



<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.6</b>
<b>08 July 2020</b>	<b>PUBLIC REPORT</b>

## **MARCH AREA TRANSPORT STRATEGY PROGRESS REPORT**

### **1.0 PURPOSE**

- 1.1. This report summarises work on the March Area Transport Strategy (MATS) project to date and provides an update on the outcome of the virtual public consultation, an update on the 'Quick Wins' and a recommendation for next steps.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery &amp; Strategy</b>
<b>Forward Plan Ref: N/A</b>	<b>Key Decision: No</b>
The Combined Authority Transport and Infrastructure Committee is recommended to:  (a) Note this progress report  (b) Note the outcomes of the virtual public consultation  (c) Note the updated programme for the Quick Wins programme  (d) Recommend to the CPCA Board the commencement of the Outline Business Case and preliminary design  (e) Recommend to the CPCA Board that it approve the drawdown of £1.0m for production of the Outline Business Case and preliminary design.	<b>Voting arrangements</b>  Simple majority of all Members

### **2.0 BACKGROUND**

- 2.1. The March Area Transport Strategy was first approved for inclusion in the Transport Programme at the March 2018 Combined Authority Board meeting. Cambridgeshire County Council took forward the study.

- 2.2. The vision of Fenland District Council is set out within their 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 [MATS] 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 MATS builds upon this work and assesses potential improvement options to deliver this growth.
- 2.5. The March Options Assessment Report (OAR) sets out the development and assessment of improvements identified within the MATS. The report details the technical work undertaken in relation to traffic modelling and economic assessment and makes recommendations for several packages of schemes to be taken forward for development.

### 3.0 VIRTUAL PUBLIC CONSULTATION

- 3.1. The outbreak of the Covid-19 pandemic across the UK in March 2020 resulted in a series of progressively more stringent measures introduced by central government to limit large gatherings of people. On advice from Cambridgeshire County Council Comms team the public consultation was postponed until the measures to control the pandemic were eased by government.
- 3.2. Maintaining momentum and committing to consultation was key. We procured online consultation support in the form of a virtual consultation room in which the consultation materials that were produced for the public exhibitions could be displayed; Figure 1 below is an extract of the virtual room.
- 3.3. The virtual room went live on 15 May and ended 28 June. Through the virtual room we have had over 4,000 visits to the site. In terms of survey completions there has been 111. Further analysis of the survey is ongoing but in summary the Northern Industrial Link Road and the A141/Hostmoor Roundabout schemes are seen as the favoured schemes. However, in terms of the other schemes presented in the OAR there was no real opposition.



**Figure 1: March Virtual Consultation Room**

#### **4.0 QUICK WINS PROGRAMME**

- 4.1. Since the March Transport and Infrastructure Committee, development of programme and targets costs have progressed. Provided in Appendix 1 is an update of the current status of these projects and the estimated timescales to commence construction.
- 4.2. Progress is going well, design, cost estimation and programme has continued and there are a list of schemes that could be delivered in the 2020/21 budget period. In addition, the team are currently reviewing outputs of the cycling and walking strategy report which also provides another list of schemes. Subject to funding there may be a further phase of schemes for delivery.

#### **5.0 NEXT STEPS**

- 5.1. A value for money assessment has been produced within the Option Assessment Report with the following benefit cost ratio data presented in Table 1.

**Table 1: Value for Money Assessment of packages**

<b>Package</b>	<b>BCR</b>	<b>DfT Value for Money Statement</b>
1	2.3	High
1a	2.5	High
3	4.4	Very High
3a	3.6	High
4	1.1	Low
4a	1.2	Low

- 5.2. We recommend to the CPCA Board that we proceed to the next stage of the OBC and preliminary design. We have an indication of public opinion on the options presented within the OAR through the member steering group meetings and the virtual consultation which provides sufficient definition for proceeding to the OBC stage.
- 5.3. Also, once Government guidance permits us holding a public facing event, we would consider holding this at the earliest opportunity to inform the designs at the OBC stage.

#### **6.0 FINANCIAL IMPLICATIONS**

- 6.1. The value for money assessment for each of the packages is high apart from Packages 4 and 4a.
- 6.2. As per the recommendation, the request is to drawdown £1.0m for the production of the Outline Business Case and preliminary design.

6.3. Within the January 2020 Medium-Term Financial Plan (MTFP) there is £4.6m available for the OBC and preliminary design stage (£3.2m in 20/21 and £1.5m in 21/22) subject to approval from the Combined Authority Board.

## 7.0 LEGAL IMPLICATIONS

7.1. There are no legal implications in relation to the recommendations.

## 8.0 SIGNIFICANT IMPLICATIONS

8.1. No significant implications have been identified at this stage.

## 9.0 APPENDIX

9.1. Appendix 1 – Quick Win Schemes: Programme of Delivery

<u>Source Documents</u>	<u>Location</u>
1: March 2018 Combined Authority Board Paper 2: March 2020 Combined Authority Transport and Infrastructure Committee Paper	1: <a href="#">CA Board Report March 2018</a> 2: <a href="#">CA T&amp;I Committee Paper</a>

## APPENDIX 1 – QUICK WIN SCHEMES: PROGRAMME OF DELIVERY

Quick Win Scheme	Description	Assessment Completion Date, Design and Target Cost	Estimated Construction Dates
QW1A – Station Rd	Improve safety for pedestrians. Provide a zebra crossing	Summer 2020	Winter 2020
QW2 – Upwell Rd/Cavalry Drive	Introduce gateway feature at edge of town, introduce 40mph speed limit buffer and revise deflections on Cavalry Dr roundabout	Summer 2020	Early 2021
QW11-13 March-wide Walking/Cycling Strategy	March-wide walking and cycling facility audit and produce improvement delivery plan	Completed	Strategy document complete. A set of possible deliverables have been identified and a phased approach to construction to be developed.
QW15 – St Peter's Rd	Improve safety for school children. Provide a zebra crossing	Summer 2020	Winter 2020
QW16 – March-wide HGV Signage	Improve signage for HGV drivers to reduce poor route choice	Summer 2020	Winter 2020
QW19 – A141 / Burrowmoor Rd and A141/Knights End Rd junctions	Introduce street lighting at two junctions	Work completed	Project has been halted due to there being no accident history at the 2 junctions and a high possibility of effecting bats habitat.
QW20 – Traffic signals on B1101	Re-validate signal timings on B1101 between St Peters Rd and Station Rd	Completed May 19	-
QW21 – Norwood Ave	Complete footway on southern side of Norwood Ave	Autumn 2020	Winter 2020
QW22 – Norwood Rd	Introduce traffic calming on three sections of Norwood Rd	Autumn 2020	Early 2021
QW23 – Hundred Rd	Complete footway on eastern side of Hundred Rd including build out feature	Completed	Winter 2020