

**PRIMARY DELIVERY REPORT**

**ST ANNES-ON-SEA | LEVELLING UP FUND BID  
(ROUND 3) – CONSULTANT SUPPORT**



**AUGUST 2023  
Revision C**



**GOSLING | CONSULTING**

CHARTERED QUANTITY SURVEYORS | PROJECT MANAGERS | CONSTRUCTION COST CONSULTANTS

**Contents**

1.0 Introduction, Background & Report Purpose ..... 1

2.0 Previous Masterplan Summary & Highlights ..... 4

3.0 LUF Round 3 Proposal..... 6

**Appendix**

- Appendix 1: BDP Stage 2 Final Masterplan Report September 2022
- Appendix 2: BDP Stage 2 Delivery Strategy Report September 2022
- Appendix 3: Original BDP Masterplan Costing Exercises
- Appendix 4: BCIS Construction Cost Inflation Index
- Appendix 5: Consultant Scope Documents

Revision	Issued	Prepared	Checked	Comment
#	07/08/2023	DG	JW	
A	08/08/2023	DG	JW	Update following CR comments
B	08/08/2023	DG	JW	Updated following MC comments
C	08/08/2023	DG	JW	Programme Updated following CR comments

## **1.0 Introduction, Background & Report Purpose**

Gosling Consulting have been asked to provide a report evaluating the work required to bring forward a Round 3 'Levelling Up Fund' bid for town centre improvements in St Annes-on-Sea.

We have been asked to consider:

- The previous masterplan
- Reasons for the unsuccessful bid in Round 2
- What a secured award could be
- The fees appropriate to the anticipated budget
- The elements of the masterplan which could consequently be brought forward with the residual budget excluding fees
- Consultant scopes and programme for delivery

### **What is the Levelling Up Fund? <sup>1</sup>**

The Levelling Up Fund was announced in November 2020 as part of the 2020 Spending Review. The purpose of the Fund is to invest in "local infrastructure that has a visible impact on people and their communities and will support economic recovery." The Fund is worth £4.8 billion.

The Levelling Up Fund is part of the wider "levelling up" agenda, a loosely connected set of policies designed to address the longstanding problem of the UK's regional economic disparities.

The first two funding rounds have focused on three investment themes – transport projects, town centre and high street regeneration and cultural investment.

### **What happened in the first round of funding?**

The government published a prospectus alongside the March 2021 Budget. This stated funding would focus on the areas "most in need of levelling up". The areas are determined by an index ranking local authorities by on a scale of 1 to 3, with those ranked 1 considered most in need.

The ranking system was based on three criteria:

1. need for economic recovery and growth.
2. need for improved transport connectivity.
3. need for regeneration.

<sup>1</sup> <https://commonslibrary.parliament.uk/which-areas-have-benefited-from-the-levelling-up-fund/>

Every local authority was eligible to submit at least one bid, up to a value of £20 million, though county councils with transport powers, combined authorities, mayoral combined authorities and the Greater London Authority were eligible to submit one transport bid with a value of between £20 million and £50 million.

Applications for the first round of the Levelling Up Fund were open between March and June 2021. A full list of successful bidders was published on 27th October 2021.

305 bids were received, of which 105 were successful, with a total value of £1.7 billion. The largest successful bid was worth just under £50 million.

### **What happened in the second round of funding?**

The opening of the second round of the Levelling Up Fund was announced in the 2022 Spring Statement.

An updated prospectus and new priority index were published. Places were able to move up to a higher priority category and the number of priority category 1 places was expanded, with the intention of capturing areas whose levels of need had increased since the Fund's launch, for example due to impacts of the covid-19 pandemic.

A full list of successful bidders was published on 19th January 2023.

529 bids were submitted, of which 111 were successful, with a total value of £2.1 billion. The two largest successful bids were worth £50 million each, while a further two bids worth just under £50 million were also successful.

Fylde Council submitted a bid in round 2 for £14 million which was unsuccessful, the feedback given was that the schemes having invested more in developed designs and planning, which were considered to be 'shovel ready', were those which were more likely to proceed and therefore more worthy of investment.

In January 2023, Secretary of State Michael Gove revealed a third round of bidding, although firm dates for the programme have not yet been released. Rounds 1 and 2 had short bidding windows. From announcement of the Levelling Up Fund (LUF) Round 2 to the original submission deadline was 10 weeks, although this was later extended because of technical issues.

