

Agenda Item No:	6	
Committee:	Cabinet	
Date:	8 Sept 2020	
Report Title:	March Area Transport Study OBC Report	

1 Purpose / Summary

To update on progress with the March Area Transport Study, report interim online consultation results and seek approval for proceeding to Outline Business Case stage.

2 Key issues

March Area Transport Study

- The aim of the March Area Transport study is to identify potential transport interventions in March to address existing capacity and safety problems whilst mitigating for future growth in the demand for travel resulting from increases in housing and employment opportunities identified in the Fenland Local Plan that was adopted in May 2014.
- The Cambridgeshire and Peterborough Combined Authority (CPCA) approved funding in October 2017 (£100k) and March 2018 (£1million) for the March Area Transport Study, formally known as the March Junctions Package. The funding is for feasibility study and option testing work.
- The feasibility study work has assessed the existing transport situation within March. Future growth scenarios have also been tested using traffic modelling to identify transport schemes that will be needed.
- Strategic assessments considered larger options to determine at an early stage if they would be value for money in accordance with Central Government Guidance. Strategic traffic modelling supported the assumptions of this assessment work.
- Operational assessments were modelled in detail using micro simulation traffic modelling to understand how specific schemes might operate in future. Schemes were tested using future years of 2026 and 2031 linking with the current adopted Local Plan
- A packaging assessment then considered the best performing schemes from the operational and strategic assessments. This packaging considered different combinations of the individual schemes, alongside high level construction costs and economic appraisals.
- All packages serve to mitigate the impact of Local Plan growth to varying degrees and all perform well

3 Recommendations

It is recommended that Cabinet:

- Note and comment on the results from the online consultation
- Note the proposal to construct Quick Wins schemes using budget underspend from this stage of the study

- Note the preparation of a Strategic Outline Business Case for the schemes outlined in the Option Assessment Report , reported at the March 2020 Cabinet
- Note the programme and costs for Outline Business Case, providing funding is made available by CPCA Board and a suitable funding agreement between CCC and CPCA can be agreed.

Wards Affected	All March Wards
Forward Plan Reference	
Portfolio Holder(s)	Cllr Chris Seaton, Portfolio Holder for Transport
Report Originator(s)	Belinda Pedler, Senior Transport Officer
Contact Officer(s)	Wendy Otter, Transport Development Manager Belinda Pedler, Senior Transport Officer
Background Paper(s)	<p>March Area Transport Study background paper and appendix</p> <p>The following March Area Transport Study documents are available on the County Council website from the link below:</p> <ul style="list-style-type: none"> - Existing Conditions and Data Collection Report - Sustainable Travel Report - SATURN Model Validation Report - VISSIM Model Validation Report - Forecasting Report - Options Assessment Report <p>https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-funding-bids-and-studies/march-transport-study</p>

MATS OBC proposal report

1 Background / introduction

- 1.1 The original March Area Transport Study (2011) and the March Market Town Transport Strategy (2013) identified a number of transport interventions that were needed to address existing congestion problems and provide capacity for housing and employment growth identified in the Fenland Local Plan for March. Although these pinch points were identified in previous studies, no schemes were devised to address the problems.
- 1.2 The Cambridgeshire and Peterborough Combined Authority (CPCA) presented a paper at its board meeting on 28th March 2018 that set out spending on transport during the period 2018-20.
- 1.3 The March Junctions Improvement Package was one of the transport schemes identified in the pipeline of schemes and was allocated £100k in October 2017 and a further £1m in March 2018 for a feasibility study with responsibility for leading and delivering the study delegated to Cambridgeshire County Council (CCC). CCC subsequently appointed Skanska as its consultant support for the study through its Highways Services Contract and the study was renamed as the March Area Transport Study (MATS).
- 1.4 In addition, and following approval from CCC Economy and Environment (E&E) Committee in July 2018, a Member Steering Group (MSG) was established to ensure Local Member involvement throughout the study. This has met twelve times to date and has successfully guided the study throughout its development.
- 1.5 The study has examined a wide range of options developed from officer led workshops and subsequently reviewed by the MSG. These options were assessed using bespoke transport models at a higher strategic and more detailed operational level. Study outcomes are detailed in the Options Assessment Report that was reported at the March 2020 E&E Committee. Approval to proceed to Public Consultation with the options identified was also granted at the March 2020 committee meeting.
- 1.6 Since then the Covid-19 pandemic has resulted in the face to face Public Consultation events being postponed prior to launch due to restrictions on mass public gatherings. However, an interim online only consultation was run between 15 May and 28 June 2020 in order to maintain progress with the study. Interim results of this consultation are presented below.
- 1.7 Furthermore, CPCA are keen to press ahead with the study and requested funds were released to progress to the next stage, Outline Business Case (OBC) at the July 2020 CPCA Transport & Infrastructure committee. Agreement to release £1m to fund the OBC was approved at the August 2020 CPCA Board meeting.

