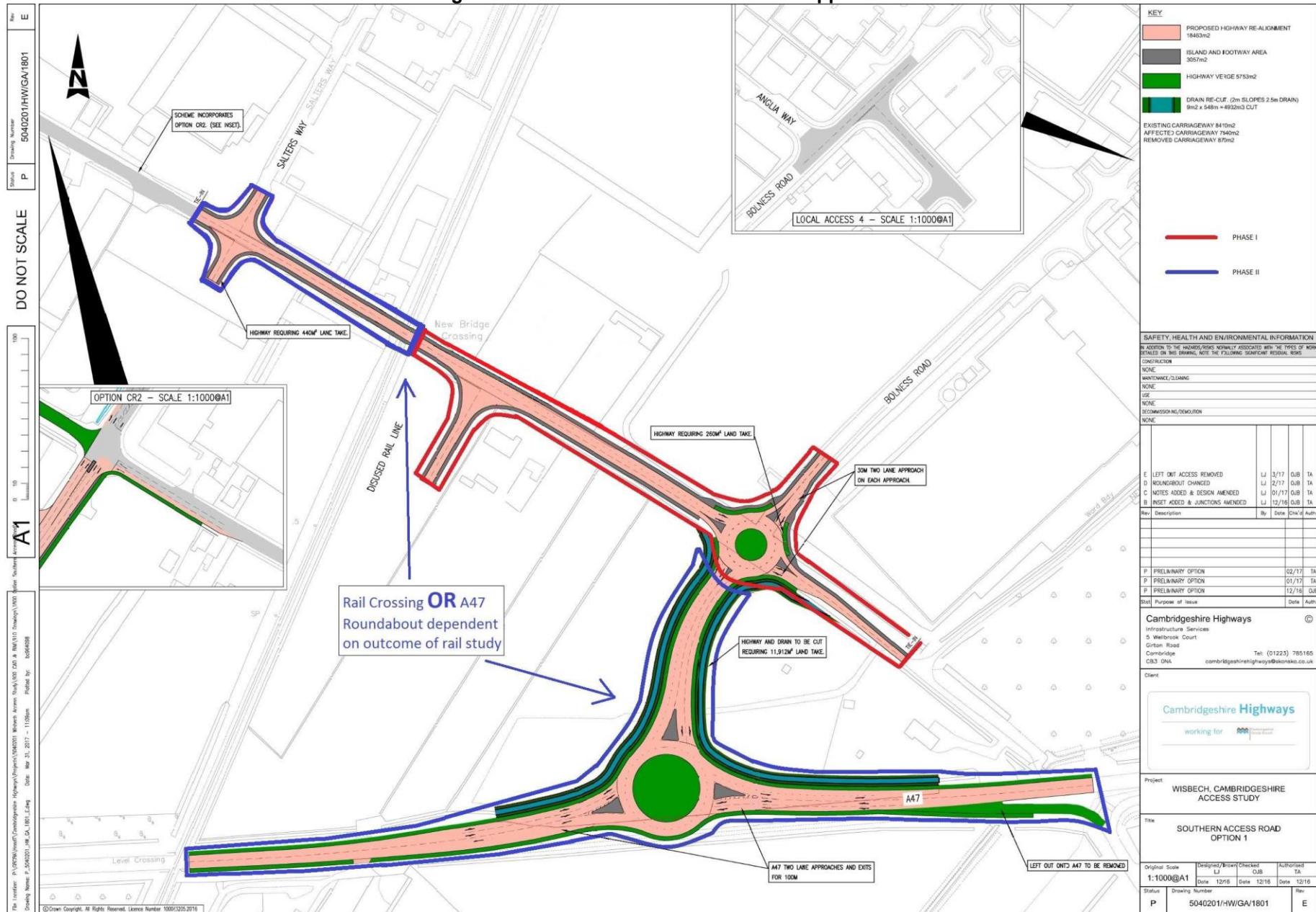
Figure 1: Wisbech Access Strategy Scheme Locations



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Figure 2 Southern Access Road Phased Approach



3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The following bullet points set out details of implications identified by officers:

- This Wisbech Access Strategy schemes as a whole will support the development of Wisbech Local Plan and the first stage of this will be the development of short term package of schemes.
- Schemes in the proposed short term package will support economic growth in Wisbech, providing additional housing and jobs.

3.2 Helping people live healthy and independent lives

There are no significant implications for this priority. As the short term schemes get taken forward through the detailed design process, greater consideration will be made to include provision for walking and cycling and road safety will be considered through the road safety audit process.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

The capital costs of this proposal are £10.5m this will be funded with Growth Deal Funding provided by the LEP and £10.5m funding provided by CPCA.

As the county council is delivering the project it will follow a robust procurement process and will ensure value for money is obtained.

As the Highways Authority, the county council is best placed for delivering these improvements. Where relevant the county council will work with both Highways England and Norfolk County Council. This project has been developed jointly with Fenland District Council to ensure everybody is included in its development.

As the business case has been developed, CO₂ emissions have been considered.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

In procuring the Wisbech Access Strategy the correct procurement rules have been followed. The Wisbech Access Strategy also considers the procurement options for the delivery of the short term package of schemes

4.3 Statutory, Legal and Risk Implications

The schemes have a quantified risk assessment that can be provided if needed.

4.4 Equality and Diversity Implications

- The proposed short term package of schemes should provide better access to services in Wisbech.
- A Community Equality Impact Assessment is provided as Appendix 3

4.5 Engagement and Communications Implications

A public consultation for the Wisbech Access Strategy was carried out and the results are included in this report as part of Appendix 2. An additional consultation process will be carried out for the Elm Road junction and include the Norfolk community.

4.6 Localism and Local Member Involvement

Members from Wisbech Town Council, Fenland District Council, Kings Lynn and West Norfolk Borough Council and Norfolk County Council have been part of a steering group for development of the Wisbech Access Strategy.

County Council members have also been involved in the Steering Group that has given oversight and scrutiny to the development of the Wisbech Access Strategy. Local members that do not sit on the steering group were invited to a stakeholder consultation event and made aware of the public consultation.

4.7 Public Health Implications

Consultation as part of the 2014 Wisbech Market Town Transport Strategy found that walking and cycling routes across Wisbech were considered incoherent and were perceived by many as unsafe and consequently regarded as a barrier to accessing services for those without access to a car. Although the short term packages are highway focused and provision for walking and cycling will not be included until the detailed design stage, all efforts should be made to ensure improvements support the development of a coherent walking and cycling infrastructure across Wisbech.

Wisbech currently has an active Air Quality Management area for Nitrogen Dioxide (NO₂). Transport planners should work with Air quality leads in Fenland District Council to ensure proposed actions do not adversely impact on air quality.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Ovaite-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Joanna Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

SOURCE DOCUMENTS

Source Documents	Location
<p><i>Public consultation display boards:</i></p> <ul style="list-style-type: none"> • <i>Background</i> • <i>Suggested schemes</i> • <i>Wisbech bus station</i> • <i>A47 Elm High Road</i> • <i>A47 Broadend Road</i> • <i>Western Link Road</i> • <i>Cost of each scheme</i> • <i>Business Case</i> • <i>Next Steps</i> • <i>Considerations that have influenced recommendations</i> • <i>Links to other projects</i> • <i>Freedom Bridge</i> • <i>A47 Cromwell Road</i> • <i>Weasenham Lane and Ramnoth Road</i> • <i>New River Crossing</i> • <i>Southern Access Road</i> • <i>Developing a package of schemes</i> • <i>Strategy of Business Case</i> • <i>Preferred package of schemes</i> 	<p>http://fenland.gov.uk/wisbechaccess</p>

<i>Skanska Reports</i>	
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| <ul style="list-style-type: none">• <i>Bus Station</i>• <i>Elm High Road</i>• <i>New A47 Junction East- Broadend Road</i>• <i>Southern Access Road</i>• <i>Freedom Bridge Roundabout</i>• <i>New River Crossing</i>• <i>Cromwell Road</i>• <i>Western Link Road</i>• <i>Phase 1 Report</i>• <i>Phase 2 Report</i> | |
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Appendix 1 Wisbech Access Strategy Summary Report

1. Main Report

A. Introduction & Background

What is the Wisbech Access Strategy?

The Wisbech Access Strategy is a package of individual transport schemes that aim to improve the transport network in Wisbech. They have been tested to make sure that they are the best solutions to address the current problems on the transport network. They will also support future housing and job growth as set out in the Fenland Local Plan.

