

# **National Productivity Investment Fund for the Local Road Network**

Cambridgeshire proposal March Junctions Improvements

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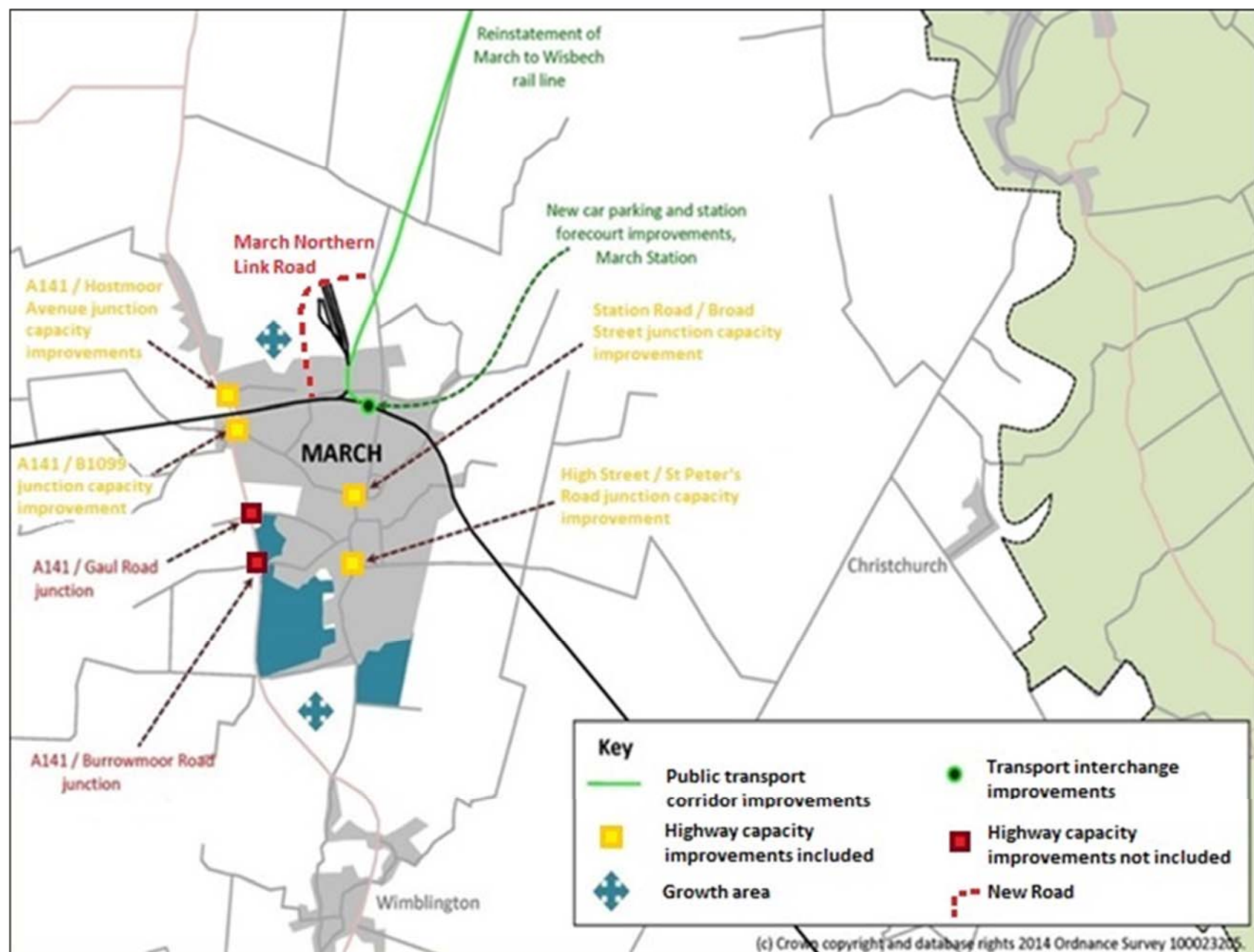
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## A5 Equality Analysis

Project name: March Junctions Improvement				
Equality Groups	Positive Impact	No Specific Impact	Negative Impact	What will the impact be? If the impact is negative, how can it be mitigated?
Race/Ethnicity		x		
Disability		x		
Religion/Belief		x		
Sexual Orientation		x		
Gender		x		
Age		x		
Gender Re-Assignment		x		
Pregnancy and Maternity		X		
Marriage and Civil Partnership		x		
Other (such as deprived communities)		x		

Jeremy Smith  
Cambridgeshire County Council  
Shire Hall  
Castle Hill  
Cambridge CB3 0AP

Trevor Watson  
Assets and Projects  
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29 June 2017

Our Ref:  
Your ref:

Dear Jeremy,

**NATIONAL PRODUCTIVITY INVESTMENT FUND (NPIF) APPLICATION FOR MARCH - SUPPORT LETTER**

Fenland District Council (FDC) welcomes the opportunity for ongoing work with Cambridgeshire County Council (CCC) to address the transport and growth issues within March. We strongly support the National Productivity Investment Fund (NPIF) application.