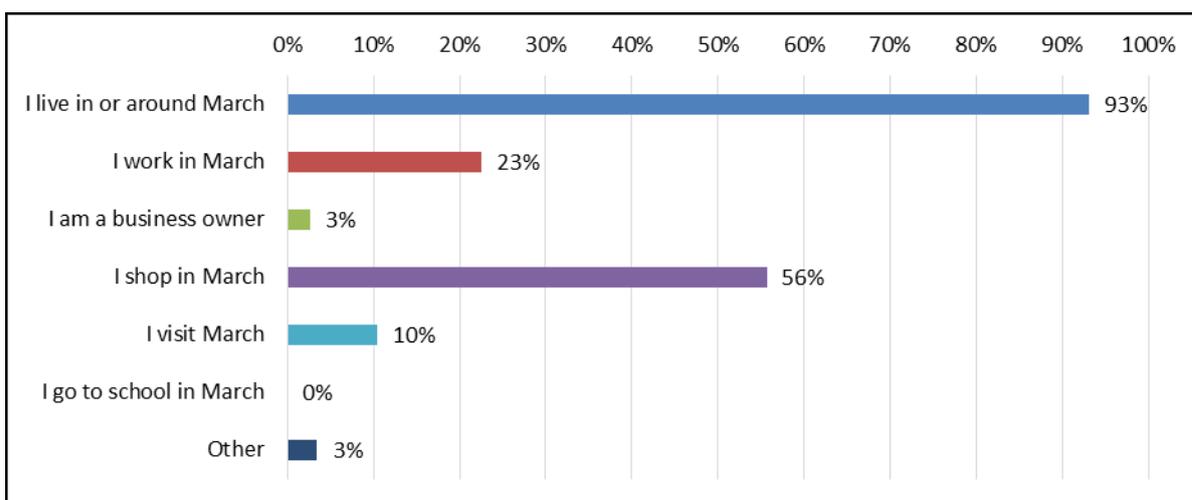
2 Considerations

Public Consultation

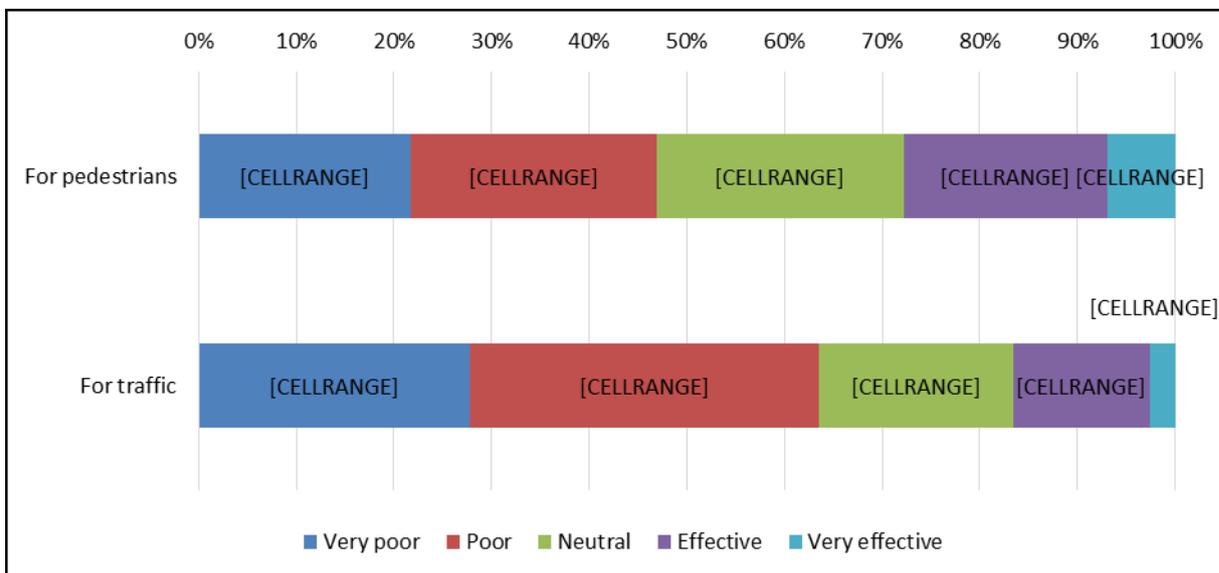
- 2.1 The Covid-19 pandemic and resulting restrictions on public gatherings caused the MATS face to face Public Consultation events to be postponed prior to launch at the end of March 2020. However local members and CPCA were keen to maintain progress with the study so an interim online only consultation was held between 15 May and 28 June 2020.
- 2.2 Additional face to face public exhibitions will be held as soon as public health guidelines permit this. The CPCA business case process states consultation on options should be conducted at Strategic Outline Business Case (SOBC) and Outline Business Case (OBC) stages if applicable. CCC would normally conduct public consultation (face to face events) at SOBC stage and progressing to OBC without completing public consultation

presents a risk to the project going forward. However, the CPCA are aware of this risk and it helped inform their decision to move forward with the online consultation at the OAR stage, which CCC ran in partnership with the CPCA.

- 2.3 CCC intend to conduct face to face public exhibition consultation events before the Outline Business Case for the MATS schemes is submitted. This will however be dependent on public health advice and alternative consultation methods may need to be investigated if it becomes apparent that face to face events will not be possible within the required timescales.
- 2.4 Interim online consultation results show circa 5,400 visits to the virtual consultation room and circa 690 visits to the online survey site, which translated into 115 usable completed surveys. The vast majority of respondents live in or around March and/or shop in the town, as the figure below shows.
- 2.5 A breakdown of respondents connection to the project:



