



# MATS Pedestrian and Cycling Strategy

## Feasibility Report

## Document Control

Job Number: CS/101991								
Document ref: MATS Pedestrian and Cycling Strategy – Feasibility Report					Authorisation			
Rev	Purpose	Originated	Checked	Reviewed	Capita	Date	Milestone	Date
1.0	Draft Report	EL / TM	18-02-22	18-02-18	EL	23-03-22	TL	19-04-2022
2.0	Draft Report including Indicative Costs and Programme	TL	-					
3.0	Draft Report including Indicative Costs and Programme	TL/BB	25/08/2022					

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## 1. Introduction

### 1.1 Background

- 1.1.1 CAPITA Real Estate and Infrastructure (CAPITA) has been appointed by Milestone Infrastructure Services on behalf of Cambridgeshire County Council (CCC) to undertake a feasibility assessment of the projects that were identified in the March Pedestrian and Cycling Strategy (2019).

### 1.2 Study Area

- 1.2.1 Six route corridors in the market town of March, Cambridgeshire, were audited as part of the March Pedestrian and Cycling Strategy (2019) work that was undertaken. These are shown in Figure 1-1, below.

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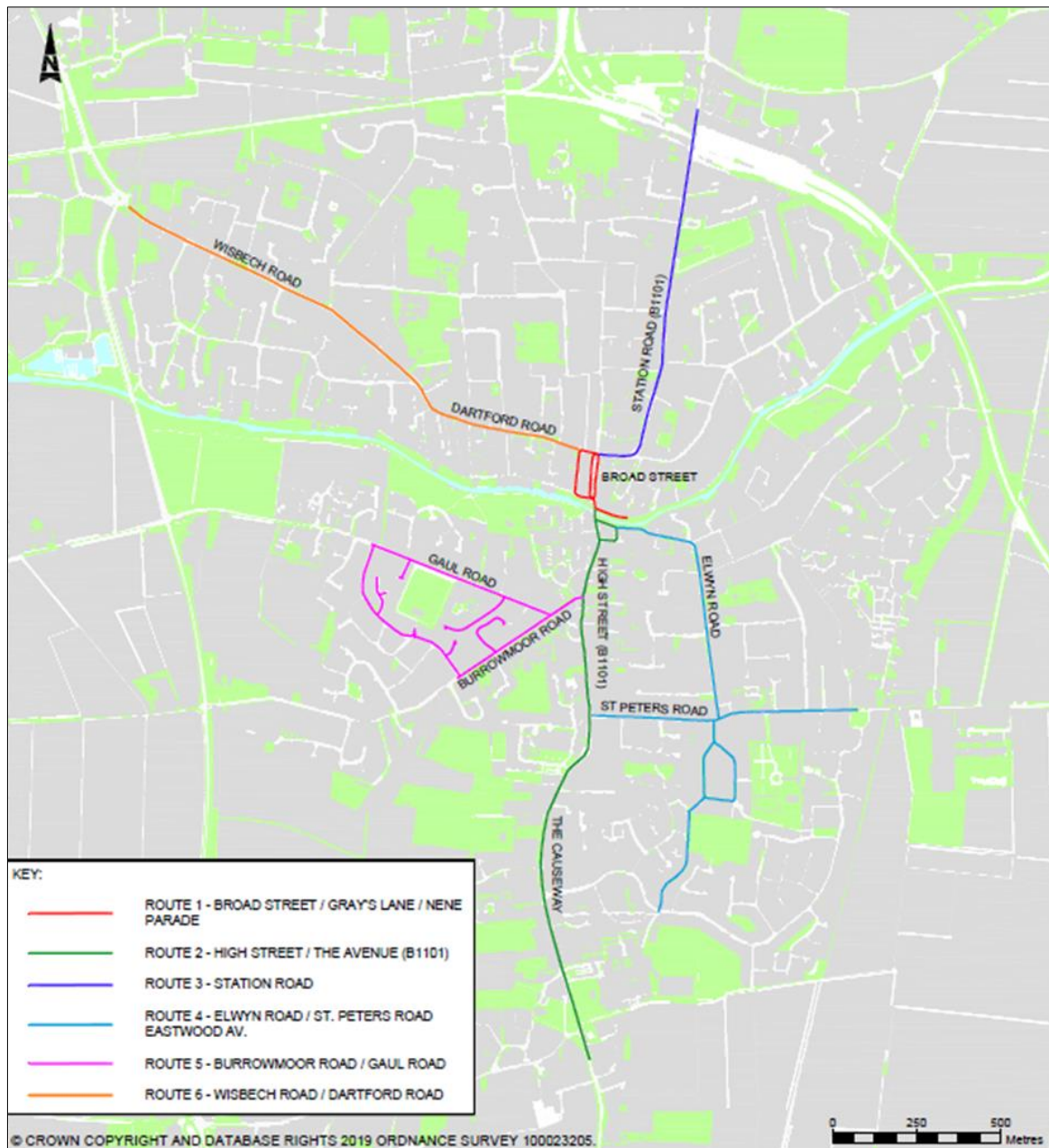