The delivery of 4,200 new homes and 30 hectares of additional employment land in March is a central element of the Fenland Local Plan (2014). The delivery of the transport schemes within this application is essential for the delivery of this planned growth. FDC is committed to working in partnership to address the challenges related to growth and to address current issues with the transport network.

We wish CCC every success with this NPIF bid. Please do not hesitate to contact me if you have any questions or you require any additional information at this stage.

Yours sincerely



Trevor Watson  
Head of Assets and Projects

Appraisal Summary Table			Date produced:	30/06/2017	Contact:																
Name of scheme:		March Junctions Improvements			Name	Elsa Evans															
Description of scheme:		A package of junction improvements in the market town of March in Fenland to address congestion problems and provide capacity for housing and employment growth, including at: A141 / Hostmoor Avenue junction; A141 / B1099 Wisbech Road / Whittlesey Road (Peashill Roundabout); B1101 Station Road / Broad Street with B1099 Dartford Road; and B1101 High Street with B1099 St Peters Road			Organisation	CCC															
					Role	Promoter/Official															
Impacts	Summary of key impacts	Assessment																			
		Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp														
Economy	Business users & transport providers	<b>Large beneficial</b> - reduced journey time and improved journey time reliability will improve the connectivity of the new homes and employment areas to the existing homes, employment areas and services. Improved accessibility and connectivity will benefit public transport and community transport providers and users.			<table border="1"> <tr> <td colspan="3">Value of journey time changes(£)</td> </tr> <tr> <td colspan="3">Net journey time changes (£)</td> </tr> <tr> <td>0 to 2min</td> <td>2 to 5min</td> <td>&gt; 5min</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>		Value of journey time changes(£)			Net journey time changes (£)			0 to 2min	2 to 5min	> 5min				Yes		
	Value of journey time changes(£)																				
	Net journey time changes (£)																				
	0 to 2min	2 to 5min	> 5min																		
Reliability impact on Business users	<b>Large beneficial</b> - journey time reliability improvement will benefit commuters, business trips and visitors				Yes																
Regeneration	<b>Neutral</b> - no direct impact				Yes																
Wider Impacts	<b>Large beneficial</b> - March is a historic market town at the heart of Fenland attracting tourists and business visitors, improved accessibility and connectivity will benefit these groups. Improved journey time reliability will also benefit public transport and community transport providers and users.				Yes																
Environmental	Noise	<b>Slight beneficial</b> - reduction in congestion is likely to reduce noise emission from traffic.			Yes																
	Air Quality	<b>Slight beneficial</b> - though there are currently no Air Quality Management Zone in March, the area in the Broad Street / Dartford Road / Station Road is close to being an AQMZ. The proposed junction improvement in the area will assist to ensure that the air quality issues are addressed.			Yes																
	Greenhouse gases	<b>Slight beneficial</b> - reduction in congestion is likely to reduce emission from traffic.			<table border="1"> <tr> <td colspan="2">Change in non-traded carbon over 60y (CO2e)</td> </tr> <tr> <td colspan="2">Change in traded carbon over 60y (CO2e)</td> </tr> <tr> <td></td> <td></td> </tr> </table>		Change in non-traded carbon over 60y (CO2e)		Change in traded carbon over 60y (CO2e)				Yes								
	Change in non-traded carbon over 60y (CO2e)																				
	Change in traded carbon over 60y (CO2e)																				
	Landscape	<b>Neutral</b> - no direct impact			Yes																
	Townscape	<b>Moderate beneficial</b> - improvement to the junctions on the A141 will reduce the need for N-S traffic to go through the town centre route and thus will improve the townscape and urban environment overall within March. Improvement to the town centre junctions will have the same beneficial impact on townscape.			Yes																
Historic Environment	<b>Moderate beneficial</b> - improvement to the junctions and thus reducing congestion will improve the townscape and urban environment within March including the historic town centre where two of the proposed junctions are.			Yes																	
Biodiversity	<b>Neutral</b>			Yes																	
Water Environment	<b>Neutral</b>			Yes																	
Social	Commuting and Other users	<b>Large beneficial</b> - with developments planned for new housing and employment, the proposed junctions are identified as approaching capacity. Improvements to these junctions will reduce journey time, and thus improve accessibility and connectivity.			<table border="1"> <tr> <td colspan="3">Value of journey time changes(£)</td> </tr> <tr> <td colspan="3">Net journey time changes (£)</td> </tr> <tr> <td>0 to 2min</td> <td>2 to 5min</td> <td>&gt; 5min</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>		Value of journey time changes(£)			Net journey time changes (£)			0 to 2min	2 to 5min	> 5min				Yes		
	Value of journey time changes(£)																				
	Net journey time changes (£)																				
	0 to 2min	2 to 5min	> 5min																		
	Reliability impact on Commuting and Other users	<b>Large beneficial</b> - with developments planned for new housing and employment, the proposed junctions are identified as approaching capacity. Improvements to these junctions will improve journey reliability, and thus improve accessibility and connectivity.			Yes																
	Physical activity	<b>Slight beneficial</b> - improvement to the town centre environment will encourage walking and cycling, using the existing and planned sustainable transport network, and thereby facilitate the increase in users' physical activity level.			Yes																
	Journey quality	<b>Larger beneficial</b> - reduced journey time, reduced congestion and improved reliability are the expected outcomes of the project, which will all increase the journey quality.			Yes																
	Accidents	<b>Moderate beneficial</b> - though this proposal is not a road safety measure, improvements to the busy junctions in the town centre corridor (B1101, B1099) and key junctions on the strategic route (A141) will improve the road infrastructure and reduce potential accidents. In particular the Broad Street / Dartford Road junction is an accident cluster site. Any improvement to the junction will benefit road safety.			Yes																
	Security	<b>Neutral</b> - no direct impact			Yes																
Access to services	<b>Large beneficial</b> - benefits are expected as a result of the improved connectivity between existing services and new homes and new employment areas which are in the northern and southern edge of the town.			Yes																	
Affordability	<b>Neutral</b> - No specific changes to the cost of travel (public transport fares, road user pricing or car parking increases).			Yes																	
Severance	<b>Moderate beneficial</b> - improvements to junctions will increase connectivity with the new developments and avoid severance			Yes																	
Option and non-use values	<b>Neutral</b> - not applicable			Yes																	
Public Account	Cost to Broad Transport Budget																				
	Indirect Tax Revenues																				