- 2.6 The majority of respondents were in favour of the proposed schemes, with the following percentages of respondents either 'supporting' or 'strongly supporting' each proposed scheme:
 - Scheme 1 – March Northern Industrial Link Road = 71%
 - Scheme 2 – A141/Twenty Foot Rd signals = 64%
 - Scheme 3 – A141/Hostmoor Ave roundabout (developer funded) = 76%
 - Scheme 4 – A141/B1099 Wisbech Rd (Peas Hill) roundabout upgrade = 62%
 - Scheme 5 – Broad St/Station Rd large mini roundabout and introduction of high quality public space = 57%
 - Scheme 6 – Creek Rd/Station Rd mini roundabout = 62%
 - Scheme 7 – B1101 High St/B1099 St Peters Rd signals upgrade = 54%
- 2.7 Although 57% of respondents supported the proposals for Broad St (Scheme 5), 38% of respondents either 'opposed' or 'strongly opposed' the proposals, with only 5 respondents (4%) expressing no strong opinion.
- 2.8 Considering Scheme 5 - Broad Street in more detail, just under half of respondents think Broad Street is currently 'very poor' or 'poor' for pedestrians in comparison with just over a quarter who consider it to be 'effective' or 'very effective', the remainder are neutral. With regards to how Broad Street currently works for traffic, the majority of respondents consider it to be 'very poor' or 'poor' and only a small percentage consider it to be 'effective' or 'very effective'. The figure below shows this breakdown.
- 2.9 Views on how Broad Street currently works for pedestrians and for traffic



2.10 In order to compare the MATS online consultation with more traditional face to face events, the Wisbech Access Strategy held four face to face consultation events in October and November 2017, with around 250 people attending in total. This resulted in 325 completed survey questionnaires. This example demonstrates the need to supplement the online consultation with the planned face to face public exhibitions when public health restrictions permit.