Figure 1-1: Study Area

### 1.3 Purpose of Project

- 1.3.1 The purpose of this project is to undertake a feasibility assessment of the schemes that were identified in the March Pedestrian and Cycling Strategy (2019). This assessment will need to consider changes to the policy landscape since the 2019 strategy was produced, including the publication of the Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) (2021) and Gear Change (2020) document, as well as planned changes to the walking and cycling network in March that have been progressed in the town since 2019, to ensure that the schemes identified in the 2019 strategy are still relevant. This includes the development of walking and cycling improvements identified through the detailed design of MATS (March Area Transport Study) schemes, MATS Quick Win schemes and through the design proposals being developed for the Future High Streets Fund (FHSF) package of improvements for Broad Street and the Market Square.
- 1.3.2 This Feasibility Report details the outcome of the feasibility assessment and is structured on the four key tasks undertaken, as follows:
- Task 1: Document review and site visits to update the original list of pedestrian and cycle schemes identified in the Pedestrian and Cycle Strategy (2019)
  - Task 2: Grouping and prioritisation of schemes
  - Task 3: Project scope for grouped schemes
  - Task 4: Target cost for construction of grouped schemes

### 1.4 Previous Reports / Relevant Work

#### March Area Transport Study (Ongoing)

- 1.4.1 It is anticipated that this work will complement the MATS Improvement schemes proposed by improving walking and cycling connectivity in March.

#### March Pedestrian and Cycling Strategy (2019)

- 1.4.2 A Pedestrian and Cycling Strategy, undertaken in 2019, as part of the MATS Study, identified a range of potential schemes to improve walking and cycling provision across March. 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.



### Future High Streets Fund

- 1.4.3 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. The FHSF design proposals have incorporated pedestrian and cycling schemes identified for the Broad Street and Market Square areas. The pedestrian and cycling schemes identified for progression through this report, which are located outside of the FHSF improvement area boundaries, will enhance connectivity into the FHSF areas.

## 1.5 Background / Relevant Documents

### Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) (2021)

- 1.5.1 The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP)<sup>1</sup> forms part of the Government's ambition to increase walking and cycling, particularly to school, in the UK by 2025 as outlined in the first Cycling and Walking Investment Strategy (CWIS, 2017). The CWIS sets out the Government's aim to make walking and cycling the natural choice for all short journeys, or as a part of a longer journey.

#### Cycle Maps

- 1.5.2 LCWIP Appendix 1 – Cycle Maps, A5 Fenland March<sup>2</sup> shows the existing routes, LCWIP cycle routes, and LCWIP cycle route options in March, as well as those to the north of the town.
- 1.5.3 The LCWIP Appendix 3 – Prioritised Cycle Route Maps include maps that show cycle routes between Chatteris and March<sup>3</sup> and March and Wisbech<sup>4</sup>.
- 1.5.4 LCWIP Appendix 2<sup>5</sup> identifies various schemes located along several routes in March or connecting to it. These include:

- Reference 1: March Town End – March Centre – March Station
- Reference 2: March Town End – March Centre – March Station via Neale Wade Academy and Wigstone's Road
- Reference 3: Chatteris – Doddington – March
- Reference 5: March – Elm – Wisbech
- Reference 6: March SW – Town Centre.