Scheme Impact Pro Forma for Small Project Bids - Please fill in the cells highlighted in yellow

NPIF **March Junctions Improvements**

Year of assessment	2021
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Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
			Weekday	Weekday	Weekday
Do-Minimum	Number of highway trips affected	vehicles	7,990	8,650	6,691
	Total vehicle travelled time	vehicle-hours	4,072	3,757	2,346
	Total vehicle travelled distance	vehicle-km	252,397	228,244	148,355
	Highway peak period conversion factor	-			
	Number of PT passenger trips on affected routes	passenger trips			
	Total PT travelled time	passenger-hrs			
	PT peak period conversion factor	-			
Do-Something	Number of highway trips affected	vehicles	7,988	6,696	4,745
	Total vehicle travelled time	vehicle-hours	4,090	4,752	2,906
	Total vehicle travelled distance	vehicle-km	252,314	277,400	180,885
	Highway peak period conversion factor	-			
	Number of PT passenger trips on affected routes	passenger trips			
	Total PT travelled time	passenger-hrs			
	PT peak period conversion factor	-			

Scheme Impact Pro Forma for Small Project Bids - Please fill in the cells highlighted in yellow

NPIF **March Junctions Improvements**

Year of assessment	2010 base figures
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Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr	PM Peak Hr	Inter-Peak Hr
			Weekday	Weekday	Weekday
Do-Minimum	Number of highway trips affected	vehicles	6,420	6,913	5,306
	Total vehicle travelled time	vehicle-hours	3,310	3,757	2,346
	Total vehicle travelled distance	vehicle-km	207,777	228,244	148,355
	Highway peak period conversion factor	-			
	Number of PT passenger trips on affected routes	passenger trips			
	Total PT travelled time	passenger-hrs			
	PT peak period conversion factor	-			
Do-Something	Number of highway trips affected	vehicles			
	Total vehicle travelled time	vehicle-hours			
	Total vehicle travelled distance	vehicle-km			
	Highway peak period conversion factor	-			
	Number of PT passenger trips on affected routes	passenger trips			
	Total PT travelled time	passenger-hrs			
	PT peak period conversion factor	-			

## B5 A) Project Impacts Data Source and Technical Note

### 1. Data Source

The need for improvements to the local road network in the market town of March is identified in the March Area Transport Study which informed the Fenland Local Plan and the March Market Town Transport Strategy.