Quick Win Schemes

- 2.11 Identification and assessment of a number of Quick Win (QW) schemes formed part of the study and these are shown in Appendix A.
- 2.12 Total budget allocated by CPCA for this stage of the study was £1.1m but expenditure up to end of June 2020 was £785k due to efficiencies made by consultants and the Project Team. CPCA have now agreed to fund construction of as many of the QW schemes as possible with the remaining budget. The Member Steering Group has helped to identify and begin guiding priority on these Quick Wins. Ultimately, it will be for the CPCA as funders to decide which schemes are delivered. Appendix A lists these schemes and their anticipated assessment completion date.
- 2.13 Target costs for construction for these QW schemes are currently being produced and the aim is for the schemes to be constructed during the financial year 2020-21. Furthermore, the Pedestrian and Cycling Strategy identified a number of other schemes that could be delivered reasonably quickly and CPCA have been approached regarding funding the delivery of these. These schemes require further prioritisation and development, but again they have been presented to and steered by the MATS Member Steering Group. These schemes are listed, alongside initial high level target cost estimates, in the Pedestrian and Cycling Strategy, attached in Appendix B, and largely comprise of:

- Walking and cycling audits, providing improvement proposals for pedestrian and cycling provision on six key route corridors in March:

Broad Street, Grays Lane, Nene Parade

High Street, The Causeway, The Avenue (B1101)

Station Road (B1101)

Elwyn Road, St Peter's Road/Upwell Road (B1099), Eastwood Av, March Sconce

Burrowmoor Road and Gaul Road

Wisbech Road / Dartford Road (B1099)

- Safe routes to school audits, identifying recommendations for all five March schools:
 - Neale-Wade Academy
 - Burrowmoor Road Primary
 - All Saints Inter Church Primary
 - Westwood Primary and Maple Grove Community Pre-School
 - Cavalry Primary
- Pedestrian and cycling signage audit and improvement proposal, connecting key routes and destinations in March, with a schedule of signage location recommendations and signage design options, including distance and journey time illustrations.

Strategic Outline Business Case

- 2.14 In order to maintain the good progress of the March Study, and in partnership with the CPCA, the MATS Project Board agreed that the study consultants could begin to explore the requirements to proceed to the next stage of work for the study, the Strategic Outline Business Case (SOBC). It was assessed that the majority of this work to get to SOBC had largely already been completed through the OAR (stage 1) work. There were also significant budget efficiencies from the first stage of work and thus it was agreed with the CPCA that the relatively small amount of further work required to get the MATS to SOBC could be carried out as part of the original scope of works, to provide a clear end of stage report in the format required by CPCA. Consequently, in June 2020, the study consultants began to produce an SOBC, which is due to be completed by August 2020. Submission of the SOBC represents the end of this stage of the study and permits progress to the Outline Business Case stage and preliminary design of the schemes, providing the SOBC is approved by CPCA Board.

Outline Business Case

- 2.15 CPCA remain keen to progress with MATS and reported progress at the July 2020 Transport & Infrastructure committee meeting, recommending progressing to the Outline Business Case (OBC) and preliminary design stage and further recommended release of an additional £1m to do so. Releasing this further funding was approved at the August 2020 CPCA Board meeting.
- 2.16 CCC will continue to manage the MATS project on behalf of CPCA and propose to continue with Skanska as the consultant appointed via the CCC Highways Services contract. This is subject to a Funding Agreement being established between CPCA and CCC.
- 2.17 Estimated timescales for producing the OBC and preliminary designs for the MATS schemes are outlined in Table 1 below.

Table 1: MATS Outline Business Case	
Activity	Duration
Receive funding agreement and mobilise contractor	Oct 20 - Nov 20
Develop and write OBC	Dec 20 – Aug 21
Preliminary Design of MATS schemes	

Scheme 1 - Northern Industrial Link Road	Jan 21 – Jul 21
Scheme 2 - A141/Twenty Foot Rd signals	Jan 21 – Jun 21
Schemes 3 & 4 - Peas Hill & Hostmoor Ave roundabouts	Jan 21 – May 21
Schemes 5 & 6 - Broad St/Station Rd large mini roundabout & Station Rd/Creek Rd mini roundabout	Jan 21 – Sep 21
Scheme 7 - B1101 High St/St Peters Rd signals	Jan 21 – Jun 21