The relationship between the Wisbech Access Strategy and other related studies

The Wisbech Access Strategy has taken into account a number of other recent studies and documents that have been produced as follows:

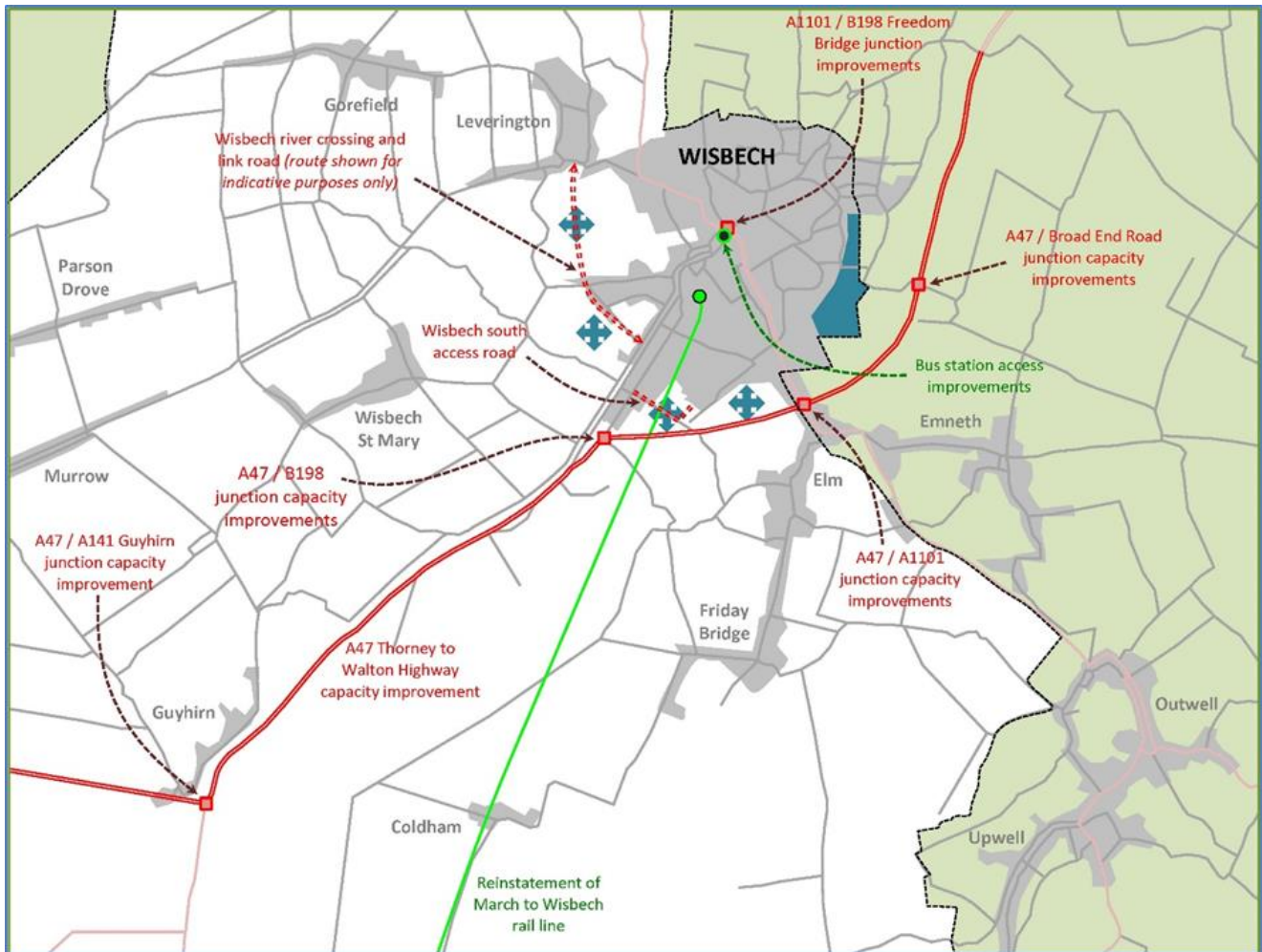
Fenland Local Plan

The Fenland Local Plan (adopted May 2014) includes proposals for 3,000 new homes in Wisbech and around 2000 new jobs. The Kings Lynn and West Norfolk Local Plan includes up to 550 new homes to 2026 on the eastern side of Wisbech. The transport scheme locations which make up the Wisbech Access Strategy were identified in the Local Plan transport evidence as needing to be upgraded to enable the new housing and employment.

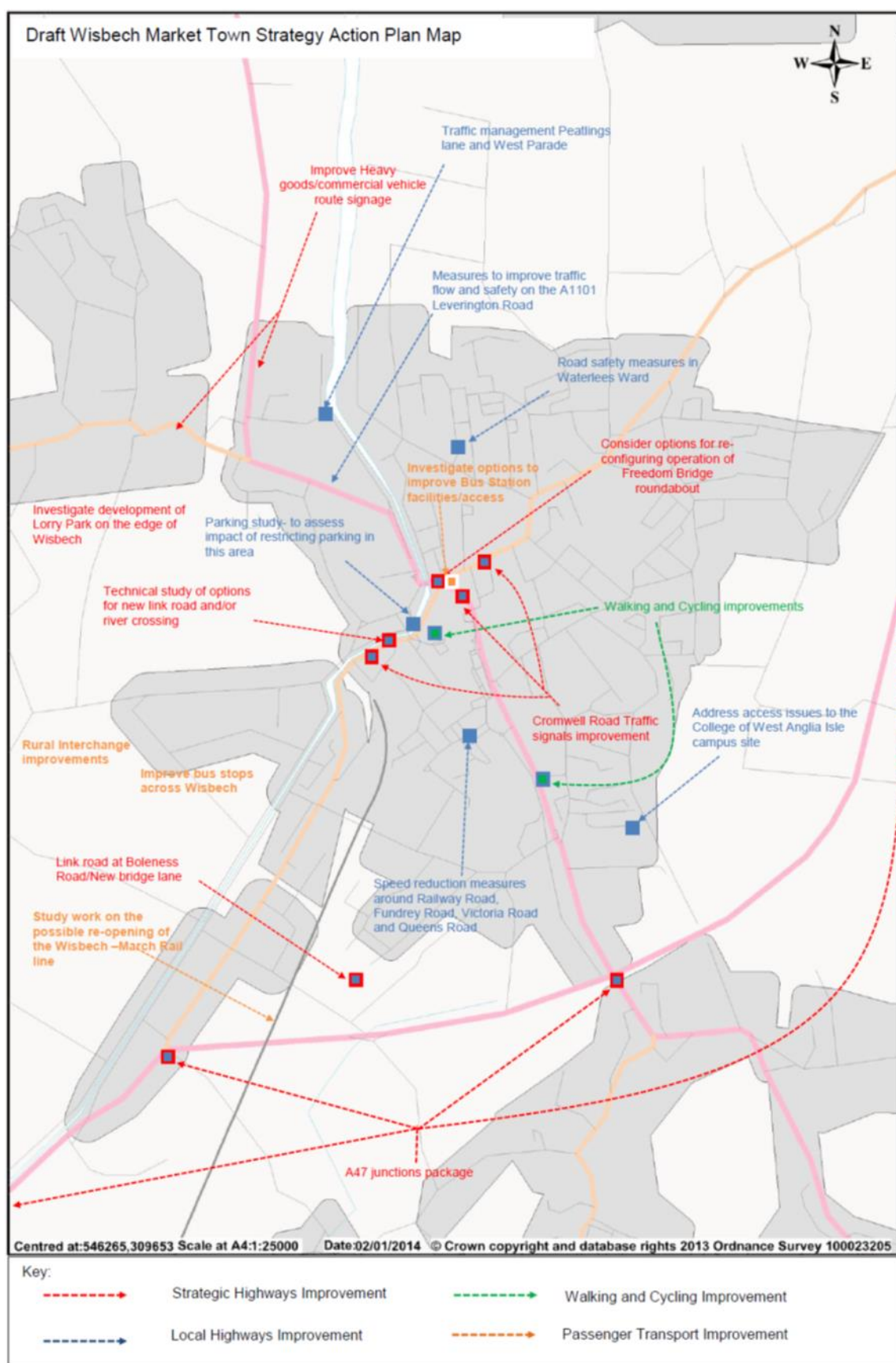
Transport Studies

A number of transport studies have been completed between 2010 and 2014 all of which set out the need for schemes in the locations identified in the Wisbech Access Strategy. The maps below show the locations identified through the Cambridgeshire Long Term Transport Strategy (2014) and the Wisbech Market Town Transport Strategy (2014):

Map 1 – Wisbech Long Term Transport Strategy



Map 2 – Wisbech Market Town Transport Strategy



B. The Wisbech Access Strategy

Wisbech Access Strategy – Aims and Objectives

The main aims of the Wisbech Access Strategy is to develop more detail around the major schemes of the Cambridgeshire Long Term Transport Strategy and the Wisbech Transport Strategy which will help relieve congestion in Wisbech and facilitate growth and regeneration. A brief for the Strategy has been developed by Fenland District Council and Cambridgeshire County Council. The aim of this is to ensure a good understanding of the issues and options for tackling congestion and improving strategic transport infrastructure in Wisbech, building on previous work. The Strategy will consider options for reducing congestion in the town to support housing and employment growth, taking account of sustainable transport needs.

