

**COUNCILLOR APPOINTMENT TO THE MARCH AREA TRANSPORT STUDY  
STEERING GROUP**

**To:** Economy and Environment Committee

**Meeting Date:** 12 July 2018

**From:** Graham Hughes, Executive Director - Place and Economy

**Electoral division(s):** March North and Waldersley, March South and Rural, Whittlesey South.

**Forward Plan ref:** n/a                      **Key decision:** No

**Purpose:** To consider the establishment of the March Area Transport Study Steering Group and to appoint two Cambridgeshire County Councillors and nominate one substitute to the Steering Group

**Recommendation:** It is recommended that the Economy and Environment Committee:

- a) approve the establishment of the March Area Transport Study Steering Group based on its draft Terms of Reference attached as an appendix to this report, and
- b) appoint two County Councillors and nominate one substitute to the March Area Transport Study Steering Group.

<b><i>Officer contact:</i></b>		<b><i>Member contacts:</i></b>	
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## **1. BACKGROUND**

- 1.1 The Cambridgeshire and Peterborough Combined Authority (CA) presented a paper at its board meeting on 28<sup>th</sup> March 2018 that set out spending on transport during the period 2018-20. The paper recommended that the CA Board:
- Agree a total budget allocation of £18.3m for the rolling programme of priority transport and infrastructure schemes
  - Note that the £6.65m funding from the National Productivity Investment Funding for 2018-19 was included in the total allocation
  - Agree the pipeline of projects set out in the multi-year transport programme
  - Authorise the Chief Executive of the CA to delegate responsibility and budget for the production of feasibility studies, business case or designs for each of the projects within the multi-year transport programme to a delivery partner, provided that all such studies, business cases and designs are reported back to the CA Board for approval.
- 1.2 The March Junctions Improvement Package is 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.
- 1.3 It is proposed that a Member Steering Group now be established to ensure Local Member involvement throughout the study. A similar steering group was set up for the Wisbech Access Strategy in October 2016, as approved by this Committee.

## **2. MAIN ISSUES**

- 2.1 The 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. A bid to the National Productivity Investment Fund was made in 2017 for improvements to some of the junctions identified in the March Area Transport Study but the bid was unsuccessful. Although pinch points were identified in previous studies, no schemes were devised to address the problems.
- 2.2 With funds to progress a feasibility study now available from the Combined Authority, the desire is to extend the new study to cover all transport modes and consider small, medium and large interventions. The study will then take a preferred package of interventions through the full design process to ensure the schemes would be ready for delivery if and when funding opportunities arise. Furthermore, the Combined Authority may be able to allocate some funding for delivering schemes in future years, so some lower cost schemes identified by this study could be delivered. The study will therefore consider a range of interventions including but not limited to:
- Walking and Cycling
    - Identify barriers to improving walking and cycling
    - Identify schemes to improve walking and cycling facilities

- Bus
  - investigate blocking of bus stops and bus routing through the town to alleviate delays
  - Bus stopping facilities
  - Inability of buses to turn round at March Station
- Rail
  - Investigation into on-street parking and demand for additional car parking at March Station
  - Potential station forecourt improvements at March Station
  - Current and future delays caused by level crossings being activated
  - Improvements to the frequency of rail services
- Road
  - Investigation into the need for the March Phase 2 Industrial Northern Link Road
  - Capacity improvements at various junctions to enable Fenland Local Plan growth
  - Junction enhancements to reduce significant delay at key junctions
  - Safety concerns at four key junctions in March
  - Car parking provision and usage in March

2.3 A technical brief for the study has been developed and Skanska have been commissioned to undertake the work through the Highways Services Contract. Local Member input will be essential throughout the study. It is proposed that this is achieved through the creation of the March Area Transport Study Steering group, an advisory group made up of two Councillors for each of the following organisations - Cambridgeshire County Council, Fenland District Council and March Town Council.

2.4 Details and Terms of Reference for the March Area Transport Study Steering Group will be agreed at the first meeting. Draft Terms of Reference are included as Appendix A to this paper. It is envisaged that the Steering Group will make recommendations to the County Council's Economy and Environment Committee, to Fenland District Council's Cabinet and to March Town Council. The County Council's Economy and Environment Committee has been delegated decision making authority for this study providing it updates the Combined Authority Board periodically and reports all study outcomes, business cases and scheme designs to the CA Board for final approval.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

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

- The primary focus of the March study 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.

#### **3.2 Helping people live healthy and independent lives**

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

- The March study will improve access in the study area which will assist with providing better links to employment, health and education.
- The March study will ensure that consideration is given to sustainable forms of transport which have health benefits.
- The March study is investigating improvements to bus services and routing in March which will help people live independent lives by improving access to bus services.

### **3.3 Supporting and protecting vulnerable people**

There are no significant implications for this priority.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

There are no significant implications for this priority.

### **4.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

There are no significant implications for this priority.

### **4.3 Statutory, Legal and Risk Implications**

There are no significant implications for this priority.

### **4.4 Equality and Diversity Implications**

There are no significant implications for this priority.

### **4.5 Engagement and Communications Implications**

There are no significant implications for this priority.

### **4.6 Localism and Local Member Involvement**

Local members from district wards in the study area are to be consulted for the inclusion of two members on the Steering Group. March Town Council will be approached to provide an additional two members on the Steering Group.

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Name of Financial Officer: Sarah Heywood
<b>Have the procurement/contractual/Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Name of Officer: Paul White

<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: Fiona McMillan
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: Joanna Shilton
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Name of Officer: Tamar Oviatt-Ham
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Name of Officer: Iain Green

<b>Source Documents</b>	<b>Location</b>
Cambridgeshire and Peterborough Combined Authority Board Paper (28 March 2018) – Transport Delivery 2018-19	<a href="http://www.cambspboroca.org/">http://www.cambspboroca.org/</a>
March Area Transport Study (2011)	<a href="http://www.fenland.gov.uk/article/3578/March-Area-Transport-Study">http://www.fenland.gov.uk/article/3578/March-Area-Transport-Study</a>
March Market Town Transport Strategy (2013)	<a href="https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/market-town-transport-strategies/">https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/market-town-transport-strategies/</a>
Fenland Local Plan (adopted 2014)	<a href="http://www.fenland.gov.uk/CHttpHandler.ashx?id=12064&amp;p=0">http://www.fenland.gov.uk/CHttpHandler.ashx?id=12064&amp;p=0</a>