2.18 Estimated costs for producing the OBC and preliminary designs for the MATS schemes are:

- Consultant costs = £604k
- CCC costs = £225k
- Contingency costs = £171k
- Total = £1,000,000

2.19 These costs will be covered by the £1m funding that was approved at the August 2020 CPCA Board meeting.

3 Effect on corporate objectives

3.1 Communities

The following bullet points set out details of implications identified by officers:

- MATS will improve access in the study area which will assist with providing better links to employment, health and education.
- MATS has considered the use of sustainable forms of transport which have health benefits. Funding for the delivery of pedestrian and cycling improvement schemes identified by MATS is being sought from CPCA.
- MATS Quick Win schemes have identified key locations on St Peters Rd and Station Road for the installation of zebra crossings enabling safer crossing of busy main roads for school and nursery age children.

3.2 Environment

The following bullet points set out details of implications identified by officers:

- The transport schemes outlined in the Options Assessment Report are aimed at reducing vehicle delays and congestion thereby reducing emissions from idling engines
- The walking and cycling strategy developed as one of the Quick Win schemes aims to promote walking and cycling across the town which will encourage reduction in vehicle use. Funding for these schemes is being sought from CPCA.
- The aspiration to improve public realm on Broad Street could further encourage non-car use with associated benefits in air quality.

3.3 Economy

The following bullet points set out details of implications identified by officers:

- The primary focus of MATS is to enable growth in the study area. This is both housing and employment growth which would be to the benefit of all local residents.
- Additional aims are to reduce congestion and improve safety across the area which will result in economic benefits.

4 Community impact

4.1 Resource Implications

The MATS project was delegated to the CCC Transport Strategy and Funding team with support from FDC by the CPCA and this arrangement is set to continue. Skanska were appointed as the consultant support for Stage 1 (SOBC stage) of the study via the CCC Highways Services Contract. The total budget for Stage 1 of the study, as allocated by the CPCA, was £1.1m. Stage 1 is currently running under budget, with actual spend to date (since the outset of the study) at around £785k. CPCA agreed the balance of the Stage 1 budget could be used to construct the Quick Win schemes identified by MATS.

Stage 2 of the study (OBC and preliminary design stage) will start in November 2020 subject to funding being agreed by CPCA Board. Estimated costs for Stage 2 are £1m, comprising £604k consultant costs and £225k CCC costs and a contingency of £171k..

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

In procuring Stage 1 of MATS, CCC appointed Skanska as the study consultant through the Highways Services contract. This was in line with procurement practices and CCC propose to appoint Skanska to conduct Stage 2 of MATS, also in line with procurement practices.

4.3 Statutory, Legal and Risk Implications

MATS will be managed robustly using risk registers and other mechanisms within the Highways Services Contract.

4.4 Equality and Diversity Implications

An equality impact assessment for MATS is currently being worked up.

4.5 Engagement and Communications Implications

The following bullet points set out details of implications identified by officers:

- MATS was scheduled to go to Public Consultation in March 2020 but this was postponed due to Covid-19 restrictions.
- An interim online only consultation was conducted between 15 May and 28 June 2020 led by the CPCA Communications team and supported by CCC Communications officers.
- Face to face public exhibitions will be held as soon as public health restrictions are sufficiently lifted.

4.6 Localism and Local Member Involvement

The following bullet points set out details of implications identified by officers:

- Local Members have been involved in MATS via regular Local Member Steering Group meetings. March Town Council Members also sit on the MSG.

4.7 Public Health Implications

There are no significant implications within this category.