The March Area Transport Study contains three reports:

- Data Collection Plan February 2011  
<http://www.fenland.gov.uk/article/4389/March-Area-Transport-Data-Collection-Plan>
- Local Model Validation Report March 2011  
<http://www.fenland.gov.uk/article/4391/March-Area-Transport-Strategy-Local-Model-Validation-Report>
- March Area Transport Strategy Forecast Report August 2011  
<http://www.fenland.gov.uk/article/4390/March-Area-Transport-Strategy-Forecast-Report>

March Market Town Transport Strategy

[https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/R-TP-March\\_Market\\_Town\\_Transport\\_Strategy\\_part\\_1.pdf?inline=true](https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/R-TP-March_Market_Town_Transport_Strategy_part_1.pdf?inline=true)

### 2. Notes on the Input tables in the Impacts Pro Forma

- i. The **Year of Assessment** used is 2021, closest to the anticipated opening year should funding be available from this bid. The Base Year model used is 2010.
- ii. The data provided in the Input sheet cover the whole SATURN **model area** to provide a comparison between the performances of different scenarios but they do not give detailed information about the performance of individual links and junctions.
- iii. The **Do Minimum (DM)** scenario assumed committed developments i.e. those which have been given planning permission and/or feature in the 2010 Strategic Housing Land Availability Assessment and 2007 Employment Land Review and background growth.
- iv. The **Do Something (DS)** scenario assumed DM developments plus developments within the Shaping Fenland's Future (SFF) Opportunity Zone 1 and 2 i.e. Do something Scenario 2 (DS2) in the Forecasting Report.

### 3. Traffic Model Junctions Statistics

Although the Study did not model individual links and junctions, comparison of the modelling results between DS and DM scenarios highlighted congestion hot spots represented by links and junctions Volume/Capacity ratio. Modelling results indicated that by 2026 the additional Opportunity Zone development traffic would cause delay to the junctions in March town centre and the junctions on the A141. Extracts of the forecasting results at the 4 junctions proposed for improvement in this bid are shown below to support the project impact assessment. The statistics are presented in:

- 3.1 Total junction flow
- 3.2 Flow data (pcu) for individual junctions
- 3.3 V/C data for individual junctions
- 3.4 Delay data (per veh in seconds)

### 3.1 Total Junction Flow

<u>Location</u>	<u>2010 Base</u>	<u>2026DM</u>	<u>2026 DS</u>
A141/Hostmoor	6,469	8,459	8,435
A141/B1099 Wisbech Road (Peashill Roundabout)	7,274	9,792	10,031
B1101 Station Rd/B1101 Broad Street/B1101 Dartford Road	4,048	4,915	5,027
B1101 High Street/St Peter's Road	3,207	3,829	3,308

### 3.2 Flow Data (pcu) (Do Minimum & Do Something)

#### 2a – Peas Hill to Hostmoor

<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	1078	967	1143
2016 DM	1248	1139	1348
2026 DM	1342	1294	1450
2026 DS	1277	1290	1419

#### 2B – Hostmoor to Peas Hill

<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	922	909	1152
2016 DM	1143	1065	1304
2026 DM	1293	1227	1334
2026 DS	1276	1228	1340

#### 2C – Hostmoor northwards



<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	801	710	905
2016 DM	905	809	937
2026 DM	1010	905	1041
2026 DS	1014	915	1015

2D – Hostmoor southwards

<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	851	710	759
2016 DM	944	793	865
2026 DM	1057	907	969
2026 DS	1083	911	994

2E – Towards Station Rd/Broad St/Dartford Rd

<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	610	441	575
2016 DM	783	508	722
2026 DM	885	740	777
2026 DS	845	839	878

2F – From Station Rd/Broad St/Dartford Rd

<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	424	386	472
2016 DM	526	454	548
2026 DM	580	510	605
2026 DS	745	710	715

