



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 3.4

## March Area Transport Study: September 2021

To: Cambridgeshire and Peterborough Combined Authority Board

Meeting Date: 29 September 2021

Public report: Yes

Lead Member: Mayor Dr Nik Johnson

From: Rowland Potter

Key decision: No

Forward Plan ref: n/a

Recommendations: The Combined Authority Board is recommended to:

- a) Note the progress of the March Area Transport Study;
- b) Approve the use of £180,000 from the existing approved budget agreed previously by the Combined Authority Board in August 2020 to be used to commence detailed design for Broad Street.

Voting arrangements: Recommendation a), note only

Recommendation b) a vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils present and voting, to include the Members appointed by Cambridgeshire County Council or 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.

# 1. Purpose

- 1.1 This report summarises work on the March Area Transport Strategy (MATS) project to date and outlines next step for expediting the detailed design of the Broad Street option to enable the March Future High Street Fund project.
- 1.2 It requests use of existing approved funds of £180,000 for early delivery of detailed design of MATs Broad Street design.

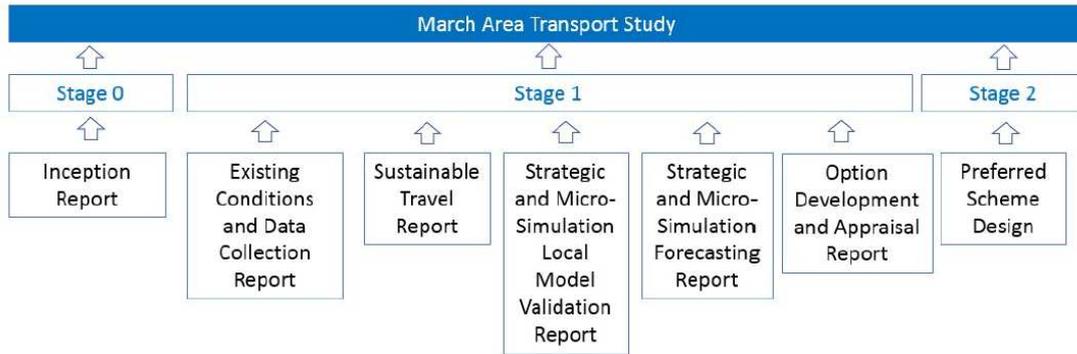
# 2. Background

- 2.1. The March Area Transport Strategy was first approved for inclusion in the Transport Programme at the March 2018 Combined Authority which Cambridgeshire County Council took forward the study to establish the issues and find solutions.
- 2.2. The vision of Fenland District Council is set out within the Local Plan (2014), which aims 'to maximise the potential of the area and deliver jobs, skills, improved housing and new infrastructure', making Fenland 'a better place to live, work and visit'.
- 2.3. The Local Plan includes the delivery of 4,200 new homes in March as well 30 hectares of employment land to provide new jobs.
- 2.4. The 2011 March Area Transport Study provided the transport evidence base for the Local Plan and assessed the impact of traffic growth resulting from the Local Plan and proposed measures to improve the towns transport network under current and future traffic demand. The March Area Transport Study (MATS) builds upon this work and assesses potential improvement options to deliver this growth.

# 3. Progress to Date

- 3.1. Cambridgeshire County Council has been funded by the Combined Authority to progress several transport interventions that address the project objectives and the issues raised.
- 3.2. The MATS study has been split into three parts. This includes:
  - Stage 0 Audit / Scoping
  - Stage 1 Option Testing
  - Stage 2 Preferred Scheme Design

- 3.3. There are a number of components and concluding reports at each stage defining different stages of the scheme development process. Figure 1 below shows how the different parts of the MATS fit together.



**Figure 1: MATS Components**

- 3.4. The Strategic Outline Business Case (SOBC) was developed at the end of stage 1. At this stage the package of schemes had a Benefit Cost Ratio (BCR) of 3.6 (High).
- 3.5. The current stage of the MATS is due for completion in October 2021. This includes Outline Business Case (OBC) and Preliminary Design for a package of schemes including:
- A141 / Twenty Foot Road Traffic Signals
  - A141 / Peas Hill Roundabout (60m ICD) and Hostmoor Avenue Roundabout
  - High Street / St Peter's Road Traffic Signal Improvements
  - Broad Street / Dartford Road / Station Road Mini Roundabout with Broad Street one lane in each direction
  - Development of a Northern Industrial Link Road (NILR)
- 3.6. The project is planned to go to CCC Board in December 2021 and CPCA Board in January 2022 to request the next stage of funding for the project which includes Detailed Design and Full Business Case.
- 3.7. In terms of finance due to efficiency in this current stage by CCC there are cost savings of approximately £250,000. The MATS project is due for completion in Jan 2022 though the main bulk of work is complete, following conversation with CCC these savings are certain. Savings have been achieved through different aspects of the project including the public consultation being deferred to the next stage, risk allocation in the project not needed and project efficiency through the team working together

## 4. Future High Street Fund

- 4.1. Fenland District Council has been successful in obtaining substantial funding from Ministry of Housing, Communities & Local Government (MHCLG) under the Future High Street Fund (FHSF) scheme. The funding is to renew and reshape the town centre and high street in a way that drives growth, improves the experience, and ensures future sustainability.

- 4.2. Part of the FHSF proposal for Broad Street has been aligned with the preliminary design proposals from the MATS. This is for consistency in design, delivery and outcomes of the schemes. Part of the condition as set out by MHCLG of the FHSF, is that the funding is spent by March 2024.
- 4.3. A failure to progress the proposed MATS Improvement Schemes will likely result in a further failure to bring about desired changes in the town centre to facilitate its regeneration.
- 4.4. A draft programme for the Broad Street Detailed design and construction including both aspects of the MATS and FHSF has been developed. The programme highlights that if work would start on MATS Broad Street detailed design after approval for the next stage at CCC Board in December 2021 and CPCA Board in January 2022, the March 2024 deadline for the FHSF would not be met.
- 4.5. To support the progression of the FHSF it is recommended that the savings from the MATS project are used to accelerate the detailed design of the MATS Broad Street scheme in advance so the FHSF deadlines can be met. A spend profile has been calculated by CCC and £180,000 is needed to start work before the approval of the current stage of work and the next stage of work at the November CPCA Board. Overall, the £180,000 is requested to accelerate the detailed design of Broad Street only to help meet the FHSF deadlines.
- 4.6. Currently the FHSF are looking at procurement routes for design and the team are aiming to procure in next 4 weeks with a start date of 01/10/2021.

## 5. Significant Implications

- 5.1. None

## 6. Financial Implications

- 6.1. The study is currently running under budget with an underspend of approximately £250,000.
- 6.2. From the underspend, request approximately £180,000
- 6.3. to be used towards starting delivery of the next stage of the MATS study of detailed design Broad Street only.

## 7. Legal Implications

- 7.1. The recommendations accord with CPCA's powers under Part 3 and 4 of the Cambridgeshire and Peterborough Combined Authority Order 2017 (SI 2017/251).
- 7.2. The meeting shall be conducted in accordance with Parts 2 and 3 of the Local Authorities and Police and Crime Panels (Coronavirus)(Flexibility of Local Authority and Police and Crime Panel Meetings)(England and Wales) Regulations 2020. See Appendix 2 for guidance.

## 8. Background Papers

- 8.1 [March Area Transport Study Board Decision – July 2020](#)