The access Strategy will consider in more detail feasibility of the individual schemes and ensure options work together as a package and will provide information on the phasing of options. This will also include the impact of the wider transport network including the A47 and investigations into reopening the railway. The ultimate output will be an Outline Business Case which includes a package of preferred options. The aim being to ensure that this results in a package of deliverable proposals which tackle congestion, improve accessibility and support growth to help secure the £10.5m of funding provisionally allocated to support scheme delivery in and around Wisbech. As well as providing an evidence base for allocation of additional funding.

Breakdown of the Wisbech Local Growth Deal Feasibility Study Work

The 2014 Wisbech Local Growth Fund included up to £1million of funding to complete a number of feasibility studies. These are as follows:

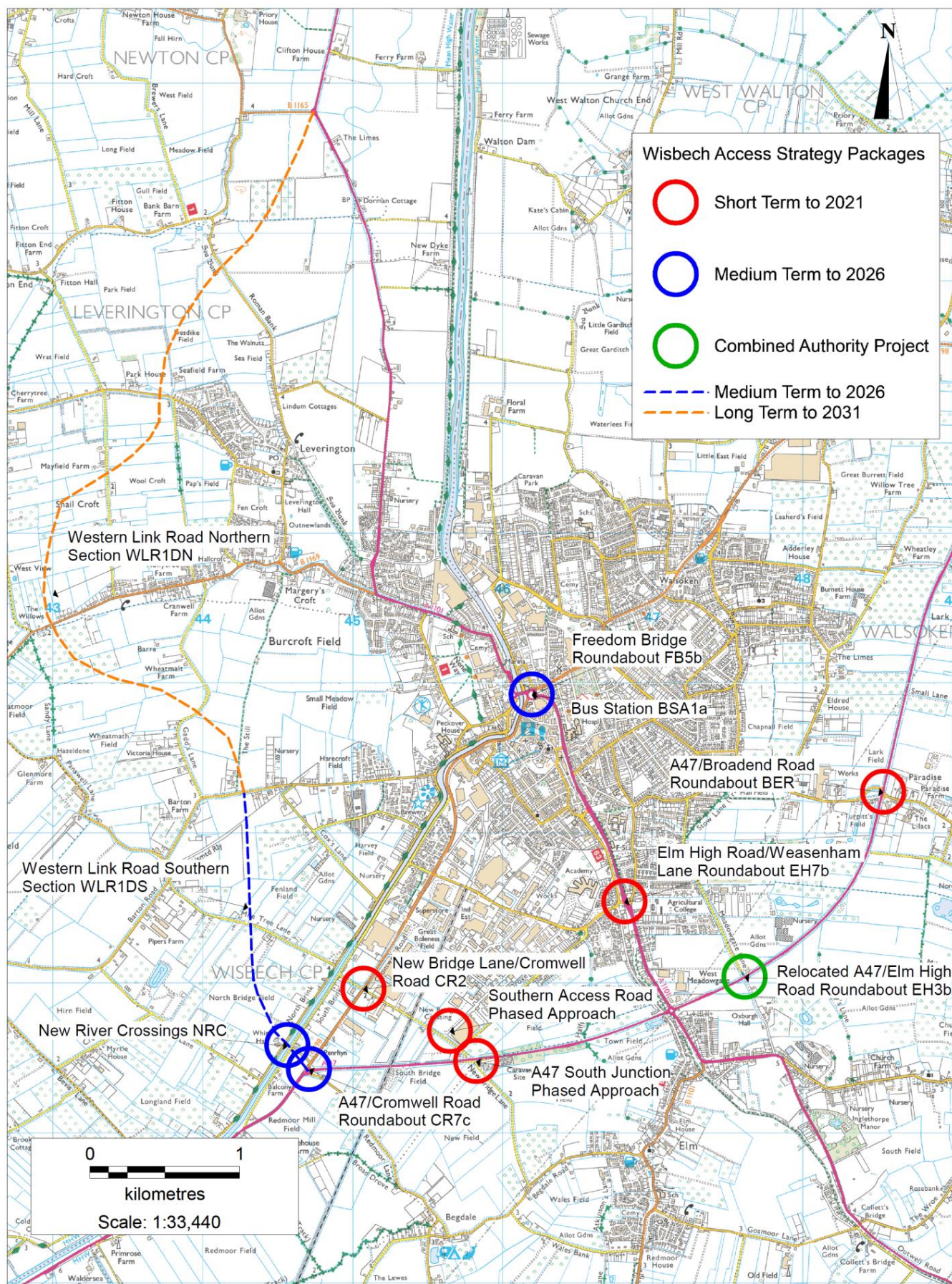
- A47 Options Study – Thorney to Walton Highway
- March to Wisbech Railway GRIP 2 Study
- March to Wisbech Railway Level Crossing Study
- Updating the Wisbech strategic traffic Model including Traffic counts, surveys and data
- Wisbech Access Study – development of scheme options and outline design including microsimulation traffic modelling
- Wisbech Access Study Outline Business Case Work

The Schemes included in the Wisbech Access Strategy

The Wisbech Access Strategy is made up of a number of individual schemes in locations (identified by the Fenland Local Plan Evidence) across Wisbech. These locations are as follows:

- Freedom Bridge Roundabout
- Wisbech Bus Station
- Operation of Cromwell Road including A47 roundabout
- Operation of Elm High Road including A47 roundabout
- Weasenham Lane and Ramnoth Road junction
- New River Crossing
- Western link Road
- Southern Access Road
- A47 Broad End Road Junction

Map 3- Wisbech Access Strategy Scheme Locations



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Individual outline design scheme drawings along with a detailed report for each of the schemes, setting out how we arrived at the final preferred scheme can be found on the Wisbech Access Strategy website at the following website link:

<http://fenland.gov.uk/wisbechaccess>

C. The Wisbech Access Strategy Project & Programme

The table below sets out the key stages of work that have been followed to complete the Wisbech Access Study.

	<u>Element of the Wisbech Access Strategy</u>
Traffic Model Commissioning	Commission the updating of the Wisbech Strategic traffic model
	Data collection and survey work to support the updating of the Wisbech Strategic traffic model
	Updating of the Model
Phase 1	An initial assessment of each of the transport scheme locations – road conditions, accident locations etc.
	Completion of the base traffic model – this is to assess what would happen if all the new housing and job growth was implemented but there were no changes to the existing transport infrastructure. The base model is then used as a comparison when testing the impact of individual schemes
	Initial option development – compiling a long list of possible schemes that may be suitable solutions to address the issues in each location
	Initial options – assessment of the long list of options
	Option short listing – refining the initial long list of options based on the initial assessment
	Option Assessment – detailed assessment of each option that has been short listed. This assessment includes the testing of the scheme options using the traffic modelling.
	Initial Outline Option Design – initial scheme drawings and refinement of options based on the assessment work
	Initial preferred option – final schemes to be taken forward to Phase 2 of the Wisbech Access Study.
Outline Business Case – Phase 1	Development of the strategic outline business case – development of a framework to support the whole outline business case and the Phase 2 Access Strategy.
Phase 2	Workshop to establish the Packaging Methodology
	Package Construction
	Package Assessment – including traffic modelling
	Packaging comparison and short listing
	Economic Assessment of the packaging
	Preferred Package
Outline Business Case – Phase 2	Delivery and completion of the economic case, management case, financial case and commercial case

D. Wisbech Access Strategy Public Consultation

Consultation events

The Wisbech Access Strategy public consultation was held from Monday 30 October to Monday 27 November 2017.

