

CIL Strategic Infrastructure Funding Scheme

Project Variation

Request Form

1. What was the name given to this Project?

Cam & Dursley Railway Station enhancements

2. a) How much CIL Funding was allocated to this project? b) Which financial year was this allocated for delivery?

£ 71,050 was allocated in **2021/22** financial year

3. Applicant / Project Delivery Organisation

The principal contact should be of the lead Project Officer. They must either have the authority to manage project changes, or should ensure that this form is accompanied by written confirmation from a manager who can authorise this form as a formal variation request.

Principle contact name:	Sarah Williams
Job Title:	Principal Planning Officer
Service area / department:	Strategic Planning
Organisation:	Gloucestershire County Council
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Telephone number:	01452 426793
Secondary contact name:	Jonathan Roberts
Job Title:	Transport Infrastructure Officer
Service area / department:	Integrated Transport
Organisation:	Gloucestershire County Council
Email address:	Jonathan.Roberts@gloucestershire.gov.uk
Telephone number:	01452 425628

4. What were the main delivery objectives of this project?

Provide a summary of the works that were outlined in the original Bid.

(you may use bullet points if appropriate)

Delivery Objective / or project phase	Relative Cost (for that phase or portion)
Car Park Expansion	£25,000.00
Cycle Racks	£4,000.00
Passenger Shelters	£20,000.00
A 45% optimism bias was applied to the original CIL Bid to cover installation/construction costs and other unknown costs that might arise, as per the industry standard. Optimism Bias is usually reduced once the project and its costs is better understood, as has been done here. GCC are doing their upmost to ensure all committed CIL funding is spent on the best possible improvements to the rail station car park.	£22,000.00

5. Which of the above Delivery Objectives have been completed?

The following purchase orders have been raised:

Location and Description	Cost	RELATION TO BID
New cycle shelter Cam & Dursley (36)	£12,900	Cycling Improvements
Carry out groundworks for cycle shelter	£3,397	Cycling Improvements
Carry out fence alterations behind bus shelter	£1,870	Pedestrian access improvements
Relocate existing 5 hoop bus shelter to motorcycle area	£1,695	Cycling Improvements
Create safe walking route from entrance	£1,980	Pedestrian access improvements
Total	£21,842	
Remaining budget (£71k)	£49,158	

6. Which of the above Delivery Objectives have NOT been completed?

- Car Park Expansion
- Passenger Shelters

Please explain why:

- Car Park Expansion:
A site visit identified that the area proposed in in fact heavily wooded and at a far steeper gradient than originally anticipated.
- Passenger Shelters:
Awaiting confirmation of the below proposed changes before procurement.

7. What Project Changes do you wish SDC to grant approval for?

Additional proposals that remain in line with original bid:

- **Car Park Expansion** - £7910 (accounts for 3 additional car parking spaces, 2 of which are replacements for those lost through motorcycle parking area so we gain 1 additional space).
- **Cycling (including motor cycles) Improvements** - £43,470 (Includes not just cycle racks but a host of improvements including ground works facilitating new infrastructure)
- **Bus shelter improvements** - **£10,000** (Entails removal and replacement of existing bus shelter with new modern Externiture 'Mono' shelter).

Additional proposal outside the scope of the original bid:

- **Pedestrian access improvements – £9,620** (Amendments to existing car park to make life easier and safer for pedestrians using the station including bus users).
- **Total spend = £71,000**

8. What evidence (eg, plans, designs, etc) will you attach to this form that evidence these changes are well planned for?

Plans are currently being drawn up at present, copies of these will be provided to SDC by 23/03/22.

9. Explain why these proposed changes are necessary:

The original request was considered feasible at the time, but soaring costs and closer inspection with professional guidance have rendered the project unfeasible. Trees and gradient mean the proposed land for additional car parking would require extensive groundwork at a far greater expense than previously anticipated.

Project changes will create more cycle parking and a safer more accessible walking link, direct from the Box Road entrance to the platform. These improvements will future proof the rail station for government ambitions to make walking and cycling the first choice for shorter journeys and an anticipated increase in these modes as a result of the future Greenway

10. What are the risks that these proposed changes may not be implemented exactly as stated (eg, on time, on budget) and how are these risks being managed?

There is now no time to implement these changes in this financial year, however there are now more developed details of project delivery available so we have absolute confidence that the works outlined will be completed within this year 2022/23. Works are being carefully planned for and managed by the relevant teams and managers.

11. Please state all the relevant consultations that have taken place regarding this project change (please state the person's name / organisation and date)

Liaison with Stroud District Council, Cam Parish Council, GCC officers and vendors to ensure approval, feasibility, and technical assessment.

12. Any other project information you would like to tell us about?

You may attach any supplementary information you think may be of interest, this may include photographs, project plans, proof of match funding, tender documents, etc.

Transport requirements change endlessly and have done so immeasurably in the past couple of years, with new guidance on cycling infrastructure and a far greater emphasis on active travel, this has taken all transport professionals some time to absorb. Costs have also increased substantially as a result of supply chain issues. In addition, it is difficult to resource the planning of multiple schemes in detail and therefore there is the need to make project estimates based on previous experience, which are subject to many technical eventualities that can impact proposals and result in amendments.

In future years, funding requests will undoubtedly change and adapt to meet new and improving guidance and to fulfil the ever changing nature of transport and travel behaviour. SDC's support in helping us to accommodate these changes to benefit the community is appreciated.