#### Walking Maps

<sup>1</sup> <https://consult.cambs.uk/engagement/hq.com/ccw-local-cycling-and-walking-infrastructure-plan-consultation-2021>

<sup>2</sup> [LCWIP Appendix 1 – Cycle Maps, A5 Fenland March](#)

<sup>3</sup> [Chatteris – March Prioritised Cycle Routes](#)

<sup>4</sup> [March – Wisbech Prioritised Cycle Routes](#)

<sup>5</sup> [Prioritised Cycle Routes – Fenland](#)

1.5.5 The LCWIP Appendix 4 – Walking Maps, Walking – March<sup>6</sup> map shows the walking routes and joint walking and cycling routes in March.

1.5.6 LCWIP Appendix 6<sup>7</sup> identifies various schemes located along ten routes in March.

#### Gear Change (2020)

1.5.7 The Department for Transport's (DfT's) Gear Change: A Bold Vision for Cycling and Walking<sup>8</sup> plan sets out a vision for a travel revolution in England's streets, towns, and communities. The plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes:

- Theme One: Better streets for cycling and people
- Theme Two: Cycling and walking at the heart of decision-making
- Theme Three: Empowering and encouraging local authorities
- Theme Four: Enabling people to cycle and protecting them when they do.

1.5.8 The review of the original list of pedestrian and cycling recommendations has taken into consideration the schemes ability to deliver the Gear Change themes, specifically delivering 'Better streets for cycling and people' and ensuring 'cycling and walking requirements are considered at the heart of decision making'.

1.5.9 In the context of this feasibility assessment, the DfT's commitment to better integrating the railways with cycling seemingly supports the case for improving walking and cycling routes to March Railway Station.

## 1.6 Report Structure

1.6.1 The remainder of this report is structured as follows:

- Chapter 2 presents the findings from Task 1
- Chapter 3 presents the findings from Task 2
- Chapter 4 presents the findings from Task 3
- Chapter 5 presents the findings from Task 4
- Chapter 6 presents the Summary

<sup>6</sup> [March Walking Routes](#)

<sup>7</sup> [LCWIP Appendix 6 – Walking Prioritisation Matrices, March](#)

<sup>8</sup> <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

## 2. Task 1: Document Review and Site Visits to Update the Original List of Pedestrian and Cycling Schemes

### 2.1 Introduction

2.1.1 This chapter comprises the outputs from the following tasks:

- Undertake a cross referencing and sifting of the original 90 plus schemes which were identified in the March Pedestrian and Cycling Strategy (2019).
- Utilising the more recent CCC 'LCWIP' and the 'Gear Change' initiative, plus taking into the consideration the main MATS Improvement Schemes and Quick Wins schemes being progressed, to remove duplication or where schemes have already been completed.
- Site visits undertaken to review and record schemes feasibility and add new schemes identified from outcomes of Task 1.
- Creation of a revised Pedestrian and Cycle Schemes recommendation list to take forward to detailed design and construction.

### 2.2 Cross Referencing and Sifting (Methodology)

- 2.2.1 The schemes identified as part of the original March Pedestrian and Cycling Strategy (2019) were cross referenced with the schemes identified in the Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP).<sup>9</sup>
- 2.2.2 The schemes identified in the March Pedestrian and Cycling Strategy (2019) were also considered in relation to Gear Change: A Bold Vision for Cycling and Walking (as discussed in section 1.4 of this report).

### 2.3 Site Visits

- 2.3.1 Site visits were undertaken in 2021 on Friday 24<sup>th</sup> September, Thursday 30<sup>th</sup> September, Monday 18<sup>th</sup> October, and Thursday 11<sup>th</sup> November to all original pedestrian and cycling scheme locations, to assess and photographically record if the recommendations were still required, or could be addressed through alternatives projects, such as the Future High Streets Fund, the main MATS Improvement Schemes, or resolved via CCC's Asset Management programme.

<sup>9</sup> <https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021>

## 2.4 Recommendations

- 2.4.1 The detailed recommendations arising from Task 1 are provided in **Appendix A** of this report, while the list of 28 schemes identified to be progressed following the feasibility and assessment process are shown in Table 2-1, below, for context.