2G – From Station Rd/Broad St/Dartford Rd to B1101 High Street/St Peter's Road

<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	398	383	491
2016 DM	481	457	565
2026 DM	460	488	556
2026 DS	207	319	321

2H – From High St Peter's Road to Station Rd/Broad St/Dartford Rd

<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	482	392	489
2016 DM	582	428	585
2026 DM	630	582	588
2026 DS	426	462	539

## 2I – St Peter’s Road Eastbound

<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	180	159	219
2016 DM	200	180	219
2026 DM	236	227	275
2026 DS	172	205	223

## 2J – St Peter’s Road Westbound

<b>Flow Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	167	148	163
2016 DM	177	165	188
2026 DM	210	188	229
2026 DS	232	192	186

### **3.3 V/C Data (%) (Do Minimum & Do Something)**

Page 35 of the March Area Transport Study Forecasting report makes clear that the busiest junctions based on V/C are:

- 1 – B1101 Station Rd/B1101 Broad Street/B1099 Dartford Rd
- 2 – A141/B1099 Wisbech Road
- 3 – A141/Hostmoor Avenue
- 5 – B1101 High Street/St Peter’s Road

This shows that the 4 proposed junction improvement schemes are in the top 5 of busiest junctions across March.

Page 46 of the March Area Transport Study forecasting Report includes a congestion hot spots summary table – this clearly shows all our bid locations being critical as hot spots. This might be a useful table to show in the bid.

## 3a – Peas Hill to Hostmoor

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	78	70	83
2016 DM	90	83	98
2026 DM	97	88	102
2026 DS	93	93	103

## 3B – Hostmoor to Peas Hill

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	67	66	84
2016 DM	83	77	94
2026 DM	94	89	97
2026 DS	92	89	97

3C – Hostmoor northwards

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	58	51	66
2016 DM	66	59	68
2026 DM	73	66	75
2026 DS	73	66	74

3D – Hostmoor southwards

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	62	51	55
2016 DM	68	57	63
2026 DM	77	66	70
2026 DS	78	66	72

3E – Towards Station Rd/Broad St/Dartford Rd

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	22	20	25
2016 DM	28	23	29
2026 DM	31	26	32
2026 DS	39	37	38

3F – From Station Rd/Broad St/Dartford Rd

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	6	4	6
2016 DM	8	5	7
2026 DM	10	7	11
2026 DS	8	5	10

3G – From Station Rd/Broad St/Dartford Rd to B1101 High Street/St Peter's Road

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	71	61	70
2016 DM	66	58	74
2026 DM	67	74	79
2026 DS	54	58	52

3H – From High St Peter's Road to Station Rd/Broad St/Dartford Rd

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	38	31	38
2016 DM	46	34	46
2026 DM	49	46	46
2026 DS	33	36	42

### 3I – St Peter’s Road Eastbound

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	9	8	11
2016 DM	10	9	11
2026 DM	12	11	14
2026 DS	9	10	11

### 3J – St Peter’s Road Westbound

<b>V/C Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	13	11	12
2016 DM	10	14	10
2026 DM	12	11	14
2026 DS	14	11	13

## **3.4 Delay Data (per veh in seconds) (Do Minimum & Do Something)**

### 4a – Peas Hill to Hostmoor

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	17	13	19
2016 DM	30	20	61
2026 DM	56	37	188
2026 DS	32	36	147

### 4B – Hostmoor to Peas Hill

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	24	24	30
2016 DM	30	28	38
2026 DM	36	33	40
2026 DS	36	34	41

### 4C – Hostmoor northwards

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	22	18	29
2016 DM	29	23	31
2026 DM	36	29	39
2026 DS	37	30	37

### 4D – Hostmoor southwards

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	25	18	20
2016 DM	31	22	26
2026 DM	40	29	33
2026 DS	42	29	35

4E – Towards Station Rd/Broad St/Dartford Rd

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	2	1	2
2016 DM	2	2	2
2026 DM	2	2	2
2026 DS	2	2	2

4F – From Station Rd/Broad St/Dartford Rd

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	1	1	1
2016 DM	1	1	1
2026 DM	2	1	1
2026 DS	2	2	2

4G – From Station Rd/Broad St/Dartford Rd to B1101 High Street/St Peter's Road

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	43	34	37
2016 DM	33	26	36
2026 DM	36	36	41
2026 DS	47	36	36

4H – From High St Peter's Road to Station Rd/Broad St/Dartford Rd

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	6	6	6
2016 DM	7	6	7
2026 DM	7	7	7
2026 DS	6	6	7

4I – St Peter's Road Eastbound

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	1	1	1
2016 DM	1	1	1
2026 DM	1	1	1
2026 DS	1	1	1

4J – St Peter's Road Westbound

<b>Delay Data</b>	<b>AM</b>	<b>IP</b>	<b>PM</b>
2010 Base	4	4	3
2016 DM	2	4	1
2026 DM	2	2	2
2026 DS	2	2	3

## B6 Economic Case

iv) Does the project promoter incentivise skills development through its supply chain?

