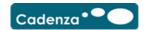
Scenarios Table



	Α	I B	С	l D	T E	F	G	Н	Т	1 1	К	
1		oton station Car Park scenarios			-	·			-	,		_
2	7		Original Appx A case		Scenarios (cumulative; input changes highlic			ighted)				
	Cat	Description			Notes	122 Spaces			130 space	Full Covid	Avg cost	Low-High
3			(To 2018)*			(post 2018)*		reduction	capacity	recovery		cost rates
4	Space	es for existing high street users	(,			(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	(,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
5		Existing spaces (100% utilisation)	113	spaces		122	122	122	122	122	122	122
6		Assumed reduction for Covid impact	50%		Greater % reduction makes NCC case less attractive	50%	50%	43%	43%	0%	0%	
		Assumed reduced space requirement following	57	spaces		61	61	70	70	122	122	122
7		Covid impact										
8												
9	North	numberland Line Demand for spaces										
10		2039 Highest demand	186	spaces	Or maximum practicable within the space	186	186	186	186	186	186	
11		2039 Selected demand		spaces	Based on a blend of selected occupancy rates etc.	136	136					
12		2028 Interim Covid impact demand	99	spaces	Based on proportional rail demand Covid reduction	99	99	99	99	99	99	99
13												
	Pricir	<u>ng</u>			Spon's Civil Engineering and Highway Works Price Book 35th Edition 2021. Part 5 Approximate							
14					Estimating, page 97							
15		Surface car parking; landscaped	120	64.0								
16		Low		£/m2	Circula account to be a large and birds							
17 18		Avg		£/m2	Simple average between low and high							
19		High	150	£/m2								
20		Multi-storey car parks, flat slab Low	C10	£/m2								
21		Avg		£/m2	Simple average between low and high							
22		High		£/1112	Simple average between low and high							
23		nigii	790	£/111Z								
24	At Gr	ade without Malhotra land										
	At GI	Working capacity	150	spaces	Preliminary estimate	150	150	150	130	130	130	130
25		Troining capacity	130	spaces	(Higher makes NCC case less attractive)	130	130	130	130	130	130	130
26		Available capacity for Northumberland Line users	93	spaces	(Figure makes Nee case less attractive)	89	89	80	60	8	8	R
27		realization capacity for Horitian Denand Line docto		эриссэ		- 05						
		Available spaces for 2028 demand	-6	spaces	Available capacity less 2028 Northumberland Line	-10	-10	-19	-39	-91	-91	-91
28				-,	demand							31
29		Time from 2024 before capacity exceeded	2.2	years	Assumes straight line demand growth from 2028 to 2039 selected demand, and scheme operational in 2024	1.0	1.0	-1.6	-7.6	-23.1	-23.1	-23.1
30		Year when capacity exceeded	2026	Calendar v		2025	2025	2022	2016	2001	2001	2001
31		rear when capacity exceeded	2020	Calendar y	edi .	2025	2025	2022	2016	2001	2001	2001
ЭΙ												

