



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda No: 4.4

March Area Transport Study (MATS) - Drawdown on funds for Active Travel

To: Cambridgeshire and Peterborough Combined Authority Board

Meeting Date: 19 October 2022

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Emma White, Transport Programme Manager

Key decision: Yes

Forward Plan ref: 022/046

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Note progress towards the MATS Full Business Case (FBC)
- b) Approve the drawdown of £962,000 to complete the MATS FBC2.
- c) Note the change in construction cost of MATS Broad Street to £4,148,387.
- d) Reallocate £200,000 of the underspend from the March Quick Wins to cover extra C4 utility costs.
- e) Note the progress on the Pedestrian and Cycling Strategy for the March Area Transport Study.
- f) Approve the drawdown of £562,800 to continue work on the Pedestrian and Cycling Strategy.
- g) Delegate authority to the Interim Head of Transport and Chief Finance Officer to enter into Grant Funding Agreements with Cambridgeshire County Council.

Voting arrangements:

For recommendations b), d) and f) A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils who are present and voting, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members

To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

For recommendation g) A simple majority of all Members present and voting.

1. Purpose

- 1.1 This report summarises the progress and proposed way forward for the March Area Transport Study (MATS) Full Business Case (FBC) with the recommendation to the Combined Authority Board for the drawdown of £962,000 to complete the FBC 2. The report also notes the change in construction and C4 utility costs of the Broad Street scheme.
- 1.2 The report also summarises the progress on the Pedestrian and Cycling Strategy Walking and cycling project as part of MATS and requests the drawdown on £562,800 to undertake further work.

2. Background

- 2.1 The MATS was first approved for inclusion in the Transport Programme at the March 2018 by the Combined Authority, which Cambridgeshire County Council (CCC) took forward the study to establish the issues and find potential solutions to address these in an efficient and effective manner.
- 2.2 Fenland District Councils' vision for the areas is outlined within its Local Plan published in 2014. The aim is 'to maximise the potential of the area and deliver jobs, skills, improved housing and new infrastructure', and make the district 'a better place to live, work and visit'. The Local Plan includes the delivery of 4,200 new homes in March as well 30 hectares of employment land to provide new jobs
- 2.3 The 2011 March Area Transport Study provided the transport evidence base for the Local Plan and assessed the impact of traffic growth resulting from its implementation. In addition, it proposed measures to improve the towns transport network for both current and future traffic demand. The current MATS builds upon this work and assesses potential improvement options to deliver future economic and housing growth
- 2.4 CCC has been funded by the Combined Authority to progress several transport interventions that address the project objectives and the issues raised.
- 2.5 The MATS Strategic Outline Business Case (SOBC) was submitted in October and the Outline Business Case (OBC) was tabled at Combined Authority Board in November 2021 along with approval for the next stage of the MATS project including Full Business Case (FBC) and Detailed Design. This paper also outlined within its Other Significant Implications section that the Future High Street Fund (FHSF) scheme was reliant on the MATS Broad Street project undertaking detailed design and commencing construction. This paper noted the construction costs for Broad Street to be £3,736,263.
- 2.6 Also, as part of the MATS study a package of minor schemes were approved for delivery in September 2020 which included nine schemes of which most are complete.

Business Case

- 2.7 The original proposal for the MATS FBC was to undertake Detailed Design and submit a single FBC to cover the four schemes due to be delivered in the short term (Broad Street, St Peters Road, Peas Hill and Twenty Foot Road) whilst developing the Preliminary Design for the Northern Industrial Link Road (NILR) which is a longer-term aspiration. A second, or updated, FBC was then going to be submitted in several years' time once the NILR was fully designed

and ready to deliver. This approach included all the relevant costs required to develop the schemes up to the point of delivery, including C3 utility costs, planning engagement costs and Early Contractor Involvement (ECI) costs, but deferred other costs (such as C4 utility costs and procurement costs) to the construction phase to avoid committing large sums of money too early on.