Table 2-1: List of Schemes to Be Progressed

ID No	Location / Issue	Scheme Description
1	Robin-goodfellows Lane (footways)	Install footway (2m width) along Robingoodfellow's Lane carriageway and maintain double yellow lines on left hand side, between junction with B1099/Broad Street and Darthill Road car park.
2	Robin-goodfellows (crossing facilities)	Insert 'Look Right' and 'Look Left' reminder carriageway markings for pedestrians crossing Robingoodfellow's Lane at this junction
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.
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.
5	Market Place /High Street (crossing facilities)	Provide 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)	Install 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 8, below.</i>
7	High Street/ Chapel Street (crossing facilities)	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>
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.
9	Station Road/ Creek 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.
11	Elwyn Road (footway)	No dropped kerb opposite Mortgage Force on river side of Elwyn Road – install them.

ID No	Location / Issue	Scheme Description
12	Sconce ped/cycle route (shared use)	Repaint cycle symbols on the shared route past March Sconce.
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.
14	Chapel Lane (cycle Wayfinding)	Add cycle symbol on surface through Chapel Street (the lane outside the police station).
15	Wisbech Road/ Norwood Road (crossing facilities)	Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.
16	Dartford Road (crossing facilities)	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)	Widen dropped kerb and add tactile paving provision on corner of Westwood Avenue/Dartford Road.
18	Wisbech Road corridor (shared use cycle facilities)	Incorporate 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.
19	Wisbech Road/ Elliott Road (crossing facilities)	Widen central pedestrian refuge across entrance to Elliot Road at junction with Wisbech Road. Install dropped kerbs on Elliot Road junction entrance.
20	Wisbech Road (crossing facilities)	Upgrade the signalised pedestrian crossing outside Wisbech Road Post Office to a toucan crossing as part of a shared route scheme, along NCN route. Add shared used markings in cut through, opposite Toucan crossing (adjacent to Wisbech Road Post Office), to formalise this section of NCN route on approach to upgraded Toucan crossing
21	Path leading from park off Norwood Road to All Saints Close (footway link)	Formalise the muddy track through the field, adjacent to All Saints Inter-Church Academy and County Road, which is used by parents and schoolchildren.
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
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.
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.

ID No	Location / Issue	Scheme Description
26	Burrowmoor Road (Safer Routes to School)	Relining of no parking restrictions road markings outside school.
27	Town wide ped/cycle wayfinding	Identify 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	Improve NCN 63 routing signage/markings which are currently inconsistent and fragmented through March.

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### 3. Task 2: Grouping and Prioritisation of Schemes

#### 3.1 Introduction

3.1.1 This task comprises the following outputs:

- Create Matrix to illustrate impact / benefit of each project based on agreed criteria with CCC.
- Based on outputs from Task 1, schemes to be progressed are grouped into deliverable projects based on their safety priority, network accessibility and connectivity, locality and design and programme deliverability, taking into consideration any potential consultation requirements.

#### 3.2 Matrix

3.2.1 A matrix with the criteria listed in Table 3-1, below, has been developed to provide the prioritisation rationale for the grouping and delivery of the schemes. The definition of these criteria are detailed in Table 3-1, below, and illustrate the anticipated impacts and benefits of each scheme.

Table 3-1: Matrix Criteria

Term	Definition
Accessibility	A 'Yes' indicates that the scheme will deliver accessibility improvements for pedestrians and/or cyclists. Accessibility improvements include the provision of crossing facilities, dropped kerbs, tactile paving, and wayfinding.
Active Travel Connectivity	A 'Yes' indicates that the scheme will improve active travel connectivity, by linking pedestrian and cycle routes, delivering improvements to journey time, journey quality and wayfinding.
Public Transport / Interchange Connectivity	A 'Yes' indicates that the scheme will improve public transport interchange connectivity with active travel modes.
Safety	A 'Yes' indicates that the scheme seeks to improve road / route user safety and / or personal security.
Priority Grouping	An indication of the importance of each scheme in terms of delivering pedestrian and cycling infrastructure, safety, and wayfinding improvements.
Deliverability (1 <sup>st</sup> or 2 <sup>nd</sup> Phase)	All schemes listed are considered deliverable, in terms of feasibility and practicability. The deliverability phasing indicates how easily and quickly the scheme can be designed and delivered. Phase 1 schemes are those which are considered to be easier to deliver. Phase 2 schemes will require more detailed design, surveying and consultation, so will take longer to deliver. Phase 1 schemes are those which have been designed and ready for Target Costing.

