

CHESHIRE & WARRINGTON LOCAL ENTERPRISE PARTNERSHIP SEP / LGF SCHEME INFORMATION FORM

Scheme Proposal

This section asks you for basic information on your scheme, including a brief description, type of scheme, scheme location and contact details for further information.

Scheme Name	Congleton Link Road (CLR) – A534 to A536
Promoting Authority	Cheshire East Council
Main Point of Contact	<p><i>Who should we contact for further information on your scheme?</i></p> <p>Paul Griffiths Principal Transportation Officer Strategic Highways and Transportation Tel: 01270 686353 Email: paul.griffiths@cheshireeast.gov.uk</p>
Type of Scheme	<p><i>E.g. new access road, bypass, multi-modal interchange, new rail scheme, rail freight measures etc</i></p> <p>New link road on the strategic network.</p>
Scheme Description	<p><i>Please give a brief description of your scheme (in no more than 100 words)</i></p> <p>The CLR will be a 5.5km (approximately) single carriageway road between the A534 Sandbach Road and the A536 Macclesfield Road. It will include new roundabout junctions with the A534 Sandbach road, A54 Holmes Chapel Road, A34 Congleton Road and A536 Macclesfield Road. It will include links to the existing Radnor Park trading estate and the Congleton business park. It will include a new 80m bridge across the River Dane. The road will include a combined footway and cycleway on one side of the road.</p>

<p>Geographical Area</p>	<p><i>Please provide a short description of area covered by the Scheme (in no more than 100 words)</i></p> <p>The Preferred Route Alignment for the scheme will be confirmed in April 2014. The area of interest for the CLR runs to the north of Congleton linking the A534 Sandbach Road to the west with the A536 Macclesfield Road to the north.</p> <p>The CLR opens up land to the north and west of Congleton for housing and employment development and provides improved access to the existing Radnor Park industrial estate and Congleton business park.</p> <p>The scheme will cross farm land and requires the River Dane to be crossed (a key constraint on the existing network as there are currently only two road crossings of the river in the town). The CLR may also pass close to ancient woodland and numerous ponds.</p> <p>OS Grid Reference: SJ 865920 63010 Postcode: CW12</p> <p><i>Please append a map showing the location (and route) of the proposed scheme, existing transport infrastructure and other points of particular interest to the bid e.g. development sites, areas of existing employment, constraints etc.</i></p> <p>Attached as supporting evidence.</p>
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<p>Scheme Summary</p>	<p>Please select what the Scheme is trying to achieve. Please select all categories that apply.</p> <p><input checked="" type="checkbox"/> Improve access to a development site that has the potential to create housing</p> <p>The CLR is a crucial piece of infrastructure required to support the employment and housing aspirations included within the Council's Local Plan Strategy. The scheme will facilitate the development of the following strategic development sites.</p> <ul style="list-style-type: none"> • Back Lane and Radnor Park –located to the North West of Congleton with the potential for 500 new homes,10 hectares of employment land adjacent to Radnor Park Trading Estate and up to 10 hectares of land for a leisure hub adjacent to Back Lane Village Green; • Congleton Business Park Extension – located on the North Western edge of Congleton with the potential for 450 new homes and 10 hectares of land for commercial and employment uses adjacent to Congleton Business Park; • Giantswood Lane to Manchester Road – located to the North of Congleton, there is a Strategic Location with the potential for 550 new homes and an additional Local Plan Strategy site to the south of Giantswood Lane for 150 new homes; and • Manchester Road to Macclesfield Road – located to the North of Congleton with the potential for 550 new homes. <p><input checked="" type="checkbox"/> Improve access to a development site that has the potential to create jobs</p> <p>The strategic development sites identified above also contain provision for commercial and retail development which have the potential to create jobs. As identified each site is wholly dependent on the delivery of the CLR. Further details are as follows:</p> <ul style="list-style-type: none"> • Back Lane and Radnor Park – potential for an extension to Radnor Park Trading Estate with 10 hectares for employment uses, retail to meet local needs, 10 hectares of leisure uses, a new primary school and other community uses; • Congleton Business Park Extension – potential for a 10 hectare extension to Congleton Business Park for employment, as well as land for commercial uses and retail to meet local needs; • Giantswood Lane to Manchester Road –provision of retail to meet local needs. • Manchester Road to Macclesfield Road – potential for the provision for some small scale local retail, approximately 200sqm – 300sqm and other community uses.
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☒ **Improve access to urban employment centres**

The CLR will have significant benefits for one of the Borough's largest employment centres. Congleton with a population of over 26,000 is the third largest urban area within the Borough. The CLR will reduce delays on the both the local and strategic network providing significant benefits for local residents, business users and commuters. The removal of traffic congestion and associated environmental impacts within Congleton will support inward investment opportunities as well as the economic and social prosperity of the area.

The CLR will also support the unlocking of sub regionally important development sites at M6 Junction 17 and South Macclesfield (the Borough's second largest urban area).

☐ **Improve access to Enterprise Zones**

N / A – Congleton is not a designated Enterprise Zone.

☐ **Maintain accessibility by addressing the condition of structures**

N / A – The scheme does not involve the maintenance of existing structures.

☒ **Ease congestion / bottlenecks**

Congleton is situated on the River Dane in east Cheshire. Four highways, the A34, A54 A536 and A534 all converge within the town in order to cross the river. Thus, the roads through the town centre carry both local traffic and traffic passing through the town in order to travel to destinations further afield such as Macclesfield and the M6.

As identified in the Cheshire East LTP 2011 – 2026 there is significant congestion (particularly at peak periods) in Congleton. Traffic Master data from 2010 identifies significant delays at several junctions including the A34 / A534 / A54 (Waggon and Horses) roundabout, A34 / West Street roundabout and A54 / A34 Rood Hill traffic signals.

Figure 1 below illustrates the relative level of delay at junctions in the AM peak based on output from Traffic Master data.

