



## Project Change Request Form

This document should be used to seek approval to change one or more of the agreed parameters of the project e.g. budget, deadlines.

It can also be used for changes that have already happened.

The Change Request will be considered in line with the agreed parameters and delegations and may need to be referred to the Combined Authority Board, depending on the level of change being requested. Change should not be implemented until Project Board/CPCA approval is obtained.

Details of change request		
<b>Project Name</b>	Wisbech Access Strategy	
<b>Project Manager</b>	<b>Project Director</b>	<b>Date of change request</b>
Kristian Mobbs – Cambridgeshire County Council Project Leader	Andy Preston – Assistant Director Infrastructure & Growth, Cambridgeshire County Council	10 <sup>th</sup> July 2020
<b>Details of change requested and impact to project</b>		
<p>This change request required for the project is to remove 2 of the improvement sites from the 5 included within the funding agreement. The 5 sites are known as;</p> <ul style="list-style-type: none"><li>• EH7b Weasenham Road Rbt.</li><li>• EH1 Elm Road / A47 Rbt.</li><li>• BER2 Broadend Road Rbt</li><li>• CR2 Cromwell Road Junction</li><li>• SAR1 Southern Access Road</li></ul> <p>These have all completed preliminary design. Neither CR2 nor SAR1 are being progressed through detailed design due to the energy from waste facility proposal by MVV - Medworth Energy. The proposal, if approved, would have an impact on the traffic flows in the local area, as well as the proportion of Heavy Goods Vehicles present in this traffic. Additionally, the revised cost estimates at the end of the Preliminary Design Stage are in excess of the available grant.</p> <p>Therefore there is a reduction in the number of sites to be delivered and the benefits these would deliver.</p>		
<b>Reason for change</b>		
Until the MVV proposals are concluded neither CR2 nor SAR1 can progress as explained above. The original grant fund was provided on the basis that the detailed design and construction would be delivered for £10.5m. The revised estimate undertaken at the end of Preliminary Design was £16.1m.		
<b>Other options considered</b>		
The Southern Access Road and the works on Cromwell Road are within the same footprint as the MVV proposal and therefore clash.		
Therefore the change request is to reduce the scope until the MVV proposal is concluded.		

### Costs/impacts of implementing the change

The revised estimates for the project after the Preliminary Design stage for the 5 sites has had an impact on the Benefit Cost Ratio (BCR) as well as the budget. This is illustrated below;

Site Ref	2017 BCR	2017 Cost Estimate	2019 BCR	2019 Cost Estimate
EH7b & EH1	3.21	£3.6m	2.2	£6.9m
BER2	2.74	£3.2m	-3.14	£3.0m
CR2	13.11	£0.7m	3.86	£3.4m
SAR1	17.79	£3.3m	12.08	£2.8m
Total	4.86	£10.8m	3.79	£16.1m

By removing CR2 and SAR1, due to the MVV Medworth proposal, this drops the BCR to -0.03. The remainder of the detailed design, utility diversions and construction costs is forecast to be £9.9m

This drop in the overall BCR to a negative figure has to be understood in the context of the project objectives and the individual site BCR's.

The £9.9m revised forecast for the 3 sites is to be funded via £6m of the £10.5m Growth Fund, (£4.5m estimated spend by 31<sup>st</sup> March 2021) and a further £3.9m earmarked from the CPCA Medium Term Financial Plan. The Budget Provision will be periodically reviewed.

The project objective is to open up areas for future development and meet the local plan for growth. EH7b and EH1 have to be delivered together, as the benefits are too interlinked and the improvements to these 2 junctions is needed on the basis of improving significant pinch points. The negative figure for BER2 is due to the need to add a significant new junction to the strategic network, which is a Highways England requirement to support the development of east Wisbech.

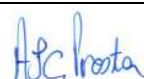
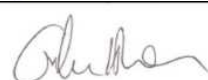
### Risk of implementing the change and reviewers considering the change

The reduction in the BCR is significant, when considering, the original provision for funding. However, the local plan relies upon the delivery of these 3 junctions to proceed. The local plan also relies upon the development of the area CR2 and SAR1 access, however, the MVV Medworth proposal is for the same area and therefore materially changes the benefits originally put forward for development.

The future for CR2 and SAR1 will need to be decided once the Development Consent Order has been concluded.

It is also worth noting that none of the above includes any impact from COVID 19.

Reviewers – Please include the name of the person and job title with a signature (this can be electronic) e.g. Finance Manager, Project/Programme Manager etc

Name and Job Title	Signature
Andy Preston, Assistant Director Infrastructure & Growth	
Graham Hughes, Service Director, Highways & Transport	



<b>Decisions/approval for change</b>	
<b>CPCA Director decision</b>	
Name of Director:	
Decision:	
Signature:	
Date of Decision:	
<b>CPCA Programme Board decision (if applicable)</b>	
Decision:	
Date of Decision:	
<b>CPCA Board decision (If applicable)</b>	
Decision:	
Date of Decision:	

Please save evidence of approvals into the project folder on SharePoint