Appendix A - Quick Win Schemes

Quick Win Scheme	Description	Assessment Completion Date
QW1 – A141/Twenty Foot Rd	Upgrade junction to traffic signals. Preliminary assessment indicated junction would have to be moved northwards, hence it was removed from QW schemes and added to the main study.	n/a
QW1A – Station Rd	Improve safety for pedestrians. Provide a zebra crossing	Jul 20
QW2 – Upwell Rd/Cavalry Drive	Introduce gateway feature at edge of town, introduce 40mph speed limit buffer and revise deflections on Cavalry Dr roundabout	Jul 20
QW11-13 March-wide Walking/Cycling Strategy	March-wide walking and cycling facility audit and produce improvement delivery plan	Mar 20
QW15 – St Peter’s Rd	Improve safety for school children. Provide a zebra crossing	Apr 20
QW16 – March-wide HGV Signage	Improve signage for HGV drivers to reduce poor route choice	May 20
QW19 – A141 / Burrowmoor Rd and A141/Knights End Rd junctions	Introduce street lighting at two junctions	n/a
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	Nov 20
QW22 – Norwood Rd	Introduce traffic calming on three sections of Norwood Rd	Jan 21
QW23 – Hundred Rd	Complete footway on eastern side of Hundred Rd including build out feature	Aug 20

Appendix B – Pedestrian, Signage and Cycling Strategy Schemes

Route 1 – Broad Street, Grays Lane, Nene Parade

Recommendation
Footways
Replace uneven paving slabs and refurbish guard railing on the corner of Broad Street and Dartford Road.
Refurbish guard railing on the corner of Broad Street and Dartford Road.
Install footway along Robingoodfellow’s Lane.
Improve footway condition and width on corners of Dartford Road and Grays Lane, and the corner of Dartford Road and Darthill Road.
Crossing Facilities
Improve pedestrian crossing facilities across Broad Street from Fenland Walk, with installation of raised table with keep clear road markings. ¹
Improve safety awareness for pedestrians crossing Robingoodfellow’s Lane at interchange with Station Road and Broad Street. Insert ‘Look Right’ and ‘Look Left’ reminder carriageway markings for pedestrians crossing Robingoodfellow’s Lane at this junction.
Cycling Facilities
Review cycle parking provision in Broad Street to provide more convenient and secure Sheffield stand provision on both sides of the street.
Install lighting and CCTV security coverage for existing cycle parking stands.
Wayfinding
Improve pedestrian and cycling signage, with journey time and distance to key destinations from Broad Street.
Further details provided in Signage Audit Recommendations in Chapter 4.
Remove inaccurate NCN 63 sticker signage from street furniture in Broad Street.
Recommendation
Bus Stops
Improve appearance of the northbound bus stop on Broad Street. Replace shelter with lighting, route map, timetables, new bus stop flag/ post. Reuse existing Real Time Passenger Information provision.
Removal of existing bus shelter
Improve enforcement of illegal parking at both bus stops on Broad Street.
Parking
Re-line all road markings in Broad Street, Grays Lane and Nene Parade, including bus stop laybys, yellow lines and parking bays.

¹ If the FHSF proposals for reconfiguring the public realm layout on Broad Street are progressed, this proposal will be superseded by those designs.

Review and formalise provision of parking in Broad Street and Nene Parade and consider removal of central island parking spaces as part of a reconfigured road layout for Broad Street, incorporating wider pedestrianised areas. Will be included as part of FHSF bid proposals

Route 2 – High Street, The Causeway and The Avenue (B1101)

Recommendation

Footways

Install a footway on section of High Street 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.

Crossing Facilities

Improve pedestrian crossing facilities between High Street and Market Place.

Scope to install pedestrian crossing central refuge and dropped kerbs on High Street, by Haart Estate Agent. There is carriageway space marked by hatching, to the south of the marked turning lane into Acre Road, as shown in Figure 2.8, below. Costed for non-signalised pedestrian crossing with tactile paving, dropped kerbs and a central refuge.

Provide pedestrian island refuges on High Street south of Market Place (in section of High Street in between signalised pedestrian crossing and zebra crossing).

Provide pedestrian island refuges on High Street south of Burrowmoor Road junction.

Improve safety of pedestrian crossing facilities across Market Place junction with High Street with installation of an uncontrolled raised entry table pedestrian crossing at junction.

Improve safety of pedestrian crossing facilities across Elwyn Road junction with High Street with installation of an uncontrolled raised table pedestrian crossing at junction.

Cycling Facilities

Review cycle parking provision in Market Place and High Street to ensure provision where needed.

Re-line and sign existing cycling infrastructure provision, especially on shared footway sections. Assume 4km of carriageway/footway to reline/sign.