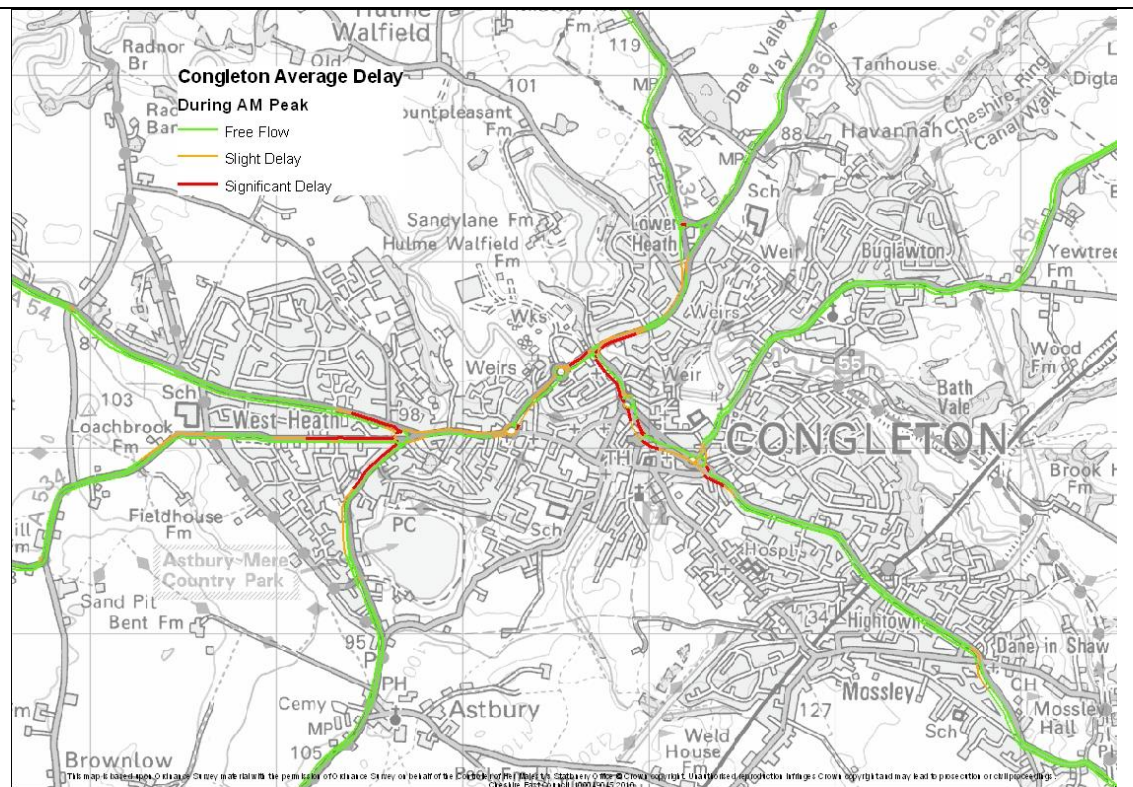


Figure 1 Delays at junctions and on links in the AM peak

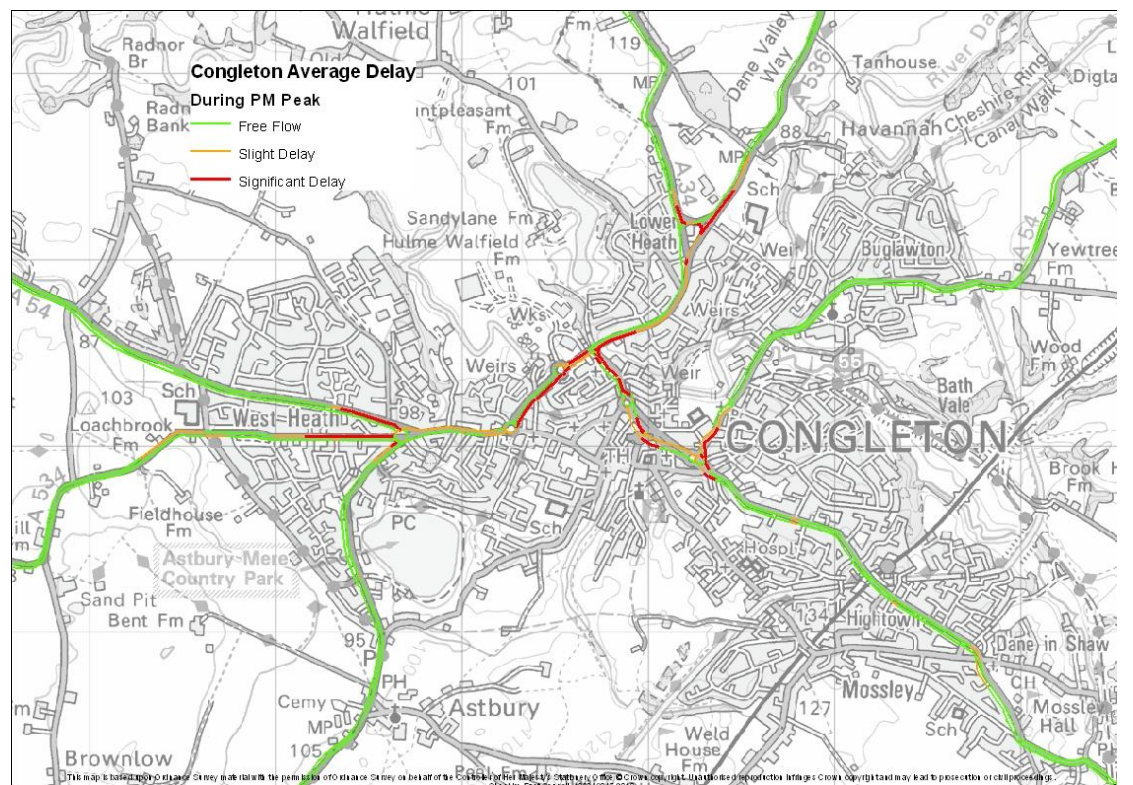


Figure 2 Delays at junctions and on links in the PM peak

Journey time surveys were also undertaken in October 2012 on 5 routes across Congleton, as outlined in the Traffic Survey Report completed as part of the CLR project. The results of these surveys have also been compared to Traffic Master data for the same period.

End to end times are longer in the peaks compared to the inter-peak period. The greatest difference between the peak / inter peak times is for route 3 northbound where the average AM peak time is nearly 19 minutes whereas the inter peak average time is around 10.5 minutes. This route runs from the A534 west of Congleton to Eaton on the A536 to the north. Route 1 (that runs along the A54 through the town) varies by between 4 and 5 minutes by direction, between the peak and inter peak times. Similar differences are noted on route 2 which runs from the A34 south of Congleton to the A527 near Biddulph via Mill Lane / West Street.

This suggests that there is congestion along these routes in the peak periods. The greatest level of congestion is experienced at the following junctions: A34 / A54 Rood Hill traffic signals, A54 / A534 / A34 Waggon and Horses gyratory, and the A34 / West Street roundabout. There is also congestion around the signals and roundabout on Mountbatten Way close to the town centre.

☐ **Other(s), Please specify –**

N / A

Strategic Case

This section should set out the rationale for making the investment and evidence on the strategic fit of the Scheme.

Current Transport-Related Challenges Addressed by Scheme	<p><i>What are the current problems to be addressed by your Scheme? (describe any economic, environmental, social problems or opportunities which will be addressed by the scheme). Please provide a clear link to how the intervention will overcome the identified problems and why this is the right intervention from a strategic perspective.</i> <i>(limit: 1 side of A4)</i></p> <p>Congleton is situated on the River Dane in Cheshire. Four highways, the A34, A54, A536 and A534 all converge within the town in order to cross the river. Thus, the roads through the town centre carry both local traffic and traffic passing through the town in order to travel to destinations further afield such as Macclesfield and the M6. High car ownership levels and heavy out commuting, lead to problems with congestion throughout the day, but especially during the AM and PM peak periods.</p> <p>As identified in the Cheshire East LTP 2011 – 2026 there is significant congestion (particularly at peak times) in Congleton. Traffic Master data from 2010 identifies significant delays at several junctions including the A34 / A534 / A54 (Waggon and Horses) roundabout, A34 / West Street roundabout and A54 / A34 Rood Hill traffic signals.</p> <p>CEC has identified three AQMA's within Congleton, where the required nitrogen dioxide standard is breached. These are on the A34 West Road, the A34/A54 Rood Hill and the A34 Lower Heath, all of which were declared on the 1st May 2005. These are all traffic related.</p> <p>The A54 Rood Hill and A34 Rood Hill to Lower Heath is a "Designated Important Area for Road Noise" as part of Environmental Work Directive. It requires CEC highways to produce a noise action plan to assess the options to reduce noise. Motorised traffic also causes severance around the town centre in particular for pedestrians and cyclists.</p> <p>There is anecdotal evidence that businesses are choosing not to expand existing operations in the town/immediate area due to the level of congestion experienced. This is supported by the attached document entitled, "The key to unlocking Cheshire East: Securing jobs and a future for the local</p>
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	<p>economy (DRAFT)", Link2 Prosperity, May 2013.</p> <p>The CLR will address all these issues by removing through traffic and thus reducing traffic volumes on the A34, A54 and A536.</p>
	<p><i>What is the consequence of this scheme not happening?</i></p> <p>Without the Link Road the impact of the housing allocations on the local highway network will have to be mitigated with local highway improvements on existing roads. These alternatives will increase local severance, reduce air quality and offer no opportunity to enhance pedestrian and cycle facilities. In terms of congestion relief the alternatives offer a much reduced level of improvement and do little to improve strategic links.</p> <p>The local highway improvements have been subjected to some preliminary testing using the SATURN traffic model. These have established that if capacity can be increased by localised widening at existing junctions, the additional traffic from developments can be accommodated. As noted previously the level of congestion reduction for existing traffic is expected to be minimal.</p>

