

Appendix A

Confirmed Schemes for Delivery
15/03/2022

ID N o	Location / Issue	Scheme Description	Delivered by Ped/Cycle Feasibilit y Study (Yes/No)	Rationale						Reasoning / <i>Design + Delivery</i> notes	Status
				Accessibility	Active Travel Connectivity	Public Transport Interchange Connectivity	Safety	Priority Grouping for Design/Delivery	Deliverability (1st or 2nd Phase)		
1	Robin- goodfellows Lane (footways)	Revised scheme: 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..	Yes	Yes			Yes	2 nd	2 nd phase	Improve pedestrian accessibility and safety when walking between Darthill Car Park and Broad Street, via Robingoodfellow's Lane. <i>There is sufficient space to install a footway adjacent to the wall on the w/b side of Robingoodfellow's Lane.</i> This will create a continuous footway to the car park. This will require an RSA, topographic and stats surveys.	Concept Design Topographical Survey and Stats review will be required
2	Robin- goodfellows (crossing facilities)	Insert 'Look Right' and 'Look Left' reminder carriageway markings for pedestrians crossing Robingoodfellow's Lane at this junction	Yes	Yes			Yes	1 st	1 st phase	Inserting carriageway markings improves safety awareness for pedestrians crossing Robingoodfellow's Lane at interchange with Station Road and Broad Street. This needs to be done as a priority. Longer term, the FHSF/MATS Broad St scheme will improve the entry to the Robingoodfellow's Lane, as part of scheme design for the mini roundabout.	Incorporated in Package 1
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.	Yes	Yes			Yes	2 nd	2 nd phase	Nene Parade and Grays Lane existing parking provision remarking/formalisation to be addressed by Ped/Cycle Feasibility Study. Broad Street carriageway realignment and accompanying carriageway marking requirements to be addressed by FHSF and MATS Broad Street schemes. <i>Re-line disabled bays. Review provision of double yellow lines down Nene Parade to identify extent of relining.</i>	Option Study Scope dependent on the wider Broad Street scheme. PTO's to be reviewed.
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.	Yes	Yes	Yes		Yes	1 st	2 nd phase	Pedestrian crossing facilities need improving at the uncontrolled junction of Elwyn Road junction with High Street, for accessing Market Place. Will be addressed by Ped/Cycle Feasibility Study as out of the scope of the FHSF Market Place proposal. <i>The radii of the junction could be tightened and tactile paving could be installed here.</i>	Concept Design Access to Market Place needs consideration with proposed Market Place Design
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.	Yes	Yes			Yes	2 nd	2 nd phase	Pedestrian crossing facilities need improving at the uncontrolled junction of Market Place and High Street (adjacent to the Griffin pub). Will be addressed by Ped/Cycle Feasibility Study as out of the scope of the FHSF Market Place proposal. <i>Check whether Market Place route is used to turn round buses for service operations at Broad Street. Could lose a lane and have just one as it is already one way. Do we need to retain the dedicated left and right lanes at the end of the road? A zebra crossing could also be installed here. Suggested that we check the junction modelling.</i>	Option Study Required Access to Market Place needs consideration with proposed Market Place Design
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. Linked to scheme 7, below.	Yes	Yes	Yes		Yes	2 nd	2 nd phase	<i>Delivery with scheme 7.</i> <i>Install facility to help cyclists join the carriageway. Check whether the provision of a footway would obstruct an access point. Check drainage, as it falls away from the carriageway. Also check for stats.</i>	Option Study Topographical Survey and Stats review will be required
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. Linked to scheme 6, above.	Yes	Yes	Yes		Yes	2 nd	2 nd phase	There are no ped crossing facilities on this stretch of road.. <i>Linked to scheme 8, should be delivered in same phase.</i> <i>As with scheme 6, check whether the provision of a footway would obstruct an access point. A crossing would intersect the shared route. Would have to suspend parking to implement this. Potential to remove a parking bay adjacent Cassanos to install a build out to help pedestrians cross the road.</i>	Option Study Topographical Survey and Stats review will be required
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.	Yes		Yes		Yes	2 nd	2 nd phase	<i>Will require RSA</i>	Concept Design RSA Required – Not Progressed in Package 1
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.	Yes	Yes	Yes	Yes	Yes	1 st	2 nd phase	Addressed by Ped/Cycle Feasibility Study as out of the scope of the FHSF and MATS Broad Street scheme proposals	Option Study