A number of events were held as part of the consultation as follows:

- Wednesday 1 November – stakeholder event at Wisbech Boathouse Business Centre from 2.30pm – 7pm
- Monday 6 November – public event at Walsoken Village Hall from 10.30am – 1pm and 3pm – 7pm
- Friday 17 November – public event in Wisbech Market Place from 9am – 12noon
- Friday 17 November – public event at Tesco Extra from 3pm – 7pm

Numbers of Consultation Responses

Around 250 people attended the public and stakeholder consultation events. An exact figure is not known due to large numbers of people attending at certain times during some of the events.

We received 325 questionnaire responses from the consultation as a whole.

From the 325 questionnaires we received 249 comment responses to question 1 of the consultation. We received 198 responses to question 4 of the consultation where people were invited to provide any further comments or views.

We received 8 email or letter responses from members of the public

We received 6 letters/emails from stakeholder organisations or their representatives

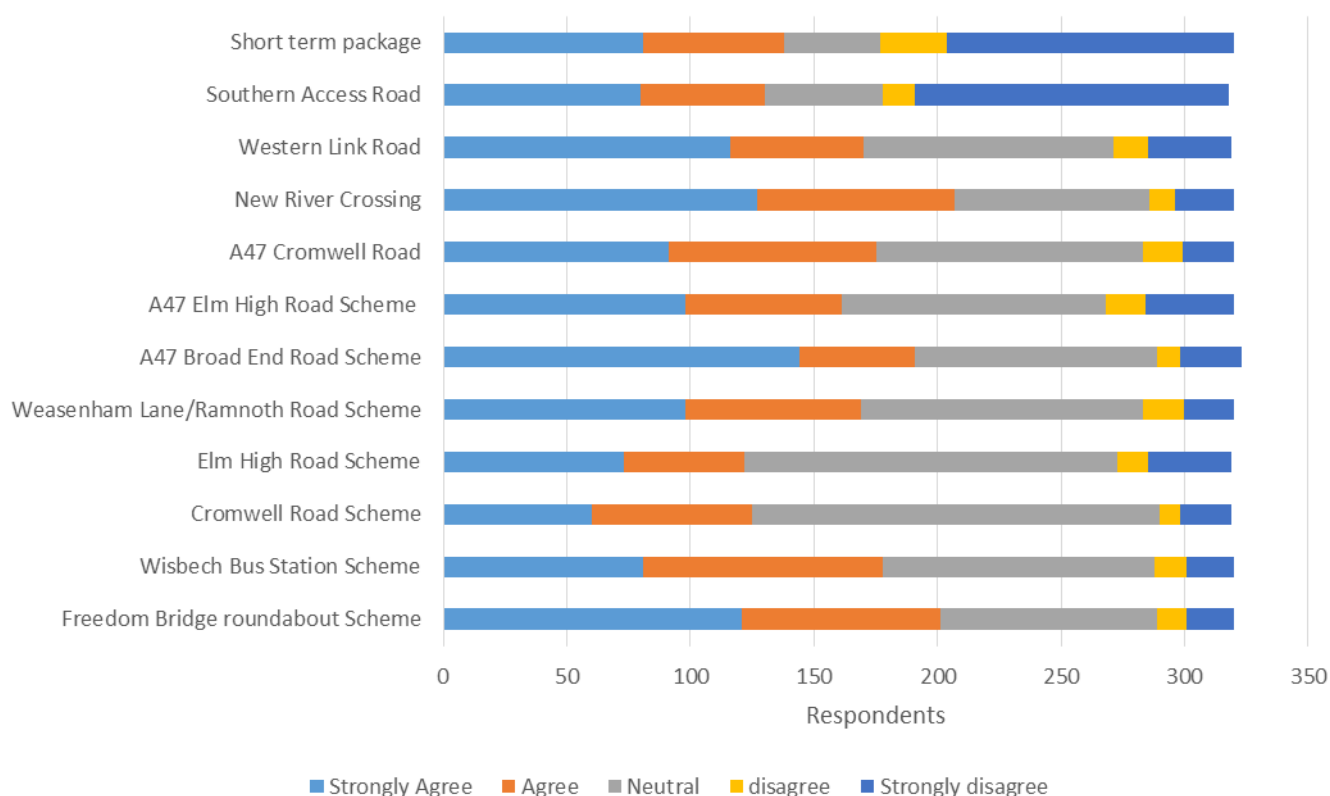
Headline Consultation Responses about the Draft Preferred Strategy

140 (43.34%) people support the draft preferred Wisbech Access Strategy.

183 (56.66%) people do not support the draft preferred Wisbech Access Strategy.

Respondents to the public consultation were asked to give their views about the individual schemes which make up the preferred package. The total responses are as follows:

Wisbech Access Strategy Consultation Response



<u>Scheme</u>	<u>Strongly Agree</u>	<u>Agree</u>	<u>Neutral</u>	<u>disagree</u>	<u>Strongly disagree</u>	<u>Total</u>
Freedom Bridge roundabout Scheme	121	80	88	12	19	320
Wisbech Bus Station Scheme	81	97	110	13	19	320
Cromwell Road Scheme	60	65	165	8	21	319
Elm High Road Scheme	73	49	151	12	34	319
Weasenham Lane/Ramnoth Road Scheme	98	71	114	17	20	320
A47 Broad End Road Scheme	144	47	98	9	25	323
A47 Elm High Road Scheme	98	63	107	16	36	320
A47 Cromwell Road	91	84	108	16	21	320
New River Crossing	127	80	79	10	24	320
Western Link Road	116	54	101	14	34	319
Southern Access Road	80	50	48	13	127	318

Respondents were also asked to give their views about the short term package for the Wisbech Access Strategy. These results are broken down as follows:

<u>Scheme</u>	<u>Strongly Agree</u>	<u>Agree</u>	<u>Neutral</u>	<u>disagree</u>	<u>Strongly disagree</u>
To what extent do you agree where the	81	57	39	27	116

recommendation for the short-term package?					
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Overall Views from the Public Consultation

The consultation responses show good levels of support for all the schemes that are part of the Wisbech Access Strategy draft preferred package except one. Due to the relationship between the Southern Access Road scheme and the implications for the Wisbech railway line project many people have strongly disagreed with this scheme.

A report of public consultation has been produced for the Wisbech Access Strategy. This can be found on the Wisbech Access Strategy website page at:
<http://fenland.gov.uk/wisbechaccess>

E. Wisbech Access Strategy technical outcomes and preferred package

Ongoing technical work

The aim of the Wisbech Access Strategy has always been to try and deliver any approved package as early as possible. The short, medium and long term approaches reflect available funding at the time of preparing the public consultation materials. Discussions and funding applications have though been ongoing, including with colleagues at the Local Enterprise Partnership. Such discussions have also included their consultants who are required to independently assess the Wisbech Access Strategy work. It was noted that in the initial short term preferred package the scheme costs were £7.84m. It was suggested that some additional sensitivity test work was undertaken to bring an additional scheme forward earlier.

This subsequent work and discussion with the CPCA and an increase in available funding increases the cost of the short term package to £19.8m. This brings benefits because the Weasenham Lane/Elm High Road roundabout scheme (EH7B) moves into the short term, it will therefore be delivered more quickly. The small scheme for this location is removed from the programme and therefore reduces abortive cost. The Wisbech Access Strategy Phase 1 testing work showed consistently that this scheme performed much better than Option EH4 which was originally included in the short term package. Due to an increase in funding available from the CPCA another scheme EH3b A47/Elm High Road roundabout relocation has been brought forward for shorter term delivery. This has the benefits on removing scheme EH1 reducing expenditure and abortive works, delivery of scheme EH3b early also has benefits cost saving due to a reducing of the number of year inflation and realising the benefits of the scheme sooner.