<p>Future Transport-Related Challenges Addressed by Scheme</p>	<p><i>Are there any problems you have identified that will occur in the future that your Scheme is intended to address? (e.g. congestion, road safety, access to services and opportunities etc.).</i> <i>(limit: 1 side of A4)</i></p> <p>Without any intervention, the previous list of problems will continue to be experienced although the duration and numbers of people affected is expected to grow disproportionately. Key problems that would be exacerbated are:</p> <ul style="list-style-type: none"> • Congestion would be expected to spread beyond the peak; • Journey times across the network and delays at the key junctions identified above would deteriorate further; • The deterioration of network conditions would impact on the economic and social prosperity of the area; • Community severance and general conditions for non-motorised users would continue to worsen; • Conditions at the AQMA's identified above would continue to worsen; and • The strategic housing and employment sites identified above would not be deliverable without alternative infrastructure provision, impacting on the ability of the Council to deliver the jobs led growth aspirations identified within the emerging Local Plan.
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<p>Geographic Areas Affected by Scheme</p>	<p>Please provide information on the geographical areas that will benefit from your Scheme. You should indicate those areas that will directly benefit, areas that will indirectly benefit and those areas that will be impacted adversely.</p> <p>BENEFITS: Direct Impacts will focus on the A34 corridor through Congleton between the Lower Heath Gyratory (A34/A536 junction) and the Waggon and Horses roundabout (A54 / A534 / A34), where traffic flow will decrease and congestion is relieved. The A54 Holmes Chapel road and A534 Sandbach Road (within the urban area) will also be relieved.</p> <p>The town centre will benefit indirectly from reduced traffic levels, as traffic currently “rat running” on Mill street / West Street can use the more appropriate route via A54 Rood Hill and A34 Clayton By-pass.</p> <p>Holmes Chapel close to Junction 18 of the M6 will benefit from reductions in traffic on the A54 and A535, as traffic to / from the Macclesfield area to/from the M6 (south) transfers to route via the CLR to access the M6 Motorway at Junction 17. The SATURN traffic model forecasts traffic to be around 35% lower with the scheme in 2017 on the A535 than it would otherwise have been. In 2032 the flow on the A54 between Holmes Chapel and M6 Junction 18 is forecast to be around 10% lower with the scheme.</p> <p>It should be noted that based on the 2010 English Indices of Multiple Deprivation, there is one area of Deprivation within Congleton (Bromley Farm) and two areas within South Macclesfield (South Park and Weston) that will benefit from the introduction of the scheme.</p> <p>DISBENEFITS: A small number of existing properties on Chelford Road on the western edge of Congleton may experience an increase in noise due to the new road. Mitigation measures are likely to be possible to reduce or eliminate this impact.</p>
<p>Contingency Planning</p>	<p>If LGF funding is not available for your Scheme, do you have a contingency plan for this Scheme?</p> <p>The Council is fully committed to the delivery of the CLR. Due to the scale of the CLR and the current financial constraints associated with securing funding for Local Authority Major Schemes the Council is committed to the development of a financial plan that seeks to maximise the potential for private sector contributions as well as other local and central Government funding sources from outside of the SEP process. In the event that funding for the CLR isn't available, lower</p>

	<p>costs measures on the existing A34 corridor will be developed as noted previously, to facilitate the developments identified in the Local Plan Strategy. These measures would not deliver the transformational benefits of the Link Road, provide no future transport capacity, and attract lower developer contributions – whilst still costing in the region of £10M.</p> <p>The Contingency Plan for the scheme is that it would have to be included in the scheme of critical infrastructure delivered from future developer contributions. This will be through receipts gathered under the Community Infrastructure Levy (CIL) regulations.</p> <p>However, the current timescale for the adoption of the Community Infrastructure Levy is mid 2015 at the earliest. There is considerable competition for this funding not least from other highway improvement schemes but also from other required infrastructure such as school expansion programme and open space provision.</p> <p>At this stage it is difficult to assess the priority of schemes that will receive funding through CIL. Furthermore, even if this scheme were to be a priority funded scheme, progress would have to wait until sufficient development had taken place to match the necessary shortfall in funding.</p> <p>If LGF funding is not secured, then alternative mitigation and/or alternative funding sources would have to be examined. If the scheme was wholly dependent on capturing CIL receipts, it would delay the delivery of the scheme by up to 10 to 15 years. Most notably the strategic housing and employment sites identified would be less easy to deliver impacting on the ability of the Council to deliver the growth aspirations identified within the Local Plan Strategy.</p> <p>As part of the development and appraisal of alternative options for the CLR, analysis has revealed that with the exception of the promoted scheme, the broad range of options considered would fail to address the current and future transport problems and support the delivery of the strategic objectives for the Congleton area, namely:</p> <ul style="list-style-type: none"> • To support the economic, physical and social regeneration of Congleton by creating and securing jobs; • To relieve existing town centre traffic congestion/ HGVs, remove traffic from less desirable roads and facilitate town centre regeneration; • To open up new development sites and improve access to Radnor Park Industrial Estate and Congleton Business Park;
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	<ul style="list-style-type: none"> • To improve strategic transport linkages across the Borough facilitating wider economic and transport benefits; • To reduce community severance along key town centre corridors; and • To reduce traffic related pollutants within the towns declared Air Quality Management Areas.
	<p><i>Please describe what alternative options have been considered and why these have been rejected.</i></p> <p>In accordance with best practice for the development of transport strategies, a broad range of potential transport interventions (28) were identified and appraised against their potential contribution to the delivery of the Council endorsed objectives (see above) as well as the transport related problems for the Congleton area. This has been reported in a Stage 1 Scheme Assessment Report (B1832001/OD004 December 2013) based on the Department for Transport's Design Manual for Roads and Bridges guidance on Scheme Assessment Reporting.</p> <p>In addition each intervention was subjected to an EAST (Early Appraisal Sifting Tool) assessment. This approach enabled a consistent and transparent means for the identification of a preferred transport solution for the Congleton area which accords with the Treasury's best practice five case model and guidance for the development of Local Authority Major Schemes.</p> <p>Potential interventions included multi modal schemes, on line highway improvements and off line (Link Road) options, that can be summarised as follows:</p> <p>Multi-modal Options</p> <ul style="list-style-type: none"> • Bus services/facilities improvement • Park and Ride facilities in the town • Additional financial support for existing services • Rail service/facilities improvement • Promotion of existing facilities through marketing • Improved pedestrian and cyclist facilities • Public realm improvements • Car share schemes • Travel planning (businesses and schools) <p>Online Improvements through Congleton</p> <ul style="list-style-type: none"> • Tidal flow on A34 • Localised junction improvements • Network management measures (MOVA, SCOOT)

