

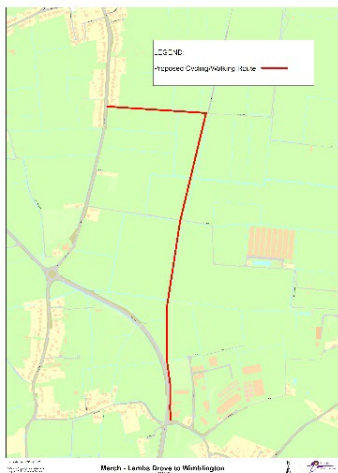
6.4 March Recommendations

The March Area Transport Study (MATS) walking and cycling report identified six key route corridors across March providing main links to employment areas and education. These routes have been highlighted on the map on the right. Audits of existing walking and cycling provision along each route were undertaken between October and December 2019 as part of this study to identify where improvements can be made to facilitate pedestrian and cyclist movement and promote sustainable travel options. This work was led by Cambridgeshire County Council and the Cambridgeshire & Peterborough Combined Authority with support from Fenland District Council and delivered by Capita.

The recommendations from the MATS walking and cycling work have been developed into a programme of schemes which are included in **Appendix 4 – March Schemes**. This sets out the detail of each scheme and the delivery expectation for each recommendation. As explained earlier in Section 5.2 of this document scheme delivery phases include Scoping and Feasibility, Design Work, and Construction.

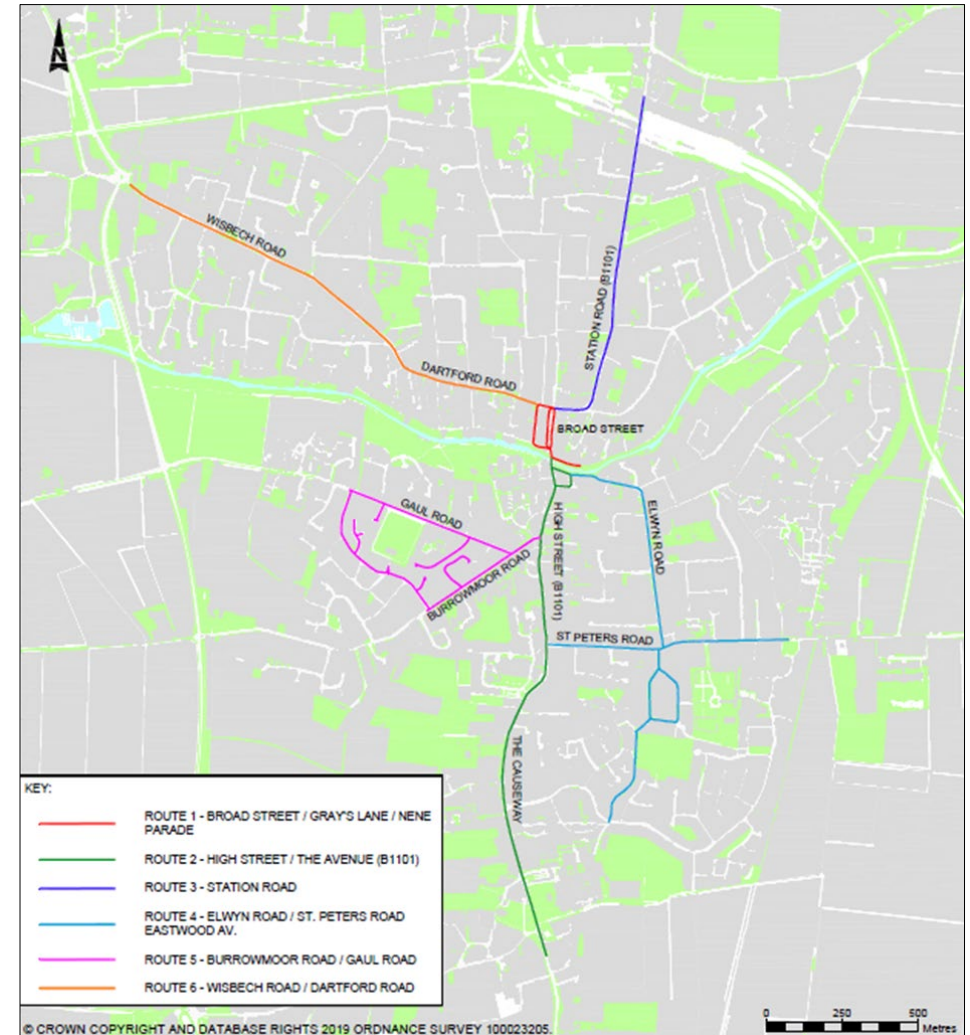
The delivery of the MATS schemes identified for March is being progressed by Cambridgeshire County Council with funding from the Cambridgeshire & Peterborough Combined Authority. Progress on this work will be monitored and supported as part of this strategy.

The MATS includes highway schemes to improve traffic congestion across March. One of these schemes, the Northern Industrial Link Road, incorporates provision of a segregated cycle way section forming part of the NCN63. This is an important inclusion to the highway schemes and strongly supported by this strategy.



In addition to the MATS schemes this strategy includes proposals to improve the off-road link along Lambs Drove to Wimblington. This is a member prioritised scheme to create a multi-modal route suitable for all users in all weathers. This will require suitable surface provision for bicycles or e-bikes whilst retaining sufficient portions of softer surfacing needed for equestrian use.

The full details of the March Area Transport Study including the Walking and Cycling Audit Reports can be viewed online at [March Transport Study - Cambridgeshire County Council](#)



Updated Agenda Item 5 - Appendix 4 - March Recommendations (page 73 of agenda pack) - additional information highlighted in yellow

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|-----|-------|--|---|---------|---------|-------------|---|--------------------------------|---|---|---|---|---|---|
| M25 | March | 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. | Phase 1 | Phase 1 | Medium Term | High priority since connected to school travel safety. 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. | Ped Crossing & Traffic Calming | X | | | X | | |
| M26 | March | Burrowmoor Road (Safer Routes to School) | Relining of no parking restrictions road markings outside school. | Phase 1 | Phase 1 | Short Term | High priority since connected to school travel. | Road Markings | X | | | X | | X |
| M27 | March | 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. | Phase 1 | Phase 1 | Short Term | Wayfinding to be considered as part of March wide signage strategy based on key decision points. | Wayfinding | X | X | X | X | | X |
| M28 | March | 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. | Phase 1 | Phase 1 | Short Term | NCN 63 route signage/markings are identified separately to ped/cycle wayfinding improvements as requires consultation with Sustrans. | NCN Signage | | | | | X | X |
| M29 | March | Lambs Drove | Explore surface and lighting improvements to create an all weather all users route linking to Wimblington | Phase 1 | Phase 2 | Medium Term | | Shared Use Path | | | | | | X |
| M30 | March | High Street | Re-paint Zebra Crossing markings outside St Peter Church. | Phase 1 | Phase 1 | Short Term | The markings for this crossing have significantly faded. This has been passed to CCC Highways. | Road Markings | X | X | X | X | | |
| M31 | March | Elwyn Road | Review and adjust dropped kerb and tactile paving on crossing to Market Place. | Phase 1 | Phase 1 | Short Term | The existing dropped kerb is very steep. This creates a risk of wheelchair of mobility aid users being tipped over. The kerb line should be lifted and realigned to reduce this issue. (this has been passed to the MATS Walking & Cycling project team for inclusion in the existing works package_ | Drop Kerb | X | X | X | X | | |