The Preferred Wisbech Access Strategy Package

Taking account of the additional sensitivity test and funding available discussed above, the preferred package is made up of a short, medium and long term approach as set out below:

Short Term (2021)		
Scheme	Description	Cost
CR2	New Bridge Lane / Cromwell Road Signalisation	£ 0.72 m
SAR1	Southern Access Road (wout A47 Rdbt / wout Rway)	£ 1.64 m
EH7b	Elm High Road / Weasenham Lane Roundabout	£ 3.05 m
BER2	A47 / Broadend Road Roundabout Opt 2	£ 3.43 m
EH3b	Relocated A47 / Elm High Road Roundabout	£ 10.98 m
Total		£ 19.82 m

Costs: Scheme cost + Risk Allowance @ 20%
Includes 5% inflation pa * 4 years

Medium Term (2026)		
Scheme	Description	Cost
WLR 1D S	Western Link Road (Southern Section)	£ 16.94 m
NRC	New River Crossing	£ 9.84 m
CR7c	A47 / Cromwell Road Roundabout Upgrade	£ 6.22 m
FB5b	Freedom Bridge Roundabout Improvements	£ 4.45 m
BS1a	Bus Station Option 1a	£ 2.69 m
Total		£ 40.14 m

Scheme cost + Optimism Bias
Includes 5% inflation pa * 9 years

Long Term (2031)		
Scheme	Description	Cost
WLR 1D N	Western Link Road (Northern Section)	£ 71.74 m
Total		£ 71.74 m

Scheme cost + Optimism Bias
Includes 5% inflation pa * 14 years

Why the package is the draft preferred recommendation for the Wisbech Access Strategy?

- The short term package can be delivered within the current budget available
- The short term package priorities schemes in known accident locations and in places that are currently congested

- The short term package maximises access arrangements and network capacity to deliver the housing and employment sites in the Fenland Local Plan.
- The medium term package seeks to add in additional network capacity in places where there is congestion and accidents
- The full package offers flexibility in respect of which schemes are built when. This relates to the timing that additional funding can be secured.

Further Information about the Wisbech Access Strategy

Detailed technical Information is available as part of the Wisbech Access Strategy for phases 1 and 2 of the Study. This information includes a detailed report for each individual scheme which makes up the preferred package. The reports can be found on Fenland District Council website using the website link below: <http://fenland.gov.uk/wisbechaccess>

F. Local Growth Funding

What is Local Growth Funding?

Growth Deals provide funds to local enterprise partnerships or LEPs (partnerships between local authorities and businesses) for projects that benefit the local area and economy.

Local growth deals can support housing, infrastructure and other local improvements such as transport, improving educational attainment and training. Each LEP submits bids to government for each round of funding based on local priorities.

Wisbech Local Growth Fund

£1m has been allocated to Greater Cambridge Greater Peterborough LEP from 2015/16 to 2016/17 to support the development of a package of measures to support growth and regeneration, improve accessibility and address congestion in and around the town of Wisbech. Government will provide up to a further £10.5m for scheme delivery, on condition that the development work results in an acceptable and deliverable package of transport measures. The Wisbech Access Study is being funded through the Wisbech Local Growth Fund.

Appendix 2. Wisbech Access Strategy - Report of the public consultation

Introduction

This report sets out the results of the public and stakeholder consultation for the Wisbech Access Strategy.

What is the Wisbech Access Strategy?

The Wisbech Access Strategy is a package of individual transport schemes that aim to improve the transport network in Wisbech. They have been tested to make sure that they are the best solutions to address the current problems on the transport network. They will also support future housing and job growth as set out in the Fenland Local Plan.

About the Wisbech Access Strategy Public Consultation

The Wisbech Access Strategy public consultation was held from Monday 30 October 2017 to Monday 27 November 2017.

A number of events were held as part of the consultation as follows:

- Wednesday 1 November – stakeholder event at Wisbech Boathouse Business Centre from 2.30pm – 7pm. This was an invitation only event for stakeholders, landowners and their representatives along with members of the public whose properties may also be affected.
- Monday 6 November – public event at Walsoken Village Hall from 10.30am – 1pm and 3pm – 7pm
- Friday 17 November – public event in Wisbech Market Place from 9am – 12noon
- Friday 17 November – public event at Tesco Extra from 3pm – 7pm

Static displays advertising the consultation and the consultation events, along with copies of the questionnaire were placed in the following locations for the duration of the consultation.

- Wisbech @ Your Service Shop
- Tesco on Cromwell Road
- The Oasis Centre
- Awdry House
- Emneth Village Hall
- Walsoken Village Hall
- Leverington Sports Club

About the consultation and who responded

Around 250 people attended the public and stakeholder consultation events. An exact figure is not known due to large numbers of people attending at certain times during some of the events.

We received 325 questionnaire responses from the consultation as a whole.

From the 325 questionnaires we received 249 comment responses to question 1 of the consultation. We received 198 responses to question 4 of the consultation where people were invited to provide any further comments or views.

We received 8 email or letter responses from members of the public

We received 6 letters/emails from stakeholder organisations or their representatives

Summary Results

The summary results set out below are based on the completed questionnaires that we received during the consultation. The breakdown of the information relates to the responses that were given to questions 1, 2 and 3.

Question 1

We have developed a draft Wisbech Access Strategy showing how we aim to address existing transport issues in Wisbech. Do you agree with and support this draft strategy?

140 (43.34%) people support the draft preferred Wisbech Access Strategy.

183 (56.66%) people do not support the draft preferred Wisbech Access Strategy.

Question 1 was a two part question. Having stated whether they do or do not support the draft preferred strategy, respondents were asked to give further comments. We received 249 specific responses. Many of these comments were the same and can therefore typically be set out under a small number of headings. The main issues raised in these responses are therefore as follows:

- The need to address issues of danger and accidents at Broad End Road junction
- Strong disagreements regarding the southern access road scheme because of its implications for the Wisbech Railway project
- The draft strategy includes all the key locations where there are pinch points and congestion
- The need to address congestion and keep traffic moving
- Wisbech is long overdue for investment
- Concerns raised by residents living in Meadowgate Lane about the relocation of Elm High Road to the east
- The proposals need to include more in respect of walking, cycling and public transport
- Some people believe that the schemes will not address the congestion and traffic problems within Wisbech

Question 2

Here are all the schemes that form part of the Wisbech Access Strategy. Please tell us whether you agree if each scheme design should be included in the Access Strategy plan:

The total responses from the questionnaires are as follows:

<u>Scheme</u>	<u>Strongly Agree</u>	<u>Agree</u>	<u>Neutral</u>	<u>disagree</u>	<u>Strongly disagree</u>	<u>Total</u>
Freedom Bridge roundabout Scheme	121	80	88	12	19	320
Wisbech Bus Station Scheme	81	97	110	13	19	320
Cromwell Road Scheme	60	65	165	8	21	319
Elm High Road Scheme	73	49	151	12	34	319
Weasenham Lane/Ramnoth Road Scheme	98	71	114	17	20	320
A47 Broad End Road Scheme	144	47	98	9	25	323
A47 Elm High Road Scheme	98	63	107	16	36	320
A47 Cromwell Road	91	84	108	16	21	320
New River Crossing	127	80	79	10	24	320

Western Link Road	116	54	101	14	34	319
Southern Access Road	80	50	48	13	127	318

Based on the above information there was good support for all of the schemes except the Southern Access Road project.

Question 3

A short term package of schemes will be delivered by 2021. There is an initial budget of £10.5million towards the short-term package. A final recommendation will be taken to the LEP (the funders) who will agree where the money will be spent. To what extent do you agree where the recommendation for the short-term package?

<u>Scheme</u>	<u>Strongly Agree</u>	<u>Agree</u>	<u>Neutral</u>	<u>disagree</u>	<u>Strongly disagree</u>
To what extent do you agree where the recommendation for the short-term package?	81	57	39	27	116

Summary of questionnaire - individual scheme comments

Based on the above responses the table below shows that there is strong support for most of the schemes in the Wisbech Access Strategy draft preferred package.

This section is based on the responses that we received to question 4 of the consultation survey form. Many respondents wanted to make comments about some of the individual schemes. This section provides commentary on those comments.