	<ul style="list-style-type: none"> • Strategic signing strategy • Traffic management strategy • Parking strategy • HGV ban • Rationalised junction strategy <p>Off line highway options</p> <ul style="list-style-type: none"> • Link road connecting A534 Sandbach Road to A536 Macclesfield Road • 'Partial' Link Road connecting A534 Sandbach Road to Viking Way • 'Partial' Link Road connecting Viking Way to A536 Macclesfield Road • Link to the south of Congleton • Link to the east of Congleton <p>The process concluded that a highway based solution is the preferred transport intervention and this was endorsed by Cabinet in May 2013. It was acknowledged that lower cost options would be complementary to the CLR scheme promoted within this submission but would not be successful in removing the volume of traffic from Congleton required to alleviate the existing / future problems and meet the agreed objectives for the Congleton area (referenced above).</p> <p>As noted previously a composite on-line lower cost option has been tested using the SATURN traffic model. The outputs from this have been used to assess the economic impact of this option, based on some preliminary designs and associated costs estimates. It should be noted that the level of congestion relief is much less for this option.</p>
<p>Fit with overall Strategy</p>	<p><i>Please provide a description for how your proposal fits with the overall LEP strategy.</i></p> <p>The scheme supports the High Growth City strategic priority, specifically policies:</p> <p>T2: Connectivity enhancement between Crewe, M6 and mid-Cheshire towns and</p> <p>T3: Access improvement to unlock priority employment and housing sites across the LEP area towns to unlock High Growth City</p> <p>I1: Promoting Cheshire and Warrington as 'open for business</p> <p>B1: Supporting Business Growth and Excellence in Cheshire and Warrington</p>

- **Reduce congestion and improve the efficiency of the network to support economic growth and regeneration**

The CLR will remove through traffic currently travelling between A34(N)/A536(N) and A54(W)/A534(W). This will relieve congestion at three key junctions in Congleton:

- A34/A54/A534 Waggon and Horses roundabout,
- A34 West Road/West Street/A34 Clayton Bypass roundabout,
- A34 Clayton Bypass/A34 Rood Hill/A54 Rood Hill traffic signals.

It will open up land to the north of Congleton for new housing development/industrial use and improve access to existing Radnor Park industrial estate and Congleton Business Park, with a new direct access to/from the A54(W) and A534 (see appended Development Strategy supporting information).

Holmes Chapel close to Junction 18 of the M6 will benefit from reductions in traffic on the A54 and A535, as traffic to / from the Macclesfield area to/from the M6 (south) transfers to route via the CLR to access the M6 Motorway at Junction 17.

- **Reduce the impact of traffic on the environment, reduce carbon emissions and take steps to adapt the transport network to the effects of climate change;**

The scheme will result in reduced congestion and delay on key parts of the network. Significant levels of traffic will reassign from the town centre and sensitive receptors as identified below.

- CEC has identified 3 AQMA's within Congleton, where the required nitrogen dioxide standard is breached. These are on the A34 West Road, the A34/A54, Rood Hill, Congleton, and the A34 Lower Heath, all of which were declared on the 1st May 2005. These are all traffic related.
- The A54 Rood Hill and A34 Rood Hill to Lower Heath is a "Designated Important Area for Road Noise" as part of Environmental Work Directive. It requires CEC Highways to produce a noise action plan to assess the options to reduce noise. Motorised traffic also causes severance around the town centre in particular for pedestrians and cyclists.

- **Maintain large transport structures;**

N / A – the CLR will not support the maintenance of any large transport structures.

- **Contribute to safe and secure transport and promote types of transport that are beneficial to health;**

The reduction in queues associated with the scheme and the transfer of traffic to a highway built to modern standards will reduce the risk of accidents. From analysis of the accident records (2007 - 2011) on the web site <http://crashmap.co.uk/Search>, this reveals that there were the following accidents within the immediate vicinity of the scheme (between Child Lane / A34 Newcastle Road Junction and Smithy Lane / A34 Congleton Road / School Lane Junction).

- 3 Fatal.
- 11 Serious; and
- 34 Slight.

The removal of significant levels of traffic from the Congleton area will also improve the safety for non-motorised users and promote travel by healthier modes.

In terms of security the scheme will be designed to modern standards and include appropriate provision of non-motorised user facilities to meet current demands in the area, including a combined footway and cycleway on one side of the road.

- **Improve accessibility to jobs and key services, particularly for disadvantaged communities or groups.**

As identified the introduction of the CLR will have significant benefits for one of the Borough's largest employment centres. Congleton with a population of over 26,000 is the third largest urban area within the Borough. The CLR will reduce delays on both the local and strategic network providing significant benefits for local residents, business users and commuters. The Removal of traffic congestion and associated environmental impacts within Congleton will support inward investment opportunities, improve access to key services as well as the economic and social prosperity of the area. The CLR will also support the unlocking of sub regionally important development sites at M6 Junction 17 and South Macclesfield.

It should be noted that based on the 2010 English Indices of Multiple Deprivation, there is one area of deprivation within Congleton (Bromley Farm) and two areas of deprivation within South Macclesfield (South Park and Weston) that will benefit from the introduction of the scheme.

New Housing	<p><i>If this scheme facilitates the delivery of new houses, please state the number of houses expected, their location and over what timescale.</i></p> <p>The scheme will facilitate the development of the following strategic development sites over the local plan period (2014 to 2030).</p> <ul style="list-style-type: none"> • Back Lane and Radnor Park – located to the North West of Congleton with the potential for 500 new homes; • Congleton Business Park Extension – located on the North Western edge of Congleton with the potential for 450 new homes adjacent to Congleton Business Park; • Giantswood Lane to Manchester Road – located to the North of Congleton, this is a Strategic Location with the potential for 550 new homes and an additional Local Plan Strategy site to the south of Giantswood Lane for 150 new homes; and • Manchester Road to Macclesfield Road – located to the North of Congleton with the potential for 550 new homes.. <p>TOTAL DIRECT - 2200</p>
	<p><i>Are these houses in addition to those included within the Local Plan?</i></p> <p>The housing identified above is all identified in the emerging Local Plan. The new Local Plan for Cheshire East is not yet adopted, but has been approved by Full Council and will be submitted for inspection in Spring 2014. It is expected to be adopted later in 2014.</p>

Economic Case

This section should set out the case for the Scheme in supporting the economic growth of Cheshire & Warrington.