Extract from the Partnering Information document within the Cambridgeshire Highways Contract between Cambridgeshire County Council and Skanska

The primary aim of the partnership is to work collaboratively to deliver more efficient highway services.

There are eight objectives, of which progress towards will be reviewed on a regular basis, run through the Partnering Information document:

- (i) Delivering Value for Money by having a clear focus on producing meaningful outcomes and best value for money – using evidence-based practice to prioritise initiatives that will deliver the most effective service and/or efficiency returns;
- (ii) Intelligent Commissioning through the adoption of a flexible approach to the commissioning of highway services, making the most of opportunities;
- (iii) Effective Collaborative Working through the development of meaningful flexible partnerships arrangements between authorities, the private sector and the supply chain;
- (iv) Providing Economic Stimulus to ensure that local supply chains are supported within collaborative framework;
- (v) Driving Innovation to support new thinking and ideas through the adoption and development of new technologies, techniques, processes and materials, throughout the supply chain, that lead to direct improvements in service outcomes;
- (vi) Removing Duplication by sharing resources and rationalising systems and procedures in order to reduce overhead costs, as appropriate;
- (vii) Developing Skills to adopt a collaborative approach, providing opportunities for moving staff around the region and for sharing training opportunities in order to drive the sharing of best practice and the delivery of improvements;
- (viii) Monitoring Performance by robust, open and transparent monitoring of performance, including (but not exhaustively) benchmarking and year-on-year comparisons, in order to gauge progress and the impact of improvements as well as identifying where future service needs to be prioritised;

Milestones	2017/18	2018/19				2019/20				2020/21			
		Q1 (A-J)	Q2 (J-S)	Q3 (O-D)	Q4 (J-M)	Q1 (A-J)	Q2 (J-S)	Q3 (O-D)	Q4 (J-M)	Q1	Q2	Q3	Q4
Options assessment and Outline design	■												
Scheme business case	■												
Commission detailed design and constuction work		■											
Detailed design		■	■	■	■								
Pre-construction monitoring			■	■	■								
Start on site - phased for the four junctions *				■	■	■	■	■	■	■	■		
Construction **				■	■	■	■	■	■	■	■	■	
Completion and scheme opens **												■	
Scheme monitoring and evaluation													■

\* The town centre junction B1101 Station Road/Broad Street/Dartford Road could take longer to design and could start on site later than others.

\*\* More complex junctions such as the town centre Broad Street junction could take longer than 12 months to construct and open after April 2020.

DfT funding will not go beyond 2019/20. Local contribution will be made available up to 2020/21.

**CCC Highways and Community Infrastructure Committee  
CCC Economy and Environment Committee**

**Project Board**

**Senior Responsible Owner  
Graham Hughes**

**Section 151 Officer  
Chris Malyon**

**Responsibilities of the Project Board**

- Responsible for business case and local funding
- Overall responsibility for management and delivery of the project
- Decision making authority
- Legal and procedural compliance

**Project Leadership Team**

**Project Director  
Andy Preston**

**Project Manager  
Chris Foyle**

**Responsibilities of the Project Leadership Team**

- Change Control
- Ensuring Value for money
- Accountability for progress and reporting
- Mitigating risks

**Delivery Team**

**Commissioning**

**Procurement  
Linda Baxter**

**Legal  
Linda Baxter**

**Capital Programme Manager  
Barry Wylie**

**Principal Designer**

**Network and Streetworks Manager  
Sonia Hansen**

**Risk Management  
Anna Chylinska-Derkowska**

**Stakeholder Communication  
Eleanor Bell**

**Fenland District Council  
Wendy Otter**

**Delivery Monitoring & Quality Control  
Sue Parsons**

**Responsibilities of Delivery Team**

- Technical delivery of the scheme
- Highlighting risk and variance
- Manage outcomes
- Identifying options for reducing cost
- Stakeholder engagement and communications