It is anticipated that an announcement will be made in the latter part of 2023, but exact timescales are currently unknown and the intention is to progress the project as far as possible in advance of a bid.

It is noted that Fylde Council, following the unsuccessful Round 2 bid, have made the decision to proceed with the Event Square East with funds secured, partly, from the UK Shared Prosperity Fund and also Council reserves. This project has already advanced to concept stage, with a public consultation event running until the 11<sup>th</sup> August 2023. Whilst this element of the masterplan is being delivered in isolation, there are clear synergies with the wider town masterplan of which the design team will be cognisant and any appropriate interfaces are being incorporated where possible. It is assumed that this section of the town centre works would be out with any Round 3 bid.

Given the feedback from the Round 2 bid, Fylde Council are considering progressing elements of the original masterplan proposals to RIBA Stage 3, in order that a Round 3 'Levelling Up Fund' bid would be more likely to succeed and consequently secure delivery funds. Section 3.0 of this report looks at the proposed masterplan elements which could form part of this scope, the resource required to deliver, the associated costs and the programme. Section 2.0 reflects on the contents of the town centre masterplan.

## 2.0 Previous Masterplan Summary & Highlights

The masterplan area covers the town centre retail and commercial area, centred on St Anne's Road West and the connecting roads including Wood Street, and the 'Island site', extending from the car park north of the pier to the southern car park, at the far end of Promenade Gardens.

The client group commissioned the masterplan in order to identify a vision and strategy for the development of St-Anne's-on-the-Sea over the next 5–10 years, to guide investment and development proposals and to inform planning decision making, but also to underpin and be prepared for a future bid for government or other public sector funding that may be available from time to time to support town centre regeneration. Recent examples of such funds include Future High Streets Fund, Towns Fund, the Levelling Up Fund and the Shared Prosperity Fund.

The following 5 key objectives were derived from the extensive consultation and development

- Revitalisation of the town centre through the encouragement of a more diverse mix of uses and by repurposing underused space
- Regeneration of the Island site to fulfil its potential as an attractive, year round leisure destination meeting the demands of target visitors, following planned improvements to coastal defences and associated public spaces
- Enhancement of the town centre and seafront arrival experience (or 'gateways') from key transport linkages including rail and road, both of which are expecting to benefit from network and service improvements in the coming years
- Creation of a strong connection between the town centre and the promenade (the 'Pier Link') to maximise the economic potential and synergies across the resort as a whole
- Delivering high-quality and complementary pedestrian, cyclist and road environments with improved wayfinding and a clear design layout to promote connectivity and a sense of place for St-Anne's-on-the-Sea

The intervention areas identified in the masterplan are:

- **Station Gateway:** the area around the station is a key gateway to St Anne's, however, the area feels disconnected and offers a poor experience for onward pedestrian travel towards the town centre and seafront
- **The Square:** is the heart of St Anne's town centre; however, it suffers from poor connectivity, underutilised buildings and public realm, and a lack of night time activity
- **The 'Pier Link':** is the main connecting route between the town centre and seafront but it currently lacks activity and interest, discouraging linked visits
- **The Pier:** St Anne's Pier is both an important heritage asset and visitor destination, however it provides a limited experience and poor setting
- **South Promenade and Car Park Promenade Gardens:** are central to St Anne's identity as a 'Garden town by the sea', however they are looking tired and in need of investment
- **The Island:** is the main site for leisure activities across the seafront, but the quality of this destination is undermined by poor building design and the domination of car parking.

### 3.0 LUF Round 3 Proposal

The central aim of the masterplan is to enhance St-Anne's-on-the-Sea's existing architectural, cultural, and commercial strengths. This will be achieved through the application of the approved masterplan and its objectives, detailed earlier in this report. Although each project in the masterplan presents a significant regenerative effort, the below hierarchy prioritises each according to their role in achieving the overarching goals set by the masterplan, their strategic importance, and the inclusive engagement process already undertaken. By adopting this hierarchy, the implementation of projects, and consequently the accomplishment of regeneration objectives, will be expedited.