Job and Wealth Creation and Impact on Skills Across Cheshire & Warrington	<p><i>Please indicate (where possible) the scale of direct and indirect employment opportunities being created as a result of implementing this Scheme.</i></p> <p><i>Indicate the timescale over which these opportunities are expected to be realised.</i></p> <p>3,458 jobs</p> <p>Estimates of the number of permanent jobs generated have been derived based on the allocations of land proposed for the local plan. It should be noted that phased development of the land has been assumed with approximately 10% developed by 2020 with 100% by 2032. Beyond 2032 the number of new jobs is assumed to remain constant, which is a conservative estimate.</p> <p>The table below lists the number of jobs expected to be generated on the sites allocated in the local plan.</p>				
	Year	Light industry (business park)	Business park / serviced office	General office (public administration)	TOTAL
	2020	149	200	83	432
	2032	1,191	1,600	667	3,458
	2077	1,191	1,600	667	3,458
	<p><i>What is the evidence base underpinning your employment estimate?</i></p> <p>Each land use will generate a different number of jobs per square metre of floor area. It is clearly not possible to speculate exactly what types of industry and firms would be attracted to the area, but based on site areas and typical averages by industry sector, an estimate has been made of the effective Gross Floor Area for each site (as opposed to the total land allocated for development). Light industry is assumed to generate 1 employee per 47sqm, business park / serviced office 1 employee per 10sqm and general office 1 employee per 12sqm.</p> <p>The assumed split between the 3 proposed land uses remains constant across all years with 70% of the floor area developed in light industry (high technology), 20% in business park / serviced offices and 10% in public administration (education, health etc).</p>				

	<p><i>Is this a local figure net of displacement from other areas?</i></p> <p>No. The displacement affect has not been accounted for in the calculations of the total number of jobs. However as noted below we have made allowance for this and other factors when calculating GVA.</p>
Growth in GVA	<p><i>Please provide an estimate of the impact of your Scheme in growth of Gross Value Added.</i></p> <p>£1.153bn GVA</p> <p>Based on the above methodology, there is a forecast increase in GVA to the local economy of £1.153bn over the 60 year period, and which can be directly related to the impacts on the transport scheme.</p> <p>This is a 'net' GVA figure, and incorporates the impacts of the potential redistribution of jobs from other areas.</p> <p>This equates to a benefit of around £19m per year in a DfT price base of 2010 (based on the total number of jobs in 2077).</p>
	<p><i>Is this a local figure net of displacement from other areas?</i></p> <p>Yes. The displacement affect has been accounted for in the calculations. Based on Homes and Communities Agency guidance we have made allowances for various impacts reducing the number of jobs and GVA</p> <ul style="list-style-type: none"> • deadweight (development likely to have happened anyway) = 24% • leakage = 6% • displacement from adjoining areas = 21% <p>In addition we have allowed for the the beneficial impact of combined development in one location. This is equivalent to a 10% increase.</p>

Explain how you have arrived at the GVA figure.

In line with the **Treasury's Green Book guidance**, the benefits are aggregated by extrapolating the total modelled benefit to allow a 60 year present value benefit to be calculated. It is discounted and for years beyond 2032 (the last modelled year) scaled for income growth. All values are in 2010 prices.

The discount rate is taken from the Green Book table 6.1 which suggests a discount rate of 3.5% for years 0 to 30 and a rate of 3.0% for years 31 to 60. The effect of this is to reduce the value of the additional GVA over time, and in a consistent manner with all other transport benefits.

Income Growth has been forecast using locally specific data for Cheshire East / North West England, from the Office for National Statistics (ONS). Observed data for 2002 to 2007 has been used as the basis for estimated figures for 2010, by industrial sector. Income levels fluctuate by sector over time, however for the 4 relevant sectors income was forecast to have grown between 2007 and 2010.

In 2010 prices GVA per person per year has been calculated to be approximately £41,000 for the production sector (light industry), £26,000 for construction, £41,000 for information / communications and £18,000 for public administration, education and health.

Local GVA assessments typically include the total GVA calculations without any allowance for jobs that have simply relocated from other areas. It should be noted that in this case allowance has been made for the following factors that mean not all the total value can be attributed to the scheme. Only brand new jobs are therefore included.

Typically 24% of total level of job creation is "deadweight" that would be likely to have happened anyway and is not associated with the scheme, 6% leakage and 21% are jobs displaced from adjoining areas (and so are not additional jobs). In total therefore, 49% is directly attributable to the transport scheme (i.e. 51% of the calculated GVA needs to be removed from economic appraisal purposes).

Allowance does however need to be made for the potential beneficial impact of combined development of related activities on sites in close proximity that the new link road would permit. This is estimated to be equivalent to around a 10% increase in GVA (based on HCA guidance).

<p>Productivity Benefits to Business</p>	<p><i>Please describe how the Scheme will improve travel times, accessibility changes to business, unlocking land for development etc.</i></p> <p>The scheme results in significant reductions in delay of up to 261pcu hours across the AM peak period with reductions of 381 pcu hours in the PM.</p> <p>Over a 60 year appraisal period the scheme will deliver around £131m of journey time benefits for Business Users and around £147m of journey time benefits for Commuters and Other users.</p> <p>As previously identified the scheme will facilitate the delivery of the following strategic development sites which has provision for commercial and retail development and have the potential to create jobs. CLR will accelerate delivery of the following sites:</p> <ul style="list-style-type: none"> • Back Lane and Radnor Park – potential for an extension to Radnor Park Trading Estate with 10 hectares for employment uses, retail to meet local needs, 10 hectares of leisure uses, a new primary school and other community uses; • Congleton Business Park Extension – potential for a 10 hectare extension to Congleton Business Park for employment, as well as commercial uses and retail to meet local needs; • Giantswood Lane to Manchester Road –provision of retail to meet local needs; • Manchester Road to Macclesfield Road – potential for the provision for some small scale local retail, approximately 200sqm – 300sqm and other community uses.
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	<p><i>Describe the analysis undertaken to support this – explaining for example, whether a WebTAG compliant appraisal has been undertaken.</i></p> <p>A WebTAG compliant appraisal has been undertaken for 4 shortlisted route options. This has included the development of a WebTAG compliant SATURN highway model with a base model produced to represent 2012 conditions. The base year validation is documented in a Local Model Validation Report (LMVR) that is compliant with WebTAG guidance. The scheme has been tested with an assessment year of 2032, and assessed against a future year Do-Minimum network incorporating the committed scheme above. Traffic levels for this assessment have been forecast using the industry standard TEMPRO database (using AF09 dataset) to derive locally adjusted growth factors. This is an accepted approach for predicting future traffic levels. An uncertainty log has been developed to identify all development in the area (including parts of adjacent authorities as appropriate) and assess the likelihood of their implementation. A core development scenario has been derived for both 2017 (opening year) and 2032 (design year). Total growth was constrained to TEMPRO levels for this core scenario. In addition development proposed in the emerging Local Plan has been included in a Core Plus scenario. This development is in addition to that included in core (as constrained by TEMPRO). This includes all the development outlined previously and also the housing and employment proposed for the South Macclesfield Development Area.</p> <p><u>An AST has been produced, for the options, including noise and air quality.</u></p>
<p>Indicative Scheme Benefit:Cost Ratio</p>	<p><i>Please state a BCR numerically. If a BCR is not available, please provide an explanation of when it may be available or other justification that the scheme provides value for money. Please note that a BCR is expected for all schemes >£5m commencing in 2015/16.</i></p> <p>BCR 3.1</p> <p>The economic assessment has been based on standard economic appraisal methodology. Scheme costs have been estimated for all the route options proposed. Scheme benefits and disbenefits have been calculated with regard to changes in journey time, vehicle operating costs, and accidents. Standard industry approaches have been used to calculate and define the relative benefits of the scheme options through the use of Department for Transport (DfT) approved software packages TUBA and COBA-LT that are linked to the traffic model.</p> <p>In order to generate a BCR, scheme costs have been discounted to 2010 prices. The above benefits result in a BCR of 3.1 which the DfT consider as representing High Value for Money. This is considered to be a low estimate for the following reasons:</p> <ul style="list-style-type: none"> • It includes the costs of spur roads to connect to Radnor Park industrial estate and Congleton Business Park (which would be expected to secure developer contributions)

	<ul style="list-style-type: none"> • Scheme cost estimates include allowance for risk and optimism bias (at the higher value of 44%) • Preliminary compensation cost estimates are robust. <p>The calculation of this BCR is documented in the Economic Assessment Report (Monetised Costs and Benefits)(B1832001/OD016 February 2014).</p> <p>It should be noted that environmental impacts on carbon, air quality and noise have been quantified and are included in the calculation of the quoted BCR.</p> <p>Given the nature of the scheme we have not attempted to include for any maintenance benefits associated with the scheme, as these are expected to be minimal.</p> <p>As noted above the scheme BCR would be expected to significantly increase once it has progressed through statutory processes and the level of Optimism Bias uplift is adjusted accordingly.</p>
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An Appraisal Summary Table (AST) is appended to this Information Form.