<u>Individual Scheme</u>	<u>Comments</u>
Freedom Bridge Roundabout	<p>Most respondents were either in support or were neutral about this scheme. Most respondents did not provide any specific comments about the actual outline design for the scheme.</p> <p>Examples of the small number of comments we received specifically on this scheme are as follows:</p> <p><i>I don't understand how the supposed "improvements" to the Freedom Bridge roundabout will be beneficial to the flow of traffic around the bridge along Lynn Road</i></p> <p><i>I can understand the need to upgrade Horsefair roundabout but do not wholly agree with the current plan. With this one I feel the removal of the traffic lights at De Havilland Road and a no right turn put in place is a positive, closing off people turning right into the supermarket and the BP fuel station would also be a benefit. Changing Bedford Street to 2 way I can only envisage problems at the roundabout. I feel the zebra crossing needs moving back to the other side of the BP fuel station entrance. I</i></p>

	<p><i>agree with the widening of Freedom bridge and the pedestrian crossing being moved towards the centre of the bridge.</i></p> <p><i>Let's get the traffic moving around the roundabout Freedom Bridge as we have no other options of other roads before we commit too many more housing schemes.</i></p> <p><i>BP garage should be removed</i></p> <p><i>We feel that a footbridge rather than pedestrian crossing lights would be preferable on the Freedom Bridge crossing as the existing lights are a major contributing factor to the congestion on the Freedom Bridge Roundabout.</i></p>
Wisbech Bus Station	<p>Most respondents were either in support or were neutral about this scheme. Nearly all the respondents did not provide any specific comments about the actual outline design for the scheme.</p> <p>Examples of comments we received specifically on this scheme are as follows:</p> <p><i>I agree that the bus station area requires changing, but I think the plan of adding traffic lights here would cause issues similar to that at the lights that currently stand at De Havilland Road. I feel a mini roundabout would be better here.</i></p> <p><i>The bus station however, is just a complete waste of money in my opinion. Wisbech does not provide any of the main high street retailers to justify passengers and additional traffic using this area.</i></p> <p><i>We have concerns about how the bus station scheme would operate, particularly with the proposed traffic lights on Nene Quay.</i></p>
Cromwell Road	<p>Most respondents were either in support or were neutral about this scheme. Those who responded to the public consultation did not provide any specific comments about the actual outline design for the scheme. Some comments were provided in respect to a possible A47 dualling scheme in respect of this location. These comments are discussed in the details comments section of this report.</p>
Elm High Road	<p>Most respondents were either in support or were neutral about this scheme. Many respondents did not provide any specific comments about the actual outline designs.</p> <p>We did however receive a number of comments specifically on the scheme to relocate Elm High Road to the East of its current location. Similar comments were also raised by a number of people at the public consultation events. Examples of these comments specifically relate to Meadowgate Lane are as follows:</p> <p><i>Meadowgate Lane cannot take extra traffic even if made wider. Driveways impossible to then use. Would not work as a junction onto A1101. Elm/Friday bridge/Emneth/Outwell/A47 all down a road like Meadowgate Lane. Will be gridlocked. Nobody at the Boathouse</i></p>

	<p><i>meeting interested in the public views.</i></p> <p><i>Meadowgate Lane is a country Lane with narrow access. Planning permission has been reused for housing as it would affect the hedges and rural location, so how can a major road be deemed suitable.</i></p> <p><i>I currently live down a dead end lane (Meadowgate Lane) in a 110 year old house with a protected hedgerow opposite which is planned to have an A rod pass with 4 metres. I believe this will not only de value my house but this will cause damage as there is minimal roundabouts to the original house and the heavy traffic will cause horrific vibrations. Also I am concerned about the safety of my children and the children of the other families down our lane</i></p> <p>In addition to the comments above we also received comments suggesting some additional elements to scheme EH1 as follows:</p> <p><i>These included between the Elm High Road roundabout and Scarfield Lane, including the potential for a reduced speed limit from 40mph to 30mph and yellow hatch marking at four of the junctions)Church Lane, Elm field Drive, High Road (Elm) and Low Road with some other improvements to road markings and signage.</i></p>
Weasenham Lane/Ramnoth Road	<p>Most respondents were either in support or were neutral about a scheme in this location. Many respondents did not provide any specific comments about either of the outline design options.</p> <p>We did however receive a number of comments specifically relating to the scheme in this location and the access into Elm Road. Similar comments were also raised by a number of people at the public consultation events. Examples of these comments are included below:</p> <p><i>Weasenham Lane/Ramnoth Road – strongly disagree with closing exit from Elm Road onto Weasenham Lane causing problems for access to local business. Does not improve access onto Weasenham Lane from Elm Low Road.</i></p> <p><i>Would like to see more detail of how Elm Road/Weasenham Lane/Ramnoth Road/A47 Elm High Road fit into housing plans at these sites.</i></p>
A47 Broad End Road	<p>There were a number of written responses about this scheme and a large number of comments that were given by people who attended the public consultation events. The comments were nearly all in favour of the scheme and a small number of the responses as examples of those we received are listed below:</p> <p><i>How many more people have to die on the Broadend Road Junction? It is a hazard and a liability.</i></p> <p><i>A47 Broad End Road junction especially important to prevent further deaths.</i></p> <p><i>The Broad End Road scheme is a must to eliminate accidents and should</i></p>

	<i>have been done a long time ago.</i>
New River Crossing	<p>Most respondents were either in support or were neutral about this scheme; there was some concern from people who live on the western side of Wisbech. Nearly all the respondents did not provide any specific comments about the actual outline design for the scheme. Examples of comments we received are as follows:</p> <p><i>Not sure about the new river crossing. I agree I think it is needed, it depends whereabouts but definitely not if it involves more traffic along north Brink.</i></p> <p><i>Congestion in Wisbech also needs addressing which can only be solved by the recommended additional river crossing.</i></p> <p><i>Would be better if the river crossing and A47 Elm High Road Roundabout relocation was in the short-term package</i></p> <p><i>A new river crossing, linking the rural hamlets west of the Nene to the town, could be worthwhile, as long as it did not lead to major road development there.</i></p> <p><i>This plan has not taken into consideration the impact on residents close to the proposed works. I live near the proposed southern part of the Western link Road. We will suffer from great amounts of pollution from standing traffic outside our house as it approaches the new junction with Barton Road, not to mention the increase in noise pollution. It seems to be a line on a map that has not taken into account the detrimental effect on existing Wisbech residents.</i></p>
Western Link Road	<p>Most respondents were either in support or were neutral about this scheme. Nearly all the respondents did not provide any specific comments about the actual outline design for the scheme.</p> <p>Comments we did receive specifically on this scheme is as follows:</p> <p><i>We feel funds should be urgently sought to complete the Western Link Road (before 2026)</i></p> <p><i>The current proposed route passes through the middle of areas for High Quality Housing which seems inappropriate for a HGV link road.</i></p> <p><i>The western link road should hopefully reduce the amount of crashes on the A1101. It will take a huge amount of traffic out of the town, reducing congestion hugely!</i></p>
Southern Access Road	<p>This is the question that we had the most response about. Most respondents made reference to this scheme in their responses to questions 1 and 4.</p> <p>Most of the comments strongly disagreed with this scheme because of its impact on the railway line and reducing the possibility for a railway station in the town centre. Here is a small selection of the specific comments</p>

	<p>referencing this view point:</p> <p><i>It is vital for the economic improvement of Wisbech that the railway reopens giving access to Cambridge.</i></p> <p><i>Wisbech needs to have a railway link, anything preventing this cannot be fully beneficial to the growth of the town.</i></p> <p><i>It seems counter-intuitive to reduce the options for the site of a new station for the Wisbech rail link. A more central location should increase use and decrease reliance on cars.</i></p> <p><i>It is unacceptable that the southern link road would prevent the railway reaching the town centre. Having the railway station south of the A47 makes it practically useless for the many Wisbech residents including myself who live without a car.</i></p> <p><i>It is important for the Wisbech rail link to re-open and part of this scheme will mean cutting across the railway line and meaning that the railway station would have to be put too far out of town. Rail should be given priority to road links. Not everybody has cars.</i></p> <p><i>Money should be spent investing in public transport with many more buses and the old chestnut Wisbech Train a Station as well, or a park and ride scheme.</i></p> <p>We also received a number of other comments about this scheme, examples of which are as follows:</p> <p><i>We are not convinced that the Southern Access Road is a suitable solution as it involves traffic lights on Cromwell Road where there are already several sets of traffic lights.</i></p> <p><i>I believe that whilst in a perfect world, the train scheme is interesting; I don't believe it's viable. I am concerned that it might also inflate the cost of houses and potential building land in an area of low wage economy.</i></p> <p><i>It is essential Not to allow Boleness Road or New Bridge Road to link in any way to New Drove as this road serves a large residential area and school route</i></p>
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Summary of Questionnaire – other detailed comments

This section is based on the responses that we received to question 4 of the consultation survey form. Beyond the comments that we received about the individual schemes that are mentioned above, we also received other comments.