2.8 This approach was adjusted several months ago to accelerate the delivery tasks associated with the Broad Street scheme due to the programme pressures associated with Broad Street and its interdependency with the Future High Street Fund, which has time limitations associated with the funding. As such, the C4 utility and procurement costs for Broad Street were approved for early release by the Combined Authority Board in March 2022, enabling the project team to commit to a construction start date in early 2023 for Broad Street (subject to an approved FBC which is due in December 2022). Bringing the C4 utility and procurement costs for this scheme into the FBC phase of work will improve the cost certainty and give the Independent Technical Evaluators (ITE) greater confidence to sign off the FBC, especially given the value of the package as a whole.

2.9 It has recently been decided to split the MATS FBC out into a further phase. This is because the remaining short-term schemes (St Peters Road, Peas Hill, and Twenty Foot Road) will not be as developed as Broad Street by December as the funding for C4 utility and procurement costs for these schemes has not yet been accelerated, and the ITE would need to consider the FBC (and funding ask) in its entirety, rather than on a scheme-by-scheme basis. This should give the ITE the confidence to sign off on the FBC costs for Broad Street in December 2022 and ensure that construction for that scheme can start on time.

2.10 Therefore, the following approach has been agreed with the ITE:

- FBC1: Full Business Case for Broad Street, with the remaining schemes remaining at an Outline Business Case level. Construction funding requested for Broad Street only.
- FBC2: Full Business Case for St Peters Road, Peas Hill, and Twenty Foot Road, with NILR remaining at an Outline Business Case level. Construction funding requested for St Peters Road, Peas Hill and Twenty Foot Road only.
- FBC3: Full Business Case for NILR. Construction funding requested for NILR only.

2.11 This paper requests the release of further funding of £962,000 to allow the C4 utility and procurement costs (plus other associated tasks) for St Peters Road, Peas Hill, and Twenty Foot Road to now also be accelerated, enabling the same level of cost certainty to be included within FBC2 as will be provided in FBC1 for Broad Street. This does not represent new or additional costs but is a request to bring forward activities (and associated costs) initially intended for the construction phase of the project, into the FBC phase, which in turn will enable more time for contractor pricing input and the inclusion of fully developed Target Costs within the FBC for these schemes.

Construction Costs – Broad Street

2.12 Due to current and forecasted high levels of inflation an extra allowance of £168,000 is needed for the construction of Broad Street in addition to the £3,780,387 approved in Combined Authority Board in March 2022. This money will be released once the FBC1 is complete and approved by the Combined Authority Board planned for January 2023.

C4 Utility Costs – Broad Street

2.13 C4 utility diversion costs have returned higher than the C3 estimates, to commission the works and meet the MATS Broad Street and FHSF deadlines it is proposed to utilise the £200,000 underspend from the Quick Win to cover these additional costs. The new total for the MATS Broad Street construction cost is now £4,148,387 (includes £3,780,387, £168,000 inflation and £200,000 C4 utility costs).

2.14 CCC and the Combined Authority will look to minimise costs and maximise efficiencies wherever possible to reduce the burden on the projects budgets. This will be kept under constant review and reinvested within the programme – especially when further information becomes available an update will be provided in a timely manner.

Pedestrian Walking and Cycling Strategy

2.15 A Pedestrian and Cycling Strategy was undertaken in 2019, as part of the MATS Study which identified a range of potential schemes to improve walking and cycling provision across the March area. Since its completion, some of the identified scheme recommendations have been completed or superseded as new schemes have been identified via the CCC LCWIP, the 'Gear Change' initiative, the FHSF proposals and through the development of schemes identified in the MATS Quick Wins and the main MATS project. Following a review 28 schemes of the original 90, identified initially to be progressed following the feasibility and assessment process.