Financial Case

This section is asking you to set out the financial case for your Scheme.

<p>Scheme Costs</p>	<p><i>Before putting forward a Scheme proposal for potential funding, Scheme promoters should ensure they understand the financial implications of developing the Scheme (including any implications for future resource spend and ongoing costs relating to maintaining and operating the asset), and the need to secure and underwrite any necessary funding outside the LGF contribution</i></p> <p>Cheshire East Council fully understands the financial implications of developing the scheme and has secured any necessary funding outside of the LTB's contribution.</p> <p><i>State scheme cost, identify the separate funding elements and detail the funding profile.</i></p> <table border="1"> <thead> <tr> <th>£000s</th> <th>2017/18</th> <th>2018/19</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>LGF funding sought</td> <td>£20.0</td> <td>£25.0</td> <td>£45.0</td> </tr> <tr> <td>Local Authority contribution</td> <td>£10.0</td> <td>£5.0</td> <td>£15.0</td> </tr> <tr> <td>Third Party contribution*</td> <td>£5.0</td> <td>£10.0</td> <td>£15.0</td> </tr> <tr> <td>TOTAL</td> <td>£35.0</td> <td>£40.0</td> <td>£75.0</td> </tr> </tbody> </table> <p><small>* It is the Councils intention to underwrite all Third Party contributions.</small></p>	£000s	2017/18	2018/19	Total	LGF funding sought	£20.0	£25.0	£45.0	Local Authority contribution	£10.0	£5.0	£15.0	Third Party contribution*	£5.0	£10.0	£15.0	TOTAL	£35.0	£40.0	£75.0
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<p>Promoting Authority Contributions</p>	<p><i>Please provide a commentary on your commitment to spend.</i></p> <p>As shown by the funding profile above the Council is seeking a 60% contribution from the SEP towards the scheme.</p> <p>The Council will be responsible for any cost overruns.</p> <p><i>Do you have s151 Officer approval for this expenditure in line with your scheme expenditure profile?</i></p> <p>No. Full political support for project – evidenced by commitment to fund project development costs</p>																				

<p>Third Party Contributions</p>	<p><i>Please provide details on any third party contributions for your Scheme. This should include evidence to show how any third party contributions are being secured (e.g. S106 agreement) the level of commitment and when they will become available.</i></p> <p>The Council is actively developing a robust financial plan to support the delivery of the scheme. Potential third party contributions towards the scheme have been identified from the following sources:</p> <ul style="list-style-type: none"> • Section 106: the Council intend to include a Section 106 policy for the aforementioned strategic housing sites within the emerging Local Plan. Based on average house prices for the Congleton area and assuming a 30% affordable home allowance, <u>viability assessments</u> have revealed that over the Plan period the sites have the potential to contribute between £10 and £15 million towards the CLR. • Borough Wide CIL receipts: as part of the emerging Local Plan the Council is in the process of developing a Borough wide CIL strategy. Based on average house prices across the Borough and assuming a 30% affordable home allowance, investigations have revealed that over the Plan period potential CIL receipts are significant. <p>In addition to the above the Council will also seek to support the delivery of the CLR through the following Government funding sources:</p> <ul style="list-style-type: none"> • New Homes Bonus: over the Local Plan period the CLR will support the delivery of over 2,000 homes with a significant proportion being affordable homes. The Council is investigating the use of this annual Government funding source and associated affordable home enhancements to support the delivery of the CLR. • Applications for funding through future rounds of Regional Growth and Growing Places Fund: As well a robust 'transport case', the Council considers that the CLR has a strong fit with the Government's agenda to support economic growth and facilitate the delivery of key housing and employment sites. The Council will therefore continue to be proactive in securing additional Government funding for the CLR. <p>Due to the importance of the CLR to the Borough's strategic highway network and its requirement to support the delivery of strategic housing and commercial sites the Council is also investigating the potential use of capital receipts to support the delivery of the scheme.</p> <p>Work is on-going to develop the financial plan for the scheme in time to support the Local Plan inspection process scheduled for</p>
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	<p>later in 2014. The financial plan for the scheme will be a 'live' document that is updated at key milestones in the scheme programme to reflect any changes in potential funding sources. It is considered that as the LTB application is for funding in the 'medium term' that the scheme programme allows for sufficient time to enable a robust financial plan to be in place to support the CPO process and provide delivery assurance to the LTB.</p>
	<p><i>Is this commitment legally binding / secure?</i> Not yet legally binding, as the development sites identified are in the emerging Local Plan which has not yet been adopted.</p>

Affordability and Financial Risk	<p><i>What risk allowance has been applied to the project cost (e.g. QRA / Optimism Bias)?</i></p> <p>In line with DfT guidance (TAG Unit 3.5.9) the scheme costs have been adjusted to account for risk and optimism bias.</p> <p>Optimism bias is defined by The Green Book (HM Treasury, 2003) as “a demonstrated systematic, tendency for project appraisers to be overly optimistic”, and, in effect, results in an under estimation of the scheme costs. The DfT recommends the use of an uplift to reflect optimism bias in the scheme costs.</p>				
	Category	Types of Project	Stage 1 (Programme Entry)	Stage 2 (Conditional Approval)	Stage 3 (Full Approval)
	Roads	Motorway Trunk roads Local roads Bicycle facilities Pedestrian facilities Park and Ride Bus lane schemes Guided buses on wheels	44%	15%	3%
	<p>As the CLR is currently in the option development phase and is yet to secure Statutory Approvals an Optimism Bias adjustment of 44% has been applied to the scheme costs.</p> <p>A detailed Quantified Risk Assessment the Council has not been completed.</p> <p>The Council will be responsible for any cost overruns.</p> <p>Value engineering principles will be adopted to avoid cost overruns. Any issues will be reported to the Project Board via the Governance arrangements which are in line with PRINCE2.</p>				

<p>Legacy Benefits</p>	<p><i>Please provide information on any legacy benefits (if any) of your Scheme.</i></p> <p>The scheme will reduce the maintenance costs associated with the local road network.</p>
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Management Case - Delivery

This section is asking you to demonstrate how you intend to assess whether your Scheme is deliverable in the next spending round or at some future date.

