



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 2.5

March Area Transport Study (MATS)

To:	Transport and Infrastructure Committee
Meeting Date:	18 th January 2023
Public report:	Yes
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee
From:	Emma White, Transport Programme Manager
Key decision:	N/A
Forward Plan ref:	N/A
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none">a) Note completion of the MATS Full Business Case 1 (FBC1);b) Recommend to the Combined Authority Board to approve the drawdown of £4,149,825 for the construction of MATS Broad Street;c) Recommend to the Combined Authority Board to approve the drawdown of £300,000 for the completion of the FBC 2; andd) Delegate authority to the Interim Head of Transport in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council.
Voting arrangements:	<p>For recommendations b) and c) 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</p> <p>For recommendation d) A simple majority of all Members present and voting</p>

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

1 Purpose

- 1.1 This report summarises the conclusion of the completed March Area Transport Study (MATS) Full Business Case 1 (FBC1) with the recommendation to the Transport and Infrastructure Committee to recommend to the Combined Authority Board to approve the drawdown of £300,000 to complete the Full Business Case 2 (FBC2) and £4,149,825 for the construction of MATS Broad Street Scheme.

2 Background

- 2.1 The MATS was first approved for inclusion in the Transport Programme at the March 2018 by the Combined Authority. Following this 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 Council's vision for the area 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 MATS 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 The MATS Strategic Outline Business Case (SOBC) was submitted in October 2020 and the Outline Business Case (OBC) was tabled at the 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.
- 2.5 In March 2022 it was approved to re-purpose £586,205 of the FHSF to undertake initial stages of the MATS Broad Street project. In October 2022 it was tabled that the Full Business Case process would be divided into phases to meet delivery deadlines of the MATS Broad Street scheme as well as approving the initial funding for FBC 2.
- 2.6 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. In October 2022, the Combined Authority Board approved the commencement of the Walking and Cycling (Active Travel) Strategy.

Full Business Case 1 (FBC1)

- 2.7 The MATS FBC is presented in three phases, with each phase focusing on the delivery of different schemes from the overall MATS package. Each phase will present the case for investment for the whole MATS package, confirming the strategic benefits associated with delivering all five schemes, as well as demonstrating that the funding for each phase will still deliver value and benefits should future phases falter. FBC 1 focuses on the Broad Street

Scheme.

2.8 FBC 1 is split into five dimensions, each of which is summarised below.

Strategic Dimension

2.9 The Strategic Dimension considered the policy context in which the MATS schemes has been developed as well as the need for intervention. The recommended package of MATS Improvement Schemes strongly aligns with the vision and objectives of national, regional, and local policies and the need for interventions are summarised as:

- The need for regeneration in March Town Centre.
- The need to address existing traffic congestion and safety issues.
- The need to facilitate housing and employment growth across March.
- The need to improve local environmental conditions.

Economic Dimension

2.10 The Economic Dimension demonstrates that the MATS schemes achieve a Benefit to Cost Ratio of 2.23 and offers High Value for Money. The MATS Broad Street Scheme has a core BCR of 8.37, which equates to Very High Value for Money.

Financial Dimension

2.11 The Financial Dimension demonstrates that the scheme has been robustly costed and fits with the funding allocation available. The Broad Street Scheme Outturn Cost is £4,149,825 which includes risk allowance and inflation costs through to the end of construction in 2024. The Broad Street scheme is funded through the Transport Forming Cities Funding. The funding for the other schemes in MATS will be explored in FBC2.

Commercial Dimension

2.12 The Commercial Dimension demonstrates that the recommended package of MATS Improvement Schemes can be effectively procured commercially viable and confirms the procurement strategy for the MATS Broad Street Scheme which will be let via the Eastern Highways Alliance (EHA). The procurement for the other schemes in MATS will be explored in FBC2.

Management Dimension

2.13 The Management Dimension demonstrates that the recommended package of MATS Improvement Schemes is deliverable through governance, organisational structures and roles, lines of accountability and resourcing. Evidence of similar projects also compliments this dimension.

2.14 Throughout each design stages cycling, and pedestrian requirements have been considered and provisions included within the MATS Broad Street proposals. Appendix 2 details the March Broad Street Walking, Cycling, Horse Riding Assessment Report, and further information on the LTN 1/20 considerations can be found in Appendix 3.

Full Business Case 2 (FBC2)

- 2.15 For completion of Full Business Case 2 (FBC2) approval for £300,000 is required. This Business Case focuses on St Peters Road, Peas Hill, and Twenty Foot Road, with NILR remaining at an Outline Business Case level.

3 Significant Implications

- 3.1 The MATS Broad Street project and the March FHSF projects are intrinsically linked, and one cannot be successfully built without the other.

4 Financial Implications

- 4.1 MATS Broad Scheme is Transforming Cities funding (TCF) therefore construction needs to commence before March 2022 and be complete by March 2023.
- 4.2 Drawdown a total of £4,149,825 and £300,000 from the Medium-Term Financial Plan) to support delivery of this scheme.
- 4.3 The scheme funding is provided through the funding received for Transforming Cities Funds (TCF).

5 Legal Implications

- 5.1 N/A.

6 Public Health Implications

- 6.1 The MATS has a positive implication for public health. The scheme will deliver significant transport user, air quality, and accident benefits. The MATS Broad Street Scheme in particular will improve air quality by significantly reducing queues and idling traffic along Broad Street through the removal of the traffic signal-controlled junction.
- 6.2 The MATS Broad Street Scheme will reduce road space allocated to vehicles and provide an additional uncontrolled crossing on Broad Street, which will improve pedestrian accessibility aiming to improve sustainable modes of travel in the town centre promoting active travel and improving quality of life.

7 Environmental and Climate Change Implications

- 7.1 The MATS has a positive implication for the environment and climate change. The scheme will deliver significant noise, greenhouse gas and air quality benefits. Though the MATS Broad Street Scheme will have a Slight Adverse (Negative) Effect on March's biodiversity and water environment unless appropriate management and mitigation measures are taken.

8 Other Significant Implications

- 8.1 N/A.

9 Appendices

- 9.1 Appendix 1 – March Area Transport Study Full Business Case 1
- 9.2 Appendix 2 – March Broad Street Walking, Cycling, Horse Riding Assessment Report and Review Report
- 9.3 Appendix 3 – LTN 1/20 Compliance Broad Street

10 Background Papers

[Combined Authority Board reports 19 October 2022](#)