

REVIEW OF SCHEME CONTINGENCY ALLOWANCES

Colchester Braintree Borders

SCHEME WIDE ENABLING WORKS		In built contingency			
Physical Costs: Site Preparation & Enabling Costs	Cost	Y/N	%	Amount	Comment
- Based upon generic cost per residential unit	£473.2 m	Y	20%	£94.6 m	Starting point of £17,000 per unit - modelled at £20,000 per unit.
SCHEME WIDE COMMUNITY INFRASTRUCTURE					
On Site: Core Social Infrastructure	Cost	Y/N	%	Amount	Comment
Education	£212.9 m	Y	10%	£21.3 m	ECC include 10% contingency in capital cost estimates for new schools
Community & Health	£53.2 m	N			As per AECOM Concept Feasibility - no apparent contingency
Open Spaces, Leisure & Sports	£65.1 m	N			As per AECOM Concept Feasibility - no apparent contingency
Environmental / sustainability / waste	£11.8 m	N			As per AECOM Concept Feasibility - no apparent contingency
SCHEME WIDE OTHER ITEMISED INFRASTRUCTURE					
On Site	Cost	Y/N	%	Amount	Comment
Country Park	£5.0 m	N			Insufficient detail to ascertain if in built
A3 - Active Modes link (Church Lane - Marks Tey station)	£0.4 m	Y	20%	£0.1 m	As per Jacobs M&A Study. Inclusion within professional judgement of cost.
PT1a - Rapid Transit Loop (Bus only Roads)	£42.5 m	N			As per Jacobs M&A Study. Based on out-turns, midpoint of range
PT2 - Park & Ride	£4.2 m	Y	22%	£0.9 m	As per Jacobs M&A Study. Midpoint of range & additional optimism bias (top @ 44%)
PT3 - West Tey Railway Station	£50.0 m	NA			Assumed CBB contribution (max). Other sources of funding may be required.
PT4 - West Tey Transit Hub	£6.0 m	Y	20%	£1.2 m	As per Jacobs M&A Study. Inclusion within professional judgement of cost.
Travel plan measures (@ £1500/unit)	£36.0 m	NA			Travel plan measures not appropriate for contingency
Employment support (@ £750/unit)	£18.0 m	NA			Employment support not appropriate for contingency
Off Site	Cost	Y/N	%	Amount	Comment
Utilities - Elec sub stations, gas supply & telecoms	£30.0 m	N			As per AECOM Concept Feasibility - no apparent contingency
Utilities - potable & waste water	£12.0 m	N			As per AECOM Concept Feasibility - no apparent contingency
A2 & A4 - Active Modes Connections to Rural Hinterland, Cycle Links	£1.5 m	Y	20%	£0.3 m	As per Jacobs M&A Study. Inclusion within professional judgement of cost.
PR1 & PR 2- Marks Tey Station and junction package & Stane St reduction	£9.0 m	Y	20%	£1.8 m	As per Jacobs M&A Study. Inclusion within professional judgement of cost.
R2 - A12 Southern junction with Garden Community	£41.5 m	N			As per Jacobs M&A Study. Based on out-turns & inflation, midpoint of range
Contribution to A120 (@ £1,500 per unit)	£36.0 m	NA			Assumed CBB contribution (max). Other sources of funding required.
Contribution to Rapid Transit system (@ £1000 per unit)	£24.0 m	NA			Assumed CBB contribution (max). Other sources of funding required.
Management & Long Term Governance	Cost	Y/N	%	Amount	Comment
Open space endowments	£50.0 m	NA			Endowment sums not appropriate for contingency
TOTAL CONTINGENCIES					
Total in-built contingency (sum of above)				£120.2 m	
Modelled contingency (max @ 10% scenarios - calculated across all items)				£113.2 m	
Total contingencies				£233.4 m	

Total relevant infrastructure (excl endowments & part contributions)	£968.3 m
Total contingency as % of relevant infrastructure	24%

Total assumed profit (@ 15% of strategic costs)	£170.0 m
Total contingency + profit	£403.4 m
Total contingency as % of relevant infrastructure	42%