<p>Current Scheme Status</p>	<p>Please state scheme status e.g. <i>Is the scheme at the conceptual stage? Has a business case been developed? Is it a committed scheme or has it been given legacy provisional approval? Has a bid for funding been submitted/ was it successful?</i></p> <p>The CLR is currently in the option development phase and the Preferred Route Announcement is targeted for May 2014 in line with the Local Plan process.</p> <p>An outline business case for the scheme is under development along with a WebTAG complaint traffic model. Funding to complete the business case and to progress the scheme to Preferred Route Announcement has been committed by the Council.</p> <p>The following is a list of items/tasks/programme milestones that the Congleton Project has achieved to date:</p> <ul style="list-style-type: none"> • Initial Investigation & Scoping - review of problems, opportunities, constraints and production of an Interventions Report • Development of a set of scheme objectives • Improvement Strategy identification followed by Early Assessment and Sifting Exercise (EAST report produced) • Data gathering including • Noise & Air Quality desk study • Geotechnical Desk Study • Traffic data collection and traffic model development (including LMVR and TFR) • Ecological Phase 1 Habitat Survey • Landownership survey • Landscape survey • for production of a Stage 1 Scheme Assessment Report • Options Cost Estimate development • Economic Appraisal • Environmental Impact Assessment (& Report) • Stage 2 Scheme Assessment Report • Public Consultation exercise (& Report)
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<p>Commitment to Fund Scheme development</p>	<p><i>Please state what level of commitment there is to develop the Scheme to a Business Case and what funding is required for scheme development/ Business Case preparation?</i></p> <p>The Council is fully committed to progress the scheme. The scheme has been prioritised following an initial sifting exercise of the 'long list' of schemes included within the Capital Plan. Schemes have been prioritised based on the following criteria:</p> <ul style="list-style-type: none"> • Strategic Fit with LTB Objectives; • Likely Value for Money (Transport Benefits); • Deliverability by 2019; and • Third party Contributions. <p>The subsequent list of priority schemes has been agreed with the Council's Senior Members.</p> <p>As identified above the CLR is currently in the option development phase and the Preferred Route Announcement is targeted for May 2014 in line with the Local Plan process.</p> <p>An outline business case for the scheme is under development following on from the WebTAG complaint traffic model. Funding to complete the business case and to progress the scheme to Preferred Route Announcement has been committed by the Council (Cabinet Approval, November 2012).</p> <p>As identified the above SEP funding for the scheme is being requested for the medium term. This is to support the development of a robust financial plan to secure the additional funding required to facilitate the delivery of the scheme. Prior to securing the level of Third Party contributions required to meet the funding gap it is the Council's intention to underwrite them.</p> <p>A Cabinet Report has been produced which will be presented to the April 2014 Cabinet which seeks funding for the next stage of work. To date in the region of £1m of Council funds have been spent on scheme development which demonstrates considerable commitment to the scheme.</p>
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Scheme Programme	<i>Please provide a scheme programme and phasing. Please also include key milestones if known.</i>																															
	Key milestones for the CLR are as follows:																															
	<table><tr><th>Activity</th><th>Start Date</th><th>End Date</th></tr><tr><td>Confirmation of Scheme Objectives</td><td rowspan="2">Oct 2012</td><td rowspan="2">March 2013</td></tr><tr><td>Confirmation of Preferred 2012 March 2013 Modal Solution (Interventions Report and EAST Appraisal).</td></tr><tr><td>Option Development and Route Identification.</td><td>March 2013</td><td>Sept 2013</td></tr><tr><td>Public Consultation and Preferred Route Announcement</td><td>Sept 2013</td><td>May 2014</td></tr><tr><td>Preliminary Design</td><td>Mar 2014</td><td>Dec 2014</td></tr><tr><td>Environmental Statement</td><td>Sept 2014</td><td>Nov 2014</td></tr><tr><td>Planning</td><td>Dec 2014</td><td>Apr 2015</td></tr><tr><td>Statutory Orders</td><td>Dec 2014</td><td>Sept 2016</td></tr><tr><td>Detailed Design</td><td>June 2015</td><td>July 2016</td></tr><tr><td>Construction</td><td>Oct 2016</td><td>Sept 2018</td></tr></table>	Activity	Start Date	End Date	Confirmation of Scheme Objectives	Oct 2012	March 2013	Confirmation of Preferred 2012 March 2013 Modal Solution (Interventions Report and EAST Appraisal).	Option Development and Route Identification.	March 2013	Sept 2013	Public Consultation and Preferred Route Announcement	Sept 2013	May 2014	Preliminary Design	Mar 2014	Dec 2014	Environmental Statement	Sept 2014	Nov 2014	Planning	Dec 2014	Apr 2015	Statutory Orders	Dec 2014	Sept 2016	Detailed Design	June 2015	July 2016	Construction	Oct 2016	Sept 2018
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The latest scheme programme is appended to this submission.																																
The scheme would be delivered in the short term (Autumn 2016 to Autumn 2018).																																

Other Partners Involved in Scheme Delivery	<i>Please provide details of the partnership bodies (if any) you plan to work within the design and delivery of the proposed scheme. This should include a short description of the role and responsibilities of the partnership bodies.</i>
	<p>The scheme will be delivered by the Council.</p> <p>Investigations are on-going regarding the potential to secure Third Party contributions.</p>

<p style="text-align: center;">Scheme Acceptability</p>	<p><i>Does the scheme have clear political support?</i></p> <p>Letters of support have been received from the following organisations:</p> <ul style="list-style-type: none"> • Link 2 Prosperity • East Cheshire Chamber of Commerce, who canvassed all their members and also led a delegation to Parliament to meet the Congleton MP and Minister for Planning • MP support from both Macclesfield and Congleton referenced in Hansards • Congleton Town Council • Congleton Town Partnership • Congleton High School and Eaton Bank Academy • Congleton Business Association (retail) <p>A copy of the above letters of support are included within the appended document, "The key to unlocking Cheshire East: Securing jobs & a future for the local economy", DRAFT, May 2013.</p> <p>A Business specific consultation undertaken as part of the Cheshire East Local Plan, identified poor East West links transport links and access to the Motorway as a problem. In Congleton, a collection of 48 local businesses, including multi-national companies such as Siemens and Senior Aerospace have formed a lobby group 'Link 2 Prosperity' to support proposals for a new Link Road around Congleton to address poor transport links that are harming the local economy. In the recent Congleton route option consultation exercise 231 individual businesses responded in total, all in support of the new link. 99.6% of the business community cited the reason for support as 'economic benefits'.</p> <p><i>Does the scheme have public support?</i></p> <p>Yes, the scheme does have public support.</p> <p>A public consultation exercise was undertaken between 13th January 2014 and 28th February 2014. This included a manned exhibition over 3 days at Congleton Town Hall, displays at Council offices, a consultation leaflet (distributed to local residents within 500m of the scheme and stakeholders) and information on the Council website. We have also met with Local Parish Councils and individual land owners.</p> <p>Nearly 1300 completed questionnaires were received.</p> <p>Preliminary indications suggest that there is support for all 4</p>
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route options presented at the consultation. **Around 75% of respondents favoured at least one of the options presented**, whilst only around 20% were against all 4 options. Around two thirds of respondents saw reduced traffic congestion as one of the most important justifications for the scheme.

There is localised opposition to specific route options and the development proposals in the local plan, for example from Somerford Parish Council and Eaton Parish Council and where some residents would potentially experience increases in traffic close to their properties.

The business community was engaged via the Link 2 Prosperity Group of the East Cheshire Chamber of Commerce, and they were generally supportive.

Previously we have indications from other engagement activities that indicate there is support in principal for a Link Road to the north and west of Congleton.