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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.	Yes		Yes	Yes	Yes	2 nd	2 nd phase	High priority as connected to school travel. <i>Requires improved cycle signage and cycle symbol road markings. Requires a RSA.</i>	Option Study
11	Elwyn Road (footway)	No dropped kerb opposite Mortgage Force on river side of Elwyn Road – install them.	Yes	Yes			Yes	2 nd	2 nd phase	Requires Stats check. <i>A dropped kerb should be installed on the other side.</i>	Concept Design Stats review will be required
12	Sconce ped/cycle route (shared use)	Repaint cycle symbols on the shared route past March Sconce.	Yes		Yes		Yes	1 st	1 st phase	High priority as key off road route to Neale Wade Academy.	Incorporated in Package 1
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.	Yes	Yes			Yes	1 st	2 nd phase	School safety related. High priority. <i>An option study required to consider: A zebra crossing installation (on the existing raised table). Tactile paving would need to be installed on both sides. Wigwag signs and markings required, to be added to existing 'hump' signs. The presence of a fence limits visibility here. The speed table requires maintenance. Traffic calming features could be considered, such as one way priority for traffic. The lanes could be narrowed. A parallel crossing could be installed. Is on bus route.</i>	Option Study Topographical Survey and Stats review will be required
14	Chapel Lane (cycle Wayfinding)	Add cycle symbol on surface through Chapel Street (the lane outside the police station).	Yes		Yes		Yes	1 st	2 nd phase	Requires improved cycle symbol road markings to reduce cycle/pedestrian conflict along Chapel Lane shared route.	Concept RSA Required – Not Progressed in Package 1
15	Wisbech Road/ Norwood Road (crossing facilities)	Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.	Yes	Yes	Yes		Yes	1 st	2 nd phase	No dropped kerbs at junction, outside the Men of March pub and no other ped crossing provision in the vicinity. High priority <i>An options study. Could install a build out for cyclists so that they can avoid / bypass the roundabout. There are lots of options available here.. Remove columns to facilitate the installation of a zebra crossing or "cyclists dismount" style crossing.</i>	Option Study Topographical Survey and Stats review will be required
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.	Yes	Yes	Yes		Yes	1 st	2 nd phase	No other ped provision in the vicinity. High priority. Scope to install a refuge where the hatching is outside Lidl. Would connect West End Park with developments.	Concept Design Topographical Survey and Stats review will be required
17	Dartford Rd/Westwood Av (crossing facilities)	Widen dropped kerb and add tactile paving provision on corner of Westwood Avenue/Dartford Road.	Yes	Yes			Yes	1 st	2 nd phase	High priority as on route to Westwood Primary School	Concept Design Stats review will be required
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.	Yes		Yes		Yes	2 nd	2 nd phase	This is relevant for the Wisbech Road section. Adequate carriageway width to accommodate advisory cycle lane on both sides of Wisbech Road. Provision of share use footway ruled out due to conflict with parked vehicles, trees and grass verges. <i>Consider advisory cycle lanes.</i>	Option Study Topographical Survey and Stats review will be required
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.	Yes	Yes			Yes	1 st	2 nd phase	<i>The junction could be 'tightened up'. Install dropped kerbs. Widen the island. If the junction was tightened up an island might not be required. The island should be 3m wide.</i>	Concept Design Topographical Survey and Stats review will be required
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	Yes		Yes		Yes	1 st	2 nd phase	<i>This crossing should have tramlines / corduroys either side of the crossing as cycles use it and it is part of the NCN. This is feasible.</i>	Concept Design Topographical Survey and Stats review will be required
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.	Yes	Yes	Yes			2 nd	2 nd phase	Formalised informal path through field as well used link for route to school, park, and cut through between County Road and Robingoodfellow's Lane. Norwood Road and station. <i>Consider solar floor lighting, like has been installed in other section of path between Robingoodfellow's Lane and March Railway Station.</i>	Concept Design Topographical Survey and Stats review will be required

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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	Yes	Yes	Yes		Yes	1 st	2 nd phase	High priority since connected to school travel. Requires site visit with Highways Engineer to establish if suitable carriageway space. <i>Option study. RSA needed for traffic calming. A 'bolt down' / raised table could be installed here. It would need to be six metres. Noted that it is on a bus route.</i>	Option Study Topographical Survey and Stats review will be required
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.	Yes	Yes			Yes	1 st	1 st phase	High priority since connected to school travel safety. <i>Zig zags at the zebra crossing need to be re-lined.</i>	Incorporated in Package 1
24	Westwood Primary Safer Routes to School	Relining of no parking restrictions road markings outside school.	Yes	Yes			Yes	1 st	1 st phase	High priority as connected to school travel and still enforcement need..	Incorporated in Package 1
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.	Yes	Yes			Yes	1 st	2 nd phase	High priority since connected to school travel safety. <i>Liaised with school's crossing attendant (during PM pick up on 11th Nov) who confirmed need for traffic calming to improve safety of crossing facilities as children/parent face daily safety issues crossing Burrowmoor Rd outside school due to parents illegal parking, which is daily issue, and worse during PM pick up. Recommend raised table adjacent to no/and associated markings to slow traffic outside school, which can be used by crossing attendant.</i>	Option Study Topographical Survey and Stats review will be required
26	Burrowmoor Road (Safer Routes to School)	Relining of no parking restrictions road markings outside school.	Yes	Yes			Yes	1 st	1 st phase	High priority since connected to school travel.	Incorporated in Package 1
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.	Yes	Yes	Yes	Yes		1 st	1 st phase	Wayfinding to be considered as part of March wide signage strategy based on key decision points.	Incorporated in Package 1
28	NCN 63 route signage	Improve 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. This section of NCN route should be formalised.	Yes		Yes	Yes		1 st	1 st phase	NCN 63 route signage/markings are identified separately to ped/cycle wayfinding improvements as requires consultation with Sustrans.	Incorporated in Package 1

The rationale definitions for scheme priority and deliverability phasing are provided below:

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 st or 2 nd Phase)	Phase 1 schemes are those which have been designed and have been Target Costed. Phase 2 schemes requires more detailed design, surveys and consultation.