- **Station Gateway** - Upgrade of public realm in station forecourt area to alter the station egress to align with St Anne's Road West to provide a direct view through the Square to the pier and to create a strong sense of arrival and a welcoming experience for rail users. Potentially also taking the opportunity to prepare the adjacent site for development by a hotel operator as a separate scheme
- **The Square (East)** - Refresh of the east of the Square, including the upgrade of existing street furniture, scaling back the planting, replacing the pedestrian road crossings with raised table super crossings, and enhanced link to Ashton Gardens (Garden Street). There is the potential to upgrade the hard paving and the streetscape to further strengthen the principle of the extended promenade, including landscaped planting, rockery edges and water features.
- **Active Travel Route** - Active Travel Link on the North side of the Square, providing a clear and legible route through the town centre to the Pier and Promenade
- **Pier Link** – it is considered that the Pier link proposal could form part of the scope, if the works to the square or station gateway were unable to progress for any reason
- **The Pier** – given the ownership challenges, and the significant potential investment required, it is unlikely that this could form part of this proposal
- **South Promenade and Gardens** – given the scale of the works, and the remote location from the town centre, it is unlikely that this could form part of this proposal
- **The Island Site** – given the scale of the works, and the remote location from the town centre, this would not form part of this proposal



To establish a forecast cost, including fees, for these works the costing exercises provided in the BDP Masterplan document dated Sept 2022 have been used.

A view has been taken on the scope of to the Station Gateway, which it is assumed will not include the new station building or the demolition of the Whiteside Taxis building, nor will it include the proposed hotel.

These costs have been indexed to current prices using BCIS and projected to September 2024.

The works to The Square East have been included as per the Masterplan proposals without adjustment.

The works to form an active travel corridor have only been included as a provisional allowance of £1.5m, which is significantly less than the allowance in the BDP Masterplan (£2.5m). This is on the presumption that, whilst works can be completed to facilitate the future integration of the travel corridor into the initial phases, the works to the Pier Link, including the Lord Derby site, will not be brought forward in this phase and should therefore be excluded.

Fees have been added based on the following allowances:

#### **BDP Multi-Disciplinary Design**

##### *Current Event Space BDP Fees*

CV - £1.5M

BDP design team fees (Stages 2-6) @ £180,000 = 12%

Stages 2-3 @ 60% = £108,000 (or 7.2% of CV)

##### *Expanded Scope BDP Fees*

CV - £5.164M

BDP design team fees (Stages 2-6) @ 12% = £619,680

Stages 2-3 @ 60% = £371,875 (or 7.2% of CV)

#### **Gosling Consulting PM/QS**

CV - £5.164M

GCL PM/QS fees (Stages 2-6) @ 3.5% = £180,110

Stages 2-3 @ 50% = £90,386 (or 1.76% of CV)

The scopes of services for both BDP and GCL would be as provided on the current Event Square West scheme, these scopes are appended in Appendix 5 for reference.

The table below summarises a budget cost position, demonstrating how the identified projects could be delivered within an assumed LUF 3 award of £5 – 6 million.

It is worth noting that these costs are indicative and would be subject to a detailed cost appraisal once design had developed to concept stage.

An allowance of £37,500 has also been made for general surveys required to progress the design.

The fee commitment, based on these budgets, totals £499,761.65 for the initial Stage 2 – 3, which would be required for a planning submission and the LUF 3 submission in March 2023.

Decription	Construction Cost Sept 22	Inflation to Sept 24	Updated Construction Cost	Design Fees to Stage 3	PM/QS Fees to Stage 3	Total Forecast
<b>Station Gateway Public Realm</b>						
Overall Cost as BDP Sept 22 Costings	£1,820,785.00					
OMIT Demo of Station Building	(£40,000.00)					
OMIT Construction of New	(£493,000.00)					
ADD Refurb Allowance	£ 50,000.00					
OMIT Demo of Taxi Building	(£25,000.00)					
OMIT Paving to ditto	(£13,770.00)					
<b>Sub-Total</b>	<b>£1,299,015.00</b>					
Prelims @ 15%	£ 194,852.25					
Contingency/Risk @ 20%	£ 259,803.00					
<b>Total</b>	<b>£1,753,670.25</b>	6.78%	£1,872,596.86	£ 134,826.97	£ 32,770.44	£2,040,194.27
<b>The Square (East)</b>						
Overall Cost as BDP Sept 22 Costings	£1,583,245.00	6.78%	£1,690,614.08	£ 121,724.21	£ 29,585.75	£1,841,924.04
<b>Active Travel Corridor</b>						
Allowance to enable future installation of an Active Travel Corridor including footpath widening, substrate installation, relocation of street furniture etc	£1,500,000.00	6.78%	£1,601,723.75	£ 115,324.11	£ 28,030.17	£1,745,078.02
<b>Active Travel Corridor</b>						
Allowance for surveys generally (topo, GPR, drains etc)				£ 37,500.00	£ -	£ 37,500.00
			<b>£5,164,934.68</b>	<b>£ 409,375.30</b>	<b>£ 90,386.36</b>	<b>£5,664,696.33</b>
			<b>Total Fee Expenditure</b>		<b>£ 499,761.65</b>	