Wayfinding

Update outdated existing destination signage with new wayfinding signage network, providing distance and journey times to key destinations, for direct and quiet leisure routes.

Parking

Parking enforcement to reduce obstructions from vehicles parked on shared use pave

Route 3 – Station Road (B1101)

Recommendation

Footways

Widen footway through level crossing on Station Road. This proposal

Resurface pavements, provision of tactile paving and dropped kerbs at the junctions of Station Road with Norwood Avenue, St John's Road, Milner Close, North Street, Alpha Street, County Road, Queens Street and Thornton 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.² This proposal could be delivered as part of the FHSF bid.

Improve pedestrian crossing facilities at Station Approach entrance with provision of an island refuge.

Install additional pedestrian crossing point across Station Road with central island refuge tactile paving and dropped kerbs. A zebra crossing on Station Road in the vicinity of St John's Road has been identified and the design is being progressed and delivered by CCC.

Cycling Facilities

Install secure cycle storage facilities for 40 cycles at March train station for passengers.

Assess options for providing cycling infrastructure along Station Road, with shared use footway.

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.

Wayfinding

Install ped/cycle signage, with distance and journey time, for routes between March Railway Station, the town centre and other key destinations, including Neale-Wade Academy.

Sign post and cycle symbol road markings for quieter cycle route into town centre via Nene Parade

Bus Stops

² The Station Road / Creek Road junction is being considered for conversion to a mini roundabout as part of the MATS Town Centre Package of Options, contained with the [MATS Options Assessment Report](#). Improved pedestrian access across Station Road and Creek Street will be considered as part of the design proposal. A junction design proposal is included in Appendix A.

Recommendation

Review bus stop provision in Station Road as part of a March wide bus stop infrastructure review.

Improve appearance of existing northbound bus stop shelter and provision of passenger information at northbound stop close to the station, on Elm Road.

Investigate relocating northbound Station Road bus stop to an alternative and safer location, closer to the entrance of the railway station. (e.g. within Station Approach entrance). This would improve interchange accessibility and increase bus service visibility.

Provide a bus stop for southbound 56 bus services close to the station.

Route 4 – St Peter’s Road, Upwell Road (B1099), Elwyn Road & Eastwood Avenue

Recommendation

Footways

Install footway on south side of Deerfield Road at the junction with Elwyn Road.

Improve the condition of the footpath on Eastwood Avenue.

Crossing Facilities

Improve pedestrian crossing facilities on Elwyn Road, from junctions with Deerfield Road and Badgeney Road.

Support CCC’s proposals for improving pedestrian crossing facilities and traffic calming at junction of St. Peter’s Road, Elwyn Road, and Eastwood Avenue. CCC have undertaken a public consultation regarding junction improvements and the installation of a zebra crossing at the St. Peter’s Road, Eastwood Avenue, Elwyn Road junction. The design proposals for the zebra crossing are provided in Appendix C.

Investigate need for additional uncontrolled pedestrian crossing facilities along St. Peter’s Road.

Examine the need for a controlled crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy.

Support CCC’s proposals to introduce traffic calming on approaches to mini roundabout at Upwell Road, Cavalry Drive junction, for the safety of pedestrians crossing at the junction.³

Wayfinding

Install wayfinding signage network, providing distance and journey times to Neale-Wade Academy, the town centre, and March Railway Station.

Route 5 – Burrowmoor Road, Gaul Road

³ Traffic calming measures to reduce speeds through the Upwell Road, Cavalry Drive mini roundabout are being designed by CCC for delivery in Autumn 2020.

Improvement

Footways

Create a green shared use route from Gaul Park through to West End Park via Gaul Road and Oxbow Crescent.

Remove cycling access restriction on alleyways into Gaul Park.

Crossing Facilities

Improve pedestrian crossing facilities on Gaul Road, to serve as access to Gaul Park, Oxbow Crescent and The Chase Path and create a green link through to West End Park and the town centre.

Tactile paving and dropped kerbs need installing at the following locations: Burrowmoor Road / Ellingham Avenue, Gaul Road / Ellingham Avenue, Ellingham Avenue / Sycamore Close, Gaul Road – Gaul Park and The Chase access.