Scenarios Table



Administration Cor Park scenarios Criginal Agras A case 113 Spaces Uniform U		IΔI B	С	I D	T E	T F	G	I н	ī	1	K	
Securition 13 Security 1	1	, A			L L	<u>'</u>		11	1	J	K	
Sect Description 115 Spaces Unit Notes 122 Spaces 125 Spaces 136 Spaces 130 Spaces 100 Cold Agr out Nov-Hill 130 Spaces	2	Asimigton station car raik sections	Original Appx A	case		Scenarios (cumulative: input changes highli			hted)			
32 At Grade Including Mathotra land 10 2018)* 10 10 10 10 10 10 10 1		Cat Description	3 11		Notes				Full Covid	Avg cost	Low-High	
Working capacity of Northamberland Line Luess 275 spaces 270	3		(To 2018)*						capacity	recovery	rates	cost rates
Available copacity for Northworkerland Life users 218 spaces 208 209 200 200 148	32	At Grade including Malhotra land										
Semanting N. capachy ex 2028 interned memand 114 spaces 110 110 101 101 49 49			270	spaces								270
Seminating N. Capacity for 2039 Highest demand 27 Spaces 73 73 64 64 12 12												148
Remaining N., Capacity for 2039 Highest demand 27 spaces 23 23 14 14 34 38 38 38 38 38 38 38 38										15	15	49
28												12
Cost of Mahlora land		Remaining NL capacity for 2039 Highest demand	27	spaces		23	23	14	14	-38	-38	-38
39 Area of surface car parking 7,700 m2 At Goade only 7,700 7,70	38	Cook of Mallockus land	450	Cle	At the county we work to the county with the county we work to the county with	450	450	450	450	450	450	450
A Area of surface car parking 7,700 10 10 10 10 17,700 7,700	20	Cost of Mainotra land	450	±Κ		450	450	450	450	450	450	450
A Free of multi-storry car park		Area of curface car parking	7 700	m?	(makes NCC case less attractive)	7 700	7 700	7 700	7 700	7 700	7 700	7,700
Low/May/May/Inster attempts High Choice High makes NCC case less attractive High High High High High High High May Low			,		At Grado only	7,700	7,700	7,700	7,700	7,700	7,700	7,700
14 Direct cost of surface car parking 1,155 1,155 1,155 1,155 1,155 1,155 1,155 1,104 44 44 Direct cost of multi-story car park 0 Ek At Grade only 0 0 0 0 0 0 0 45 Subtotal direct cost of car park 1,155 Ek						High	High	High	High	High	Δνα	Low
44 Direct cost of multi-storey care park 0 0 0 0 0 0 0 0 0					ganco rico case less delidente							924
Subtotal direct cost of car park					At Grade only							0
147 Allowance for risk 30% % (range 20%-40% typical) 30%					,	1,155	1,155	1,155	1,155	1,155	1,040	924
47 Allowance for risk 30% % (range 20%-40% typical) 30%					Traffic management (5%), contract management	11%	11%		11%	11%	11%	11%
48		·			(1%), Design (5%)							
Fig. Cost of car park including land 2,079 Ek 2,079 2,079 2,079 2,079 2,079 2,079 1,916 1,055		Allowance for risk	30%	%	(range 20%-40% typical)	30%	30%	30%	30%	30%	30%	30%
Solid Cost of car park including land (rounded) 2.1												1,303
S2 Decked car park without Malhotra land S3 Working capacity						-/						1,753
		Cost of car park <u>including</u> land (rounded)	2.1	£m		2.1	2.1	2.1	2.1	2.1	1.9	1.8
Working capacity for Northumberland Line users 189 spaces 185 185 176 176 124 124 124 125												
Second Part			246			246	246	246	246	246	2.46	2.46
Space Spac												246
Semaining NL capacity for 2039 Selected demand 53 spaces 49 49 40 40 -12 -12				-								124 25
Second S												-12
Second Fig.												-62
Cost of Malhotra land		Remaining WE capacity for 2009 Finghest demand		эрассэ				10	10	02	02	02
Area of surface car parking S,140 m2 Area of At Grade land less half total MSCP area S,140 S		Cost of Malhotra land	0	£k	No cost	0	0	0	0	0	0	0
Area of multi-storey car park 5,120 m2 80m x 32m x 2 floors 5,120												5,140
Direct cost of surface car parking 694 Ek * Avg cost used where indicated in scenario title 694 617 617 617 617 694 7 64 7 7 64 7 7 64 7 7 64 7 7 7 7 7 7 7 7 7					80m x 32m x 2 floors							5,120
Direct cost of multi-storey car park 3,123 £k 3,123 3,124 3,140 3,740 3	62	Low/Avg/High rates	Low	choice	Low makes NCC case less attractive	Low	Low	Low	Low	Low	Avg	High
Subtotal direct cost of car park 3,817 £k	63	Direct cost of surface car parking	694	£k	* Avg cost used where indicated in scenario title	694	617	617	617	617	694	771
Overheads rate for car park 11% % Traffic management (5%), contract management 11% 1		7 1	-, -									4,045
66	65											4,816
Allowance for risk 30% % (range 20%-40% typical) 30%	ا ۔ ا	Overheads rate for car park	11%	%		11%	11%	11%	11%	11%	11%	11%
68		All 6 11		0/						2621	2001	2021
69 Cost of car park including land 5,382 £k 5,382 5,273 5,273 5,273 5,273 6,032 6,70 Cost of car park including land (rounded) 5.4 £m 5.4 5.3 5.3 5.3 5.3 5.3 6.0 0 71					(range 20%-40% typical)							30%
Cost of car park including land (rounded) 5.4 £m 5.4 5.3 5.3 5.3 5.3 5.3 6.0 0 0 0 0 0 0 0 0 0						- /					-,	6,790
71 72 Summary cost differential 3,303 3,194 3,194 3,194 3,194 3,194 4,116 5,0 73 grade Cost differential between decked car park 3.3 3.2 3.2 3.2 3.2 3.2 3.2 4.1 9 74 and at grade (rounded) 3.3 3.2 3.2 3.2 3.2 3.2 4.1 9						- /					-,	6,790 6.8
72 Summary cost differential Cost differential between decked car park and at grade 3,303 3,194 3,194 3,194 3,194 3,194 3,194 3,194 4,116 5,00 5		cost of car park <u>including</u> fand (rounded)	5.4	2111		5.4	5.3	5.3	5.5	5.3	0.0	0.8
Cost differential between decked car park and at 3,303 £k 3,303 3,194 3,194 3,194 3,194 4,116 5,000 grade Cost differential between decked car park and at grade (rounded) 3,303 3,194 3,194 3,194 3,194 4,116 5,000 grade 3,303 3,194 3,194 3,194 3,194 4,116 5,000 grade 3,303 3,194 3,194 3,194 3,194 4,116 5,000 grade		Summary cost differential										
73 grade Cost differential between decked car park 3.3 £m 3.3 3.2 3.2 3.2 3.2 3.2 4.1 9. 1.2	<u> </u>		3,303	£k		3,303	3.194	3.194	3.194	3.194	4.116	5,037
Cost differential between decked car park 3.3 £m 3.3 3.2 3.2 3.2 3.2 4.1 9 and at grade (rounded)	73		5,505			5,505	0,101	0,101	5,151	0,201	1,210	5,557
and at grade (rounded)			3.3	£m		3.3	3.2	3.2	3.2	3.2	4.1	5.0
	74		3.0									
75	75											