3.2.2 The list of schemes in Appendix A also considers legal processes, such as the need for Traffic Regulation Orders (TROs) to facilitate changes to the highways.

#### 3.3 Grouped Schemes and Prioritisation

3.3.1 The schemes identified in Appendix A have been grouped using the criteria in Table 3-1, above.

## 4. Task 3: Project Scope for Grouped Schemes

### 4.1 Introduction

4.1.1 The spreadsheet within Appendix A provides the project scope of each scheme and provides a status of the following:

- a) Phase 1 Schemes - Complete - Incorporated into Package 1 - Target Costed.
- b) Phase 2 Schemes - Concept Design – Requiring further surveys, 3<sup>rd</sup> party approvals and additional design
- c) Phase 2 Schemes - Option Study – Multiple options applicable requiring further surveys, 3<sup>rd</sup> party approvals and additional design

### 4.2 Phase 1 Schemes – Project Scope

4.2.1 Table 2-1, below lists the Phase 1 schemes project scope which have been fully designed to Gateway 5 and have been Target Costed.

Table 4-1: List of Phase 1 Schemes - Target Costed

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..

4.2.2 The Drawings in Appendix B identifies the Phase 1 schemes in Green.

### 4.3 Phase 2 Schemes – Concept Designs – Project Scope

4.3.1 Table 2-1, below lists the Phase 2 Concept Design schemes project scope that only has one option for design but requiring further site surveys and intrusive investigations, 3<sup>rd</sup> party approvals and additional detailed design.

Table 4-2: List of Phase 2 Concept Design Schemes

ID	Location	Project Scope
1	Robin-goodfellows Lane (footways)	Design and Install footway (2m width) along Robingoodfellow'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 Road/ Elliott 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.
20	Wisbech Road (crossing facilities)	Design and Install upgrade the signalised pedestrian crossing outside Wisbech Road Post Office to a toucan crossing as part of a shared route scheme, along NCN route. Add shared used markings in cut through, opposite Toucan crossing (adjacent to Wisbech Road Post Office), to formalise this section of NCN route on approach to upgraded Toucan crossing.
21	Path leading from park off Norwood Road to All Saints Close (footway link)	Formalise the muddy track through the field, adjacent to All Saints Inter-Church Academy and County Road, which is used by parents and schoolchildren.

4.3.2 The Drawings in Appendix B identifies the location of the Phase 2 Concept Design schemes in Orange.

#### 4.4 Phase 2 Schemes – Option Study Designs – Project Scope

4.4.1 Table 2-1, below lists the Phase 2 Option Studies project scope where there are multiple options applicable requiring further surveys, 3<sup>rd</sup> party approvals and additional design.

Table 4-3: List of Phase 2 Option Study Schemes

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 Street/ Chapel Street (crossing facilities)	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 Road/ Creek 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 Road/ Norwood Road (crossing facilities)	Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.
18	Wisbech Road corridor (shared use 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.
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.

4.4.2 The Drawings in Appendix B identifies the location of the Phase 2 Option Study Design schemes in Blue.

## 5. Task 4: Target Cost for Grouped Schemes

### 5.1 Introduction

5.1.1 Table 2-1, below lists the Phase 1 schemes which have been fully designed to Gateway 5 and Target Costed.

Table 5-1: List of Phase 1 Schemes

ID No	Location / Issue	Scheme Description
2	Robin-goodfellows (crossing facilities)	Insert 'Look Right' and 'Look Left' reminder carriageway markings for pedestrians crossing Robingoodfellow's Lane at this 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	Installation of 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	Installation of Improved NCN 63 routing signage/markings which are currently inconsistent and fragmented through March. Include shared use markings in cut through opposite Wisbech Road Post Office.