Wayfinding

Create an off-road/green link from west March through to the parks and town centre. Signage should be installed to promote pedestrian and cycle routes and supported through a Travel Awareness Campaign.

Bus Stops

Undertake bus stop review for this area in partnership with the local bus operator and CCC. The 33 bus route would benefit from the provision of dedicated bus stops and service timetable information.

Lighting / Personal Security

Review lighting provision on off-street paths, especially on the Chase Path and through Gaul Park.

Route 6 – Dartford Road, Wisbech Road (B1099)

Improvement

Footways

Install footway on eastern side of Gordon Avenue.

Crossing Facilities

Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.

Install pedestrian crossing facilities along Dartford Road, including to Lidl supermarket.

Install island refuge crossing facilities to aid pedestrian and mobility scooter accessibility across the B1099 corridor.

Install pedestrian crossing facilities at the A141 / Peas Hill roundabout. Costed for Wisbech Road arm of junction.

Improve junction crossing facilities, with provision of dropped kerbs and tactile paving, across the following side roads: Prince's Walk, Gordon Avenue, Westwood Avenue and Rookwood Road.

Cycling Facilities

Incorporate cycling infrastructure along the B1099, including cycle lanes either on-carriageway, or through a shared footway, providing cyclists with a safe and direct route to Tesco and the Industrial Park.

Wayfinding

Improve the provision of pedestrian and cycle route signage for both the NCN 63 routing and local cycle routes, as part of a town-wide wayfinding scheme.

Further details provided in Signage Audit Recommendations in Chapter 4

Bus Stops

Review and upgrade bus stop provision and accessibility along the Dartford Road and Wisbech Road corridor.

Safe Routes to School

Key Recommendation

Recommendations applying to all five schools in March are:

Introduce 20mph speed limits around all five schools (during term time drop off / pick up) with interactive warning signage (as in place around Westwood Primary). Cost estimate requires further site analysis to confirm size of 20 mph zone and roads to include.

Relining of no parking restrictions road markings outside each school.

Neale Wade Academy Specific Recommendations

Examine the need for a controlled pedestrian crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy.

Support CCC proposal for installation of zebra crossing on St. Peter's Road (B1099) at junction with Eastwood Avenue / Elwyn Road. Already costed in Chapter 2 proposals.

Burrowmoor Primary Specific Recommendation

Produce school travel plan. (School Travel Champion +CCC School Travel Advisor)

Investigate options for installing a pedestrian crossing facility on Burrowmoor Road within proximity to the school.

Cavalry Primary Specific Recommendations

Produce school travel plan.(School Travel Plan Champions + CCC

Install dropped kerbs and tactile paving across all side road junctions with

Cavalry Drive, close to the school.

Westwood Primary Specific Recommendations

Enforce existing parking restrictions on Maple Road and Henson Road as parents parking illegally at pick up. Existing parking/highways enforcement requirement delivered by LA or Police highway/parking enforcement budget

Repair 20 mph speed limit warning signage on Maple Road and Henson Road. Three signs.

Refresh school travel plan (School Travel Champion +CCC School Travel Advisor)

All Saints Inter Church Academy

Examine the need for a controlled crossing facilities on County Road, close to junction with All Saints Close

Repair the Belisha beacons on zebra crossing in All Saints Close

Turn around incorrectly facing 'Give Way' sign at exit of All Saints Close.

Pedestrian and Cycling Signage Audit

Signage Audit Recommendation

Provide destination signage showing average walking / cycling journey time (in minutes) and distance (in km) for all destination signage.

Provide consistent and linked signage for shared use pedestrian and cycling routes to key destinations, including routes between the railway station, the town centre, Neale Wade Academy.

Remove and replace out of date and damaged destination signage.

Maintain existing signage – keep clean and in repositioned correctly position.

Provision of NCN 63 signage.

Remove inaccurate NCN 63 signage (£60 per sign) and sticker signage (£15 per sticker).

Replace tired and outdated local information map display board in Broad Street and provide new one at March Railway Station.

Appendix C

MSG Members:

Cllr Janet French – Chair - CCC

Cllr John Gowing - CCC

Cllr Steve Count – FDC

Cllr Mike Cornwell - FDC

Cllr Mark Purser – MTC

Cllr Ray Jack – MTC