2.16 The 28 locations mentioned, are split as follows:

- Phase 1 – these include 7 locations only requiring minimal work, i.e., road markings and non-illuminated signage. Refer to Table 1.1
- Phase 2(a) – these include 10 locations where the project scope only has one option for design, but requires further site surveys and intrusive investigations, 3rd party approvals and additional detailed design. Refer to Table 1.2
- Phase 2(b) – these include the remaining 11 locations, where there are multiple options applicable requiring further surveys, 3rd party approvals and additional design. Refer to Table 1.3

ID	Location	Project Scope
2	Robin-goodfellows (crossing facilities)	Install 'Look Right' and 'Look Left' reminder carriageway markings for pedestrians crossing Robingoodfellow's Lane junction
12	Sconce ped/cycle route (shared use)	Repaint cycle symbols on the shared route past March Sconce.
23	All Saints Close (Safer Routes to School)	Relining of no parking restrictions road markings outside school. Requires zig zags markings from zebra crossing. Currently missing/worn away.
24	Westwood Primary (Safer Routes to School)	Relining of no parking restrictions road markings outside school.
26	Burrowmoor Road (Safer Routes to School)	Relining of no parking restrictions road markings outside school.
27	Town wide ped/cycle wayfinding	Design and Install wayfinding signage improvements, providing distance to key destinations, including March Railway Station, the town centre, Neale-Wade Academy and other key destinations.
28	NCN 63 route signage	Design and Install Improved NCN 63 routing signage/markings which are currently inconsistent and fragmented through March..

Table 1.1 – Phase 1

ID	Location	Project Scope
1	Robingoodfellows Lane (footways)	Design and Install footway (2m width) along Robin goodfellow's Lane carriageway and maintain double yellow lines on left hand side, between junction with B1099/Broad Street and Darthill Road car park.
4	Elwyn Road/ High Street (crossing facilities)	Improve safety of pedestrian crossing facilities across Elwyn Road junction with High Street with installation of an uncontrolled raised table pedestrian crossing at junction, or similar.
8	High Street/ The Causeway/ The Avenue (cycling facilities)	Re-line, add cycle symbols and sign shared use footway provision. Assume 4km of carriageway/footway to reline/sign.
11	Elwyn Road (footway)	Install dropped kerb opposite Mortgage Force on river side of Elwyn Road.
14	Chapel Lane (cycle wayfinding)	Add cycle symbol on surface through Chapel Street (the lane outside the police station).
16	Dartford Road (crossing facilities)	Design and Install central refuges pedestrian crossing facilities on Dartford Road, adjacent to Lidl supermarket. In carriageway hatching area before turning lane into access road for Lidl.
17	Dartford Rd/Westwood Av (crossing facilities)	Design and Install widened dropped kerb and tactile paving provision on corner of Westwood Avenue/Dartford Road.
19	Wisbech Elliott Road/ Road (crossing facilities)	Design and Install Widened central pedestrian refuge across entrance to Elliot Road at junction with Wisbech Road and dropped kerbs on Elliot Road junction entrance.

Table 1.2 Phase 2a

ID	Location	Project Scope
3	Nene Parade/ Grays Lane (parking)	Review and formalise provision of parking in Nene Parade and Grays Lane. Re-line parking bay and yellow lines.
5	Market Place /High Street (crossing facilities)	Review provision of pedestrian crossing facilities across Market Place junction with High Street (B1101). This relates to crossing the junction between Market Place car park and The Griffin Public House. Install an uncontrolled raised entry table pedestrian crossing or similar.
6	High Street (footways)	Investigate Installation of a footway on section of High Street (B1101) across entrance to Chapel Street shared footpath, to join up with the existing pavement on the section of High Street from the entrance to Cromwell Hotel to the premises occupied by Leonardo's Pizza. Install dropped kerb access for cyclists and mobility scooters on the section across the entrance to the Chapel Street foot and cycle path. <i>Linked to scheme 7</i>
7	High Chapel Street/ Street	Install pedestrian island refuge on High Street adjacent to Chapel Street ped/cycle entrance (south of Burrowmoor Road junction) with footway build out. <i>Linked to scheme 6, above.</i>
9	Station Creek Road/ Road (crossing facilities)	Improve pedestrian crossing facilities on Station Road by Creek Road. The central refuge should be redesigned to create a direct crossing facility to serve the high footfall of pedestrians accessing Sainsbury's car park at this location.
10	Station Road (cycle facilities/ wayfinding)	Provide a more direct cycle route linking Station Road with Neale Wade Academy and south east March, via St. John's Road, Wigstone's and the footbridge to the south of the River Nene. Involves installation of carriage way cycle symbols.
13	Cavalry Drive (crossing facilities)	Examine the need for formal crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy and installation of 20 mph wig wags (flashing boards) advisory speed limit for start/end of school day.
15	Wisbech Norwood Road/ Road (crossing facilities)	Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.
18	Wisbech corridor use (shared cycle facilities)	Review provision of Incorporating shared use footway provision for cycling along Wisbech Road, providing cyclists with a safe and direct route to Tesco and the Industrial Park. Installation of advisory cycle lanes, in both directions on existing carriage is feasible instead of shared use on footway.