5.1.2 The location of the works are shown on the Drawings in Appendix B.

5.1.3 The Works Information which was Target Costed in in Appendix C.

5.1.4 The Target Cost for the group of projects is £20,362.15 and is included in Appendix D.

## 6. Summary

- 6.1.1 The lists of schemes to be progressed are included in Appendix A of this report. In total 28 schemes have been identified, grouped and prioritised for delivery in Phase 1 and Phase 2.
- 6.1.2 Phase 1 schemes have been fully designed and have been Target Costed for Construction, the Target Cost is within Appendix D.
- 6.1.3 Phase 2 schemes comprise of Concept Designs and Option Studies that requiring additional design, site investigations, third Party Liaison and statutory process.
- 6.1.4 Additional funding will be required to progress the design for the Phase 2 schemes, the design fee will be produced following confirmation of the schemes to be progressed.

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## 7. Appendices

### Appendix A: Confirmed Schemes for Delivery and Removed Schemes

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## Appendix B: Works Locations Drawings

5020481-MIN-HMK-DR-CH-1235 S2 Rev C02- Location Plan Phase 1 Works Sheet 1 of 2  
5020481-MIN-HMK-DR-CH-1236 S2 Rev C02 - Location Plan Phase 1 Works Sheet 2 of 2  
5020481-MIN-HMK-DR-CH-1237 S2 Rev C01 - Location Plan Phase 1 and 2 Overview  
5020481-MIN-HMK-DR-CH-1238 S2 Rev C01 - Location Plan Package 2 Works Sheet 1 of 3  
5020481-MIN-HMK-DR-CH-1239 S2 Rev C01 - Location Plan Package 2 Works Sheet 2 of 3  
5020481-MIN-HMK-DR-CH-1240 S2 Rev C01 - Location Plan Package 2 Works Sheet 3 of 3

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## Appendix C: Phase 1 Schemes Works Information

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## Appendix D: Target Cost for Phase 1 Schemes – Dated 19 April 2022

The Target Cost For Package 1 Schemes was undertaken in April 2022.

Target Cost Value £20,362.15

An Uplift for the change in Construction Start Date is required – Addendum to the report required once Estimating Team has reviewed the applicable uplift.

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**Appendix E: Table - Indicative Programme and Budget for Phase 2 / Package 2**

ID	Location	Project Scope	Indicative Design Programme	Indicative Design Budget	Indicative Construction Programme Including 4 No. Week Target Costing and 4 No. Week Mobilisation	Indicative Construction Budget Excludes Stats diversions and Contamination
1	Robin-goodfellows Lane (footways)	Design and Install footway (2m width) along Robingoodfellow's Lane carriageway and maintain double yellow lines on left hand side, between junction with B1099/Broad Street and Darthill Road car park.	12 No. Weeks	£9k  Includes: - Design 5.5k - Trial Holes £2k - RSA1/2 £1.5k	11 No. Weeks  3 No. Weeks Construction	£40k - £45k
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.	12 No. Weeks	£9k  Includes: -Design 5.5k -Trial Holes £2k -RSA1/2 £1.5k	10 No. Weeks  2 No. Weeks Construction	£35k-£40k
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.	4 No. Weeks	£4k  Includes: -Design 2.5k -RSA1/2 £1.5k	11 No. Weeks  3 No. Weeks Construction	£40k - £45k
11	Elwyn Road (footway)	Install dropped kerb opposite Mortgage Force on river side of Elwyn Road.	4 No. Weeks	£2.5k	17 No. Weeks Linked with ID 1 and 4  1 No. Week Construction	£8k – 10k
14	Chapel Lane (cycle Wayfinding)	Add cycle symbol on surface through Chapel Street (the lane outside the police station).	4 No. Weeks	£3k Includes: -Design 1.5k -RSA1/2 £1.5k	8 No. Weeks  1 Day Lining	£3-£5k
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.	12 No. Weeks	£10.5k  Includes: -Design 6k -Trial Holes £3k -RSA1/2 £1.5k	10 No. Week  2 No. Weeks Construction	£45k- £50k