In total we received 198 comments to question 4 of the survey.

The main comments that we received can be grouped or categorised with the same issues that are set out above in response to question 1. Please also refer to the responses below that are aimed at providing feedback on the key issues that people have raised through the consultation.

Stakeholder Responses and Emails

This section of the report considers the consultation responses we have received where the questionnaire was not completed. These responses refer to any email or letter responses that we received from members of the public and from stakeholders.

In total we received 14 of these responses. 6 of these responses were in relation to their opposition of the Southern Access Road scheme and its impact on the Wisbech railway line project. We also received a consultant report raising a number of matters in respect of Wisbech rail and its importance regarding the future location of a railway station for Wisbech. The remainder of the responses contained information as follows:

- Policy comments and support for a scheme at Elm High Road
- The need to understand the impact and implications for landowners where some of the schemes are on land they own
- Details and matters to consider in respect of how the proposed schemes impact upon non-transport elements of the Fenland Local Plan. These comments also include significant discussion about the Western Link Road and associated river crossing in particular
- A number of concerns and cautionary advice in respect of the historic environment and its relationship to some of the schemes in the draft strategy
- The impact of a scheme at Weasenham Lane/Ramnoth Road in respect of a planning application on land at the former College of West Anglia to the east of Ramnoth Road
- Comments about the Western Link Road scheme, specifically the alignment as proposed in the draft Wisbech Access Strategy and its relationship to the housing allocation in the Fenland Local Plan
- Comments to help guide more detailed design in respect of the schemes at Cromwell Road/A47, Elm High Road/A47 and the Western Link Road

Responses to the consultation feedback

Issues or comment raised through the consultation	Response
Logic of the schemes difficult to understand and evaluate	The Wisbech Access Strategy is a large and complex project. We have therefore generated large amounts of information. Trying to distil this information down into a size and format that someone with no knowledge of the project until the public consultation was always going to be a challenge. We tried to ensure that the consultation boards included only the minimal information that would be necessary to understand the project. A clear brief was given to the consultants at the start of the project that any reports from the study must set out in detail all the processes and decisions regarding each scheme and the project as a whole. By making all the scheme reports and the consultation boards available we hoped that we had provided enough of a balance to assist people with their consultation responses. We based the development of the questionnaire on other consultations and questionnaires that have been completed. This format or similar has
The questionnaire was difficult to use and respondents felt the scoring criteria could have been improved and that the questionnaire was poorly constructed.	

Issues or comment raised through the consultation	Response
	<p>worked well on other occasions. We do however take on board the feedback that has been given in respect of this consultation.</p> <p>We will take on board all the comments made about the consultant materials and the questionnaire for when we are developing consultation materials in future. It is however always going to be a difficult balance to provide information in respect of this type of project.</p>
<p>Concerns that these schemes have only just been introduced. Why were people not given more notice and more time to respond</p>	<p>The Fenland Local Plan was adopted in May 2014. The Cambridgeshire Long Term Transport Strategy and the Wisbech Market Town Transport Strategy were also adopted in 2014. There were several rounds of public consultation in respect of these documents including an examination in public for the Local Plan. The scheme locations within the Wisbech Access Strategy were included as part of these other consultations. The need for schemes in these locations is not new.</p> <p>Deciding the right time to consult people is always a balancing act. With the Wisbech Access Strategy we need to have some information about possible schemes for each location before consulting people. By consulting people when we had produced initial outline designs it is our view that there was enough information without going into too much detail. By sharing outline designs there is also substantial opportunity for people to influence the schemes going forward.</p> <p>The Wisbech Access Strategy consultation was advertised in local newspapers, on posters and banners at a number of locations across Wisbech as well as through social media before and during the consultation period. This was in addition to the consultation events.</p>
<p>Why are some schemes grouped together, no way of agreeing with some parts and opposing others</p>	<p>The Wisbech Access Strategy is a package made up of a number of individual schemes. In order to understand the benefits and impacts of the Wisbech Access Strategy it has been tested as a package. Work to assess the transport impacts of the Fenland Local Plan 2014 also set out that schemes in all these locations would be needed.</p> <p>Whilst we realise that some people or organisations may prefer some schemes rather than others, the need for all the schemes is such that they have to be compatible as a package.</p>

Issues or comment raised through the consultation	Response
	<p>Work to assess the economic benefits of the Wisbech Access Strategy has also shown that the draft preferred package is the only one that delivers enough benefit in line with the Local Enterprise Partnership assurance framework.</p>
<p>The Mayor is commissioning new work in respect of the A47 and railway reopening so why is this strategy tinkering with existing A47 roundabouts; these should be encompassed into A47 dualling. Broadend Road should be closed and diverted to a new grade separated junction with A1101 in the vicinity of the disused petrol stations</p>	<p>The Wisbech Access Strategy is a project related to the Fenland Local Plan (2014) and the Cambridgeshire Long Term Transport Strategy and Wisbech Market Town Transport Strategy, also 2014. These strategies and the Wisbech Access Strategy have been progress for some time. They are intended to address local road issues within Wisbech and address some key pinch points in respect of the A47.</p> <p>The A47 studies commissioned by the Mayor have only recently commenced. The Wisbech Access Strategy is not however proposing any schemes that would be incompatible with the dualling of A47, based on everything that was known at the time the outline designs were being produced.</p>
<p>Traffic lights or speed camera are needed on the A1101 by the Leverington and Newton Turn offs. How many more people need to be seriously injured or die before it is sorted out? I have to use this road every day and it scares the hell out of me.</p>	<p>The A1101 at Leverington and Newton are not specifically locations which were part of the Wisbech Access Strategy. We do though acknowledge that there is a relationship between these places and the Western Link Road project.</p> <p>We will pass your comments to the Cambridgeshire County Council highways and road safety teams for them to review and address as appropriate.</p>
<p>The solution must include the use of public transport i.e. bus and rail so reducing the level of traffic.</p> <p>Obviously drafted by people that have no need for public transport. Those people must be made to realise that good public transport helps road users. So get the railway into Wisbech</p>	<p>The Wisbech Market Town Transport Strategy and the Cambridgeshire Local Transport Plan are integrated transport strategies covering all modes of transport. Plans that consider walking, cycling and public transport use are a significant part of the local transport strategy for Wisbech.</p> <p>The Wisbech Access Strategy was commissioned to consider the specific locations where we have produced outline design projects. These projects were always to consider road based schemes. We have however tried to consider the impacts for walking and cycling and public transport use where possible. This strategy is however only one part of the transport strategy for Wisbech.</p>
<p>The priority should be to dual the A47 from Thorney/Guyhirn to Walton</p>	<p>A number of transport projects for Wisbech are currently in development. The Mayor through the</p>

Issues or comment raised through the consultation	Response
<p>Highway. The funding is being spent on the wrong schemes</p>	<p>Combined Authority has commissioned an additional study to look at the potential for dualling the A47.</p> <p>The Wisbech Access Strategy whilst including the A47 in key locations is also concerned with traffic travelling in and around Wisbech. Dualling A47 would not address these more local traffic issues.</p>
<p>How do these proposals fit with the Garden Town vision? Especially the Western Link Road which is intended to divert HGVs from the centre of Wisbech</p>	<p>The Wisbech Garden Town work is a separate project. The Wisbech Access Strategy is primarily focused on the growth as set out within the Fenland Local Plan (2014). Any Western Link Road project is however likely to be developed further through the Garden Town Project and the funding that has been made available through the Combined Authority for that project.</p> <p>The Western Link Road project is concerned with removing all through traffic that is currently travelling through Wisbech to get elsewhere.</p>
<p>I would prefer that those requiring to transit through Wisbech have access to a new ring road to eliminate in town congestion. This may eliminate the need for some of the expensive, short-term proposals for in town changes</p>	<p>The Access Strategy Western Link Road project is concerned with removing all through traffic that is currently travelling through Wisbech to get elsewhere. However, because the Wisbech Access Strategy is also concerned with future growth of jobs and housing within Wisbech, we have to plan for journeys within and around the town and not just those that are passing through.</p>
<p>Guyhirn roundabout work is a waste of money</p>	<p>The Guyhirn Roundabout project is not part of the Wisbech Access Strategy. Highways England is leading on the Guyhirn Roundabout project. Any information or comments should be passed directly to them.</p> <p>For the most up to date information about this project you can visit the scheme website at:</p> <p>http://www.highways.gov.uk/roads/road-projects/a47-corridor-improvement-programme/</p>
<p>Why have a southern access road scheme? Why not link Algores Way or Boleness Road to a new junction on the A47?</p>	<p>The transport evidence base to support the Fenland Local Plan highlighted the need for additional east-west road connectivity within Wisbech. The Southern Access Road is the closest location to the town centre that such connectivity can realistically be achieved.</p> <p>To provide new accesses and junctions on the A47, you have to be able to show that they are needed for growth purposes. The work</p>