Activities	Outcome (s)	Date
Local Transport Plan(LTP3) Consultation (Implementation Plan) Including: <ul style="list-style-type: none"> • Direct Meetings with all Town Councils in Cheshire East. • Engagement with the 7 Local Area Partnership Boards (LAP's). • Electronic and traditional public awareness /engagement programme. 	<ul style="list-style-type: none"> • Consultation on the priority theme within LTP3 of 'Creating the Conditions for Business Growth'. • Analysis showed that nearly 80% of respondents supported the initiatives within this priority theme. 	Jan / Feb 2011

In addition to the above Link 2 Prosperity have also provided 950 positive responses to the Cheshire East Local Plan Development Strategy.

<p>Statutory Processes</p>	<p><i>Does the scheme have Planning Approval? If not what needs to be done before a planning application can be submitted and what is the timeline for submitting a planning application?</i></p> <p>No, the scheme does not have planning approval yet. The current scheme programme envisages a planning application submission in late 2014. Once the preferred route has been announced in early Summer 2014, work will begin to produce an Outline Business Case which will provide evidence for the planning application. Supporting work will include a detailed Environmental Impact Assessment as well as an updated Economic Assessment Report.</p> <p><i>Is there a likelihood of a public inquiry? If not please explain why you expect this to be the case.</i></p> <p>Yes, A Public Inquiry is likely and has been allowed for in the project plan / programme</p>
<p>Land</p>	<p><i>Do you need to acquire land to implement this scheme? If so, please explain where you are with this process and when you expect to be able to acquire the land.</i></p> <p>Yes – allowance for CPO in programme</p> <p>Contact has been made with all relevant land owners in order to gain access to land for the required environmental surveys. Informal preliminary discussions have been undertaken with some land owners. In particular those locations which are common to all the proposed options. Once a preferred route has been identified detailed Ground Investigation surveys will be undertaken. At that stage formal engagement with the affected land owners will commence. At this stage it is not clear how much land will be the subject of compulsory acquisition.</p>
<p>Construction Procurement</p>	<p><i>How do you intend to procure the construction of the scheme and what is your timeline for this?</i></p> <p>The preferred form of procurement has yet to be decided – Target cost / ECI assumed in programme</p>
<p>General Risk to Scheme Delivery</p>	<p><i>Please describe any other risks (and risk mitigation) associated with your Scheme.</i></p> <p>The Risk Register for the scheme is included within the</p>

	<p>Supporting Information appended to this submission. Progress regarding project risks is communicated to the Project Board in line with the Governance arrangements (see below).</p> <p>A commentary on the key projects risk is provided below:</p> <ul style="list-style-type: none">• Planning – The scheme crosses mainly semi-rural agricultural land in open countryside to the north of Congleton. Progress on the CLR development must be made in close liaison with landowner / developer interests and CEC planning policy to avoid conflict of interests. The CLR will be progressed via the Local Plan and will therefore be subject to examination at various stages by an independent planning inspector. The scheme itself will then be subject to statutory planning approval processes. To the west, the route will pass close to residential properties on Chelford Road, from where objections can be expected. The project programme anticipates that a Public Inquiry will be held.• Stakeholder Support – The CLR is fully supported by elected members. CEC cabinet and elected members are continuously updated on progress and MPs briefed to avoid surprises. The Town Council and Chamber of Commerce also support the Link Road.• Land Acquisition – The CLR will cross mainly agricultural land. However, timing of the road needs to be carefully related to the development of the Strategic Planning Policy and Site Allocations to avoid the purchase of land at ‘development’ prices.• Legislative – It is anticipated that Roads Orders and Compulsory Purchase Orders will be required to secure the scheme. No powers have been awarded, and draft Orders have not yet been prepared.• Procurement – The preferred form of procurement (traditional design/ D&B/ ECI) has yet to be decided.• Risks Management – CEC is working with its consultants to manage risks, by: comprehensive environmental assessment working in liaison with national and local agencies; detailed traffic data collection and modelling built on existing proven models; estimation of land purchase and compensation costs; development and appraisal of route alternatives in accordance with best practice; and identification of funding streams and development of a robust business case.
	<p><i>How will any identified risks be managed between Scheme deliver partners?</i></p> <p>The Council operates Executive style governance with</p>

responsibility devolved to Executive members. The governance arrangements and what decisions are taken by Executive members are determined by a system of key decisions as per the Council's Constitution.

The Executive Monitoring Board (EMB) will provide the necessary authority to allow the scheme to progress at a number of key stages in the project lifecycle, with the relevant Executive members sitting on the cabinet approval. Members of the scheme's Project Board hold senior executive functions within Cheshire East Council (CEC). The Project Board is responsible for setting the strategic direction of the project in line with the end-user requirements and authority provided by the EMB. The specific remit of the Project Board members is to assist the Senior Responsible Owner (SRO) in decision making and on-going progress of the project.

The SRO, **Kevin Melling** (Head of Highways and Transport) will chair the Project Board and provide the LAEAC with regular updates and assurances post Project Board meetings.

The Core Management Team will be responsible to the Project Board and specifically the Project Director (**Andrew Ross** – Strategic Highways and Infrastructure Manager) for the consideration and resolution of detailed project issues.

The Core Management Team will consist of members capable of making decisions of a technical and, where appropriate, strategic nature. The Core Management Team will be led by Paul Griffiths CEC Principal Transportation Officer.

The Project Delivery Team will be responsible to the Core Management Team and specifically the Project Director for the delivery of the scheme in all respects. The Project Delivery Team will be led by the Project Manager.

A summary of the key roles and responsibilities is provided in the table below:

Senior Responsible Owner: Kevin Melling – Head of Highways and Transport	Kevin is responsible for ensuring that the project / programme meetings its objectives, delivers the projected benefits, maintains its business focus and is well managed with clear authority, context and control of risk.
Senior User and Project Director: Andrew Ross – Strategic Highways and Infrastructure Manager	Andrew is responsible for the specification of the needs of all those who will use the final product, for user liaison with the

		project team and for monitoring to ensure the solution will meet those needs within the constraints of the business case in terms of quality, functionality and ease of use.
	Senior Supplier: Dave Riley – Director of Operations (Jacobs)	Dave represents the interests of the team designing, developing, procuring and implementing the scheme. He is accountable for the quality of products delivered by the supply chain and has the authority to commit or acquire the necessary supplier resources.
	Project Sponsor: Paul Griffiths – Principal Transport Officer	Paul will provide the interface between the project ownership and delivery on the client side. He is the single point of contact with the project team for the day to day management of the scheme.

Evidence and Supporting Information

<p>Evidence</p>	<p><i>Please list here all technical reports documenting the evidence base for the Scheme and the Scheme's performance</i></p>
<p>Supporting Information</p>	<p>The following information is available to support this submission:</p> <ul style="list-style-type: none"> • Geographical Location Plan • Appraisal Summary Table • Local Model Validation Report (OD007 November 2013) • Scheme Programme • Letter of support and Link 2 Prosperity supporting document • Economic Assessment Report (OD016 February 2014) - Economic Methodology and supporting calculations including GVA Methodology and supporting calculations • Development Strategy supporting information <p><i>Please include any additional facts which may assist in the assessment of this Scheme against strategic fit, value for money and deliverability.</i></p> <p>N / A</p>

Completed scheme information sheets should be sent by email to Nasar Malik at: nasar.malik@atkinsglobal.com