ID	Location	Project Scope	Indicative Design Programme	Indicative Design Budget	Indicative Construction Programme Including 4 No. Week Target Costing and 4 No. Week Mobilisation	Indicative Construction Budget Excludes Stats diversions and Contamination
17	Dartford Rd/Westwood Av (crossing facilities)	Design and Install widened dropped kerb and tactile paving provision on corner of Westwood Avenue/Dartford Road.	4 No. Weeks	£4k  Includes: -Design 2.5k -RSA1/2 £1.5k	10 No. Week  2 No. Weeks Construction	£20k-£30k
19	Wisbech Road/ Elliott 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.	12 No. Weeks	£10.5k  Includes: -Design 6k -Trial Holes £3k -RSA1/2 £1.5k	12 No. Weeks  4 No. Weeks Construction	£45k-£50k
20	Wisbech Road (crossing facilities)	Design and Install upgrade the signalised pedestrian crossing outside Wisbech Road Post Office to a toucan crossing as part of a shared route scheme, along NCN route. Add shared used markings in cut through, opposite Toucan crossing (adjacent to Wisbech Road Post Office), to formalise this section of NCN route on approach to upgraded Toucan crossing.	12 No. Weeks	£21k  Includes: -Design 17k -Trial Holes £3k -RSA1/2 £1.5k	12 No. Weeks  4 No. Weeks Construction	£80k-£100k
21	Path leading from park off Norwood Road to All Saints Close (footway link)	Formalise the muddy track through the field, adjacent to All Saints Inter-Church Academy and County Road, which is used by parents and schoolchildren.	12 No. Weeks	£11k  Includes: -Design £6k -Trial Holes £5k	12 No. Weeks  4 No. Weeks Construction	£85k-95k
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.	Atkins Design	Atkins Design	9 No. Weeks 1 No. Week Construction	£6k-10k



Project Management	£7.5k	
Design	£84k	
Ecology and Environment (In Design Phase)	£10k	
Topographical Surveys	£20k	
Contingency – 20%	£24	
Total Indicative Design Budget	£145.5k	
Total Indicative Construction Budget including 45% Contingency	£696k	

## Notes:

- The Design and Construction Indicative costs have been prepared from information within this table, there is no indicative design and site visits and take offs have not been undertaken to prepare the indicative costs.
- Indicative Design Costs and Construction Costs have been based on all Designs being prepared in a maximum of 2 No. Work Packages. Target Costing and Construction also being undertaken as a maximum of 2 No. Work Packages.
- There is likely to be cost savings for combining RSA1/2's.
- Site Investigation Costs are also indicative and may be higher or lower dependent on site conditions / presence of Statuary Undertakers Plant and Design i.e requirement for GPRS and Drainage Surveys.
- An indicative cost of £20k has been allowed for a topographical surveys to be undertaken in a programme of works.
- An indicative cost of £10k has been allowed for Ecology and Environment to be undertaken in a programme of works within the Design Phase.
- Diversionary Works and Contamination are unknown and could impact on the Indicative Design and Construction budget
- Construction Constraints impacting working hours and programming are unknown and could impact on the Indicative Construction Budget
- Ecological and Environmental Impacts are unknown and could impact on the Indicative design and construction budget

## Appendix F: Table - Indicative Programme and Budget for Phase 2 / Package 3

## – Option Studies

ID	Location	Project Scope	Indicative Design Programme	Indicative Design Budget
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.	8 No. Weeks	£15k
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>	8 No. Weeks	£10k
7	High Street/ Chapel Street (crossing facilities)	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>	8 No. Weeks	£10k
9	Station Road/ Creek 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.	8 No. Weeks	£15k
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.	8 No. Weeks	£15k
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.	8 No. Weeks	£15k
15	Wisbech Road/ Norwood Road (crossing facilities)	Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.	12 No. Weeks	£25k

ID	Location	Project Scope	Indicative Design Programme	Indicative Design Budget
18	Wisbech Road corridor (shared use 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.	12 No. Weeks	£20k
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	8 No. Weeks	£10k
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.	12 No. Weeks	£20k
Total Indicative Budget for Option Studies			33 No. Weeks	£155k
Total Indicative Budget for Phase 2 Design (As Above)			29 No. Weeks	£145k
Total Indicative Design Budget Design			41 No. Weeks	£300k

## Appendix G: Indicative Programme

Programme Dated 11.08.2022

Note:

Programme buildup shows previous rates, the 20% Design Cost Contingency is sufficient to cover the new rates.

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