ID	Location	Project Scope
22	All Saints Close (Safer Routes to School)	Examine the need for a pedestrian central refuge crossing facilities on County Road, between junction of All Saints Close and Cromwell Road
25	Burrowmoor Road (Safer Routes to School)	Investigate options for installing a pedestrian crossing facility on Burrowmoor Road within proximity to the school. Recommend installation of raised table outside No. 19. This will provide traffic calming and will facilitate safer ped crossing. This facility can then be used as crossing location used by crossing attendant.

[Table 1.3 Phase 2b](#)

**Please note in terms of several Phase 2 still require detailed design and several are still classed as 'Option Studies' and therefore requires further work to get them to a position to commence design. Also, there is a low risk of planning issues for the Phase 2 Designed schemes.*

2.17 The cost and timescales for each pack of measures is shown below in Table 2.4.

Table 2.4 Cost and Dates of Phases

Phase	Start date	End date	Cost
1	25/11/22	24/03/23	£35,603.06
2(a)	25/11/22	26/04/23	£247,126.73
2(b)	04/09/22	29/03/23	£280,070.21
	-	-	
Total	-	-	£562,800

2.18 The phase 1 schemes total cost for this stage includes implementation (construction) to deliver the phase 1 schemes “on the ground”.

2.19 The phase 2a schemes require investigation and further design work following an initial assessment of a solution. The costs at this stage are for design development only. Once each scheme has been designed an estimate of construction cost will be prepared. Additional funding will be required to implement the phase 2a schemes “on the ground”.

2.20 The phase 2b schemes require option development, investigation and design work to develop a solution. The costs at this stage are for design development only. Once each scheme in the phase has been designed an estimate of construction cost will be prepared. Additional funding will be required to implement the phase 2b schemes “on the ground”.

2.21 The programme dates indicated for phase 1 schemes includes implementation (construction). The programme dates for phase 2a and phase 2b are up to completion of design. Programmes for construction of phase 2a and phase 2b schemes will be provided at the time funding is sought to construct the schemes in these phases.

3. Financial Implications

3.1 Drawdown £1,524,800 and reallocate £200,000 of £10,159,000 forecast 2022/23 and 2023/24 TCF budget.

4. Legal Implications

- 4.1 This report, including the detail set out in the appendix, will assist the board to monitor the financial position of projects, with a view to meeting the Authority's legal obligation to deliver a balanced budget.

5. Public Health Implications

- 5.1 The delivery of the scheme will have a positive implication for public health due to the Walking and Cycling work complementing the MATS Improvement schemes. By improving walking and cycling connectivity in March this will help encourage active travel in the area. The FHSF proposals for March town centre will deliver significant public realm improvements to the Broad Street, Riverside and Market Square areas of the town centre, including enhanced provision for pedestrians and cyclists therefore encouraging more active travel.
- 5.2 All the improvements in active travel will help encourage more walking and cycling (exercise) and therefore have a benefit on health and wellbeing.

6. Environmental and Climate Change Implications

- 6.1 The delivery of the scheme will have a positive implication on environment and climate change due to the improved active travel infrastructure will encourage residents to travel by foot or bicycle instead of by car.

7. Other Significant Implications

- 7.1 None.

8. Appendices

- 8.1 Appendix 1 – Draft March Walking & Cycling Report.
- 8.2 Appendix – March Walking and Cycling Paper.

9. Background Papers

- 9.1 [Combined Authority Board reports 22 March 2022](#)