Source:					_
	I Engineering and Highway Works Price Book 35 th Edition 2021.				
	roximate Estimating, extracts from page 97 and 79(attached)				
	Samuel Estimating saturation page 57 and 75 (according)				+
				1	
	BUILDING PRICES PER SQUARE METRI	E			
		700			
_					
_	Item	Unit	Range	£	
	UNICLASS D1 UTILITIES, CIVIL ENGINEERING FACILITIES				
	Car parking	m ²	91.00 to	115.00	
	surface car parking surface car parking; landscaped	m ²	120,00 to	150.00	
_	Multi-storey car parks	.100%	120.00 10	130.00	
_	flat slab	m ²	610.00 to	790.00	
_	Underground car parks	6000	010.00 10	700.00	
	partially underground under buildings; naturally ventilated	m ²	690.00 to	890.00	
	completely underground under buildings with mechanical ventilation	m ²	950.00 to	1225.00	
	completely underground with landscaped roof and mechanical ventilation	m ²	1150.00 to	1475.00	
	Transport facilities				
	railway stations	m ²	4000.00 to	5100.00	
	bus and coach stations	m ²	2800.00 to	3600.00	
_	bus garages	m ²	1050.00 to	1350.00	
	petrol stations	m ²	3500.00 to	4450.00	
	Vehicle showrooms with workshops, garages etc.				
	1 0 000 2	- 2	ANTE ON THE	4750.00	

PART 5

1750.00

1475.00

Approximate Estimating

 m^2

1375.00 to

1175.00 to

Page
Preliminaries and general items
Building prices per square metre
Approximate estimating rates – General building works
Approximate estimating rates – Ancillary building works
152

Preliminaries

up to 2,000 m²

over 2,000 m²

This part deals with that portion of Civil Engineering costs not, or only indirectly, related to the actual quantity of work being carried out. It comprises a definition of Method Related Charges, a checklist of items to be accounted for on a typical Civil Engineering contract and a worked example illustrating how the various items on the checklist can be dealt with.

Approximate estimating rates - Ancillary building works and General building works

Prices given in this section, which is generally arranged in elemental order, also include for all the incidental items and labours which are normally measured separately in Bills of Quantities. They include overheads and profit but do not include for preliminaries.

Whilst every effort is made to ensure the accuracy of these figures, they have been prepared for approximate estimating purposes only and on no account should they be used for the preparation of tenders.

Unless otherwise described units denoted as m² refer to appropriate unit areas (rather than gross internal floor areas).

As elsewhere in this edition prices do not include Value Added Tax, which should be applied at the current rate, together with consultants' fees.