Issues or comment raised through the consultation	Response
	undertaken for the Wisbech Access Strategy, with the schemes in the draft preferred package did not show support for a new scheme on A47 Any such scheme has to meet the requirements of Highways England.
I feel the layout of the traffic lights on Town Bridge needs changing, I often see cars sitting on the wrong side of the road, when coming up from the market place, waiting to turn right, I cannot see why this happens but it is a regular occurrence.	Town Bridge and Chapel Road are not locations which make up part of the Wisbech Access Strategy. We do though acknowledge that there is a relationship between Town Bridge and Freedom Bridge, linked to how traffic moves around Wisbech.
I also feel the traffic flow on Chapel Road could be helped by moving the crossing closer to the car park and removing the parking area outside the vet so that traffic wishing to go straight ahead can continue to flow, when traffic is built up due to the traffic lights on town bridge.	We will pass your comments to the Cambridgeshire County Council highways and road safety teams for them to review and address as appropriate.
I think it needs to be looking at the reduction of vehicles in the town centre. None of the above will reduce emissions or improve air quality	<p>The Western Link Road scheme in the Wisbech Access Strategy will help to reduce the number of vehicles in the town centre. Particularly those trips that are through journeys and do not really need to come into Wisbech. It should however be noted that there are large numbers of journeys where the destination is within Wisbech. The Access Strategy has to accommodate all types of journeys.</p> <p>Air Quality issues have been considered when developed the scheme options. Testing has shown benefits through less congestion.</p>
Congestion into/from Elm High Road is always bad but extremely so at school run/rush hour. Staggered junction on A47 – would lights suffice as per Goosetree between Westry and Rings End?	The A47 is part of the strategic trunk road network and is therefore a road that is maintained by Highways England. We were advised by Highways England that a signal scheme would not be appropriate in this location. Given the level of congestion in this location however, it is likely that any such scheme would simply move the problem further north or south of the existing location.
Spend the available money on the western bypass	<p>At the present time the only funding available for these schemes is a possible £10.5million. The Western Link Road scheme will cost far more than the funding we have available. As an incomplete scheme we would not be able to show substantial benefits that are required by the funder to agree to the use of their money on each project.</p> <p>All the schemes which make up the short term</p>

Issues or comment raised through the consultation	Response
	package can be built in full using the £10.5million and therefore will deliver considerable value.

Appendix 3 Wisbech Access Strategy – Community Impact Assessment

Directorate / Service Area		Officer undertaking the assessment
Economy, Transport and Environment / Transport and Infrastructure Policy and Funding		Name: Karen Kitchener
Proposal being assessed		Job Title: Principal Transport and Infrastructure Officer
Wisbech Access Strategy		Contact details: Karen.Kitchener@cambridgeshire.gov.uk
Business Plan Proposal Number (if relevant)		Date completed: 20/11/17
		Date approved: 22/11/17
Aims and Objectives of the Service or Function affected		
<p>The Wisbech Access Strategy (WAS) has been developed to support the Fenland Local Plan. The WAS is a package of individual transport schemes that aim to improve the transport network in Wisbech.</p> <p>The broad aims of the strategies and plans are to improve transport in Wisbech to support economic growth, mitigate the transport impacts of the growth agenda and help protect the area's distinctive character and environment.</p> <p>The consultation carried out in November 2017 has gained feedback from members of the public and stakeholders on the WAS. This feedback has been used to update the WAS.</p>		
What is the proposal?		
<p>The Wisbech Access Strategy provides the strategy and action plan for transport infrastructure in Wisbech. The strategy has been updated following public consultation and a summary consultation report has been produced including headline results from the consultation. The WAS has been developed under the Cambridgeshire Local Transport Plan 3. An Equality Impact Assessment (EqIA) was carried out for the first version of the LTP3 in 2011. Community Impact Assessments have also been carried out as LTP 3 has been refreshed and updated.</p>		
Who will be affected by this proposal?		
<p><i>A proposal may affect everyone in the local authority area or alternatively it might affect specific groups or communities, please describe</i></p> <ul style="list-style-type: none"> • Whether the proposal covers all of Cambridgeshire or specific geographical areas • Which particular service user groups would be affected • Whether certain demographic groups would be affected more than others • Any other information to describe specifically who would be affected <p>The WAS addresses transport challenges within and around Wisbech, and also considers the cross boundary transport issues. The package of transport schemes has been developed to improve the lives of everyone who lives, works or travels in and around the town. Therefore, no singular user group is likely to be affected.</p> <p>A wide range of groups were made aware of the consultation events.</p> <p>The audience of this consultation was anyone who lives, works or travels through Wisbech. This includes residents, stakeholders, local businesses, district and parish councils and anyone who travels in and around Fenland and West Norfolk. The following lists some of the types of stakeholder and interest groups that were consulted:</p> <ul style="list-style-type: none"> • Local government • Parish Council Clerks • District Councillors • Schools • Local Groups • Transport Organisations • Health organisations • Voluntary and care organisations 		

Letters were sent to local residents directly affected by some of the proposals.

What positive impacts are anticipated from this proposal?

As:

- the LTP3 objectives meet the council's priorities and remain unchanged,
- the council sought responses from as many people as possible to the public consultation,
- everybody's views will be treated equally, and will be considered as the final strategies are developed,
- key stakeholders were made aware of the consultation as well as members of the public through a wide variety of different channels, and
- consultation materials will be made available in other formats if requested;
there is a positive impact on all protected characteristics.

It should be noted that the WAS sets out an action plan for delivery. As these schemes are confirmed and funding sources secured, more detailed individual CIAs will be carried out as necessary. The council's priorities, LTP3 objectives and the Transport Strategies objectives and policies are linked and listed below. The links between the council's priorities and the LTP objectives are also shown.

Council's priorities:

- Developing the local economy for the benefits of all
- Helping people live healthy and independent lives
- Supporting and protecting vulnerable people.

LTP Objective 1

Enabling people to thrive, achieve their potential and improve their quality of life.

LTP Objective 2

Supporting and protecting vulnerable people.

LTP Objective 3

Managing and delivering the growth and development of sustainable communities.

LTP Objective 4

Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.

LTP Objective 5

Meeting the challenges of climate change and enhancing the natural environment.

Council Priorities and LTP Objectives

Council Priorities	LTP Objectives				
	1	2	3	4	5
Supporting and protecting vulnerable people	✓	✓✓			
Helping people to live health and independent lives	✓✓	✓✓	✓✓		✓
Developing our local economy for the benefit of all			✓✓	✓✓	✓

What negative impacts are anticipated from this proposal?

No negative impacts have been identified at this stage. As schemes move to detailed design stage, further consultation and engagement will take place.

Are there other impacts which are more neutral?

The WAS will improve travel conditions in the town for all groups of people in the area. As schemes move to detailed design stage, further consultation and engagement will take place.

Impacts on specific groups with protected characteristics

Specific consideration should be given as to whether the proposal has a particular or disproportionate impact on any of the groups listed below.

Please consider each characteristic and tick to indicate any where there will potentially be a disproportionate impact (positive or negative) from implementation of the proposal. Do not tick the boxes if the impact on these groups is the same as the impact on the community as a whole (described in the above sections)

Impact	Tick if disproportionate impact
Age	
Disability	
Gender reassignment	
Marriage and civil partnership	
Pregnancy and maternity	
Race	

Impact	Tick if disproportionate impact
Religion or belief	
Sex	
Sexual orientation	
Rural isolation	
Deprivation	

Details of Disproportionate Impacts on protected characteristics and how these will be addressed

If any of the boxes above have been ticked to indicate that people with the protected characteristics will be affected more than other people then use this section to describe that impact and any measures which will be put in place to mitigate those potential impacts

The WAS will not have disproportional impacts on any of the groups with protected characteristics.

Version Control

Version no.	Date	Updates / amendments	Author(s)
1	18/11/2017	First draft	Karen Kitchener