



<b>Transport &amp; Infrastructure Committee</b>		Agenda Item
<b>15 November 2023</b>		<b>9</b>
Title:	March Area Transport Study	
Report of:	Emma White, Transport Programme Manager	
Lead Member:	Cllr Anna Smith, Chair of Transport and Infrastructure Committee	
Public Report:	Yes	
Key Decision:	No	
Voting Arrangements:	A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members	

#### Recommendations:

A	Note progress on March Area Transport Study (MATS)
B	Approve the reallocation of £85,000 underspend from Full Business Case 1 to Full Business Case 2
C	Approve the underspend of £124,913 from the previously approved March Walking and Cycling budget to complete additional activities for Walking and Cycling in March.

#### Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

	Achieving ambitious skills and employment opportunities
x	Achieving good growth – March Area Transport Study aims to facilitate housing and employment growth across March and Regeneration of March Town Centre.
x	Increased connectivity - March Area Transport Study aims to address existing traffic congestion and safety issues.
x	Enabling resilient communities – March Area Transport Study aims to improve local environmental conditions.
	Achieving best value and high performance

#### 1. Purpose


1.1	This paper seeks to provide an update on the March Area Transport Study and approve the change request on underspend from Full Business Case 1 to Full Business Case 2 and March Walking and Cycling.
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## 2. Proposal

2.1	This paper provides an update on the work undertaken to date on the March Area Transport Study. The paper also proposes to seek the reallocation of underspend on both the Full Business Case process and March walking and cycling.
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## 3. Background

3.1	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.
3.2	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
3.3	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
3.4	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.
3.5	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.
3.6	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.
3.7	<p>In October 2022, the Combined Authority Board approved the commencement of the Walking and Cycling (Active Travel) Strategy.</p> <p>Phase 1 – includes 7 locations only requiring minimal work, i.e., road markings and non-illuminated signage. The phase 1 schemes total cost for this stage includes implementation (construction) to deliver the phase 1 schemes “on the ground”.</p> <p>Phase 2(a) – includes 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. 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”.</p> <p>Phase 2(b) – includes the remaining 11 locations, where there are multiple options applicable requiring further surveys, 3rd party approvals and additional design. 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”.</p> <p>Currently, the majority of Phase 1 is complete and Phase 2a are continuing and phase 2b commenced.</p>

3.8	<p>In January 2023 FBC1 was approved as well as the drawdown of £4,149,825 for the construction of MATS Broad Street. MATs Broad Street construction is progressing well in conjunction with the Future High Street Fund. Photos are shown below:</p> 
3.9	<p>FBC 2 is progressing well though a number of variations have resulted in a spend of the risk pot and the key drivers are engagement with landowners and statutory bodies including the Internal Drainage Boards (IDB) and Lead Local Flood Authorities (LLFA), requiring design changes, planning related variations and RSA driven design modifications. We are halfway through FBC2 but there are still uncertainties that need to be accounted for with contingency, therefore it is proposed to allot the £85,000 underspend from FB1 to the remaining risk pot to cover these uncertainties allowing mitigation against uncertainty over the next period. The risk pot will only be spent if these uncertainties materialise and the CPCA and CCC will work collaboratively to reduce the spend.</p>
3.10	<p>MATS walking and cycling budget currently is set at £507,272. The forecasted project spend currently is £382,359 therefore there is a planned underspend of £124,913. It is proposed to reallocate the underspend for an additional phase or work, made up of the schemes below:</p> <ol style="list-style-type: none"> <li>1. Lambs Drove (Upgrade informal NMU route, look at provisions for surfacing and lighting) – Feasibility Study (further detail on land is being established - therefore item subject to further confirmation).</li> <li>2. Creek Road (Connection of existing footways on either side of level crossing) – Feasibility Study/Preliminary Design.</li> <li>3. Wayfinding Map x 2 (Station &amp; Town Centre) – Delivery</li> <li>4. Gaul Road (Provide new controlled crossing facility to recreation ground) – Feasibility Study/Preliminary Design.</li> </ol>

4. Appendices	
4.1	N/A

## 5. Implications

### Financial Implications

5.1	Approve the reallocation of £87,000 underspend from Full Business Case 1 to Full Business Case 2 and approve the underspend of £124,913 from the March Walking and Cycling to complete further activities for Walking and Cycling in March.
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### Legal Implications

6.1	No significant legal implications at this stage.
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### Public Health Implications

7.1	<p>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.</p> <p>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</p>
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### Environmental & Climate Change Implications

8.1	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.
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### Other Significant Implications

9.1	N/A
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### Background Papers

10.1	<a href="#">Transport and Infrastructure Committee report 18<sup>th</sup> January 2023</a>
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