As regards a programme to deliver the outputs for a LUF submission in March 2024, the high level schedule below indicates key milestones which would need to be achieved:

ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors	Aug '23	Sep '23	Oct '23	Nov '23	Dec '23	Jan '24	Feb '24	Mar '24
							31 07 14 21	28 04 11 18 25	02 09 16 23	30 06 13 20 27	04 11 18 25	01 08 15 22 29 05 12 19 26 04 11 18		
1	➔	<b>Consultant team Appointments</b>	<b>0 days</b>	<b>Mon 28/08/23</b>	<b>Mon 28/08/23</b>		◆ <b>28/08</b>							
2	➔	Appoint Design Team	0 days	Mon 28/08/23	Mon 28/08/23		◆ <b>28/08</b>							
3	➔	Appoint PM / QS	0 days	Mon 28/08/23	Mon 28/08/23		◆ <b>28/08</b>							
4	➔	<b>Surveys</b>	<b>40 days</b>	<b>Mon 28/08/23</b>	<b>Fri 20/10/23</b>		[Task bar from 28/08 to 20/10/23]							
5	➔	Appointment	10 days	Mon 28/08/23	Fri 08/09/23	2	[Task bar from 28/08 to 08/09/23]							
6	➔	Surveys	20 days	Mon 11/09/23	Fri 06/10/23	5	[Task bar from 11/09/23 to 06/10/23]							
7	➔	Receipt of Reports	10 days	Mon 09/10/23	Fri 20/10/23	6	[Task bar from 09/10/23 to 20/10/23]							
8	➔	<b>Concept</b>	<b>45 days</b>	<b>Mon 28/08/23</b>	<b>Fri 27/10/23</b>		[Task bar from 28/08 to 27/10/23]							
9	➔	Concept Design	30 days	Mon 28/08/23	Fri 06/10/23	2	[Task bar from 28/08 to 06/10/23]							
10	➔	Initial Budget Cost Assessment	20 days	Mon 11/09/23	Fri 06/10/23	9FS-20 days	[Task bar from 11/09/23 to 06/10/23]							
11	➔	Gateway Report	5 days	Mon 09/10/23	Fri 13/10/23	10	[Task bar from 09/10/23 to 13/10/23]							
12	➔	Council Approval	10 days	Mon 16/10/23	Fri 27/10/23	11	[Task bar from 16/10/23 to 27/10/23]							
13	➔	<b>Consultation</b>	<b>20 days</b>	<b>Mon 30/10/23</b>	<b>Fri 24/11/23</b>		[Task bar from 30/10/23 to 24/11/23]							
14	➔	Consultation Period	20 days	Mon 30/10/23	Fri 24/11/23	12	[Task bar from 30/10/23 to 24/11/23]							
15	➔	Collation and Issue of Initial Findings to Inform Stage 3 Design	10 days	Mon 30/10/23	Fri 10/11/23	12	[Task bar from 30/10/23 to 10/11/23]							
16	➔	<b>Stage 3</b>	<b>90 days</b>	<b>Mon 13/11/23</b>	<b>Fri 15/03/24</b>		[Task bar from 13/11/23 to 15/03/24]							
17	➔	Stage 3 Design	70 days	Mon 13/11/23	Fri 16/02/24	15	[Task bar from 13/11/23 to 16/02/24]							
18	➔	Cost Validation	50 days	Mon 11/12/23	Fri 16/02/24	17FS-50 days	[Task bar from 11/12/23 to 16/02/24]							
19	➔	Council Approval	10 days	Mon 19/02/24	Fri 01/03/24	18	[Task bar from 19/02/24 to 01/03/24]							
20	➔	LUF Report Prep	10 days	Mon 04/03/24	Fri 15/03/24	19	[Task bar from 04/03/24 to 15/03/24]							

1 <https://commonslibrary.parliament.uk/which-areas-have-benefited-from-the-levelling-up-fund/>

## **APPENDIX ONE**

BDP Stage 2 Final Masterplan Report September 2022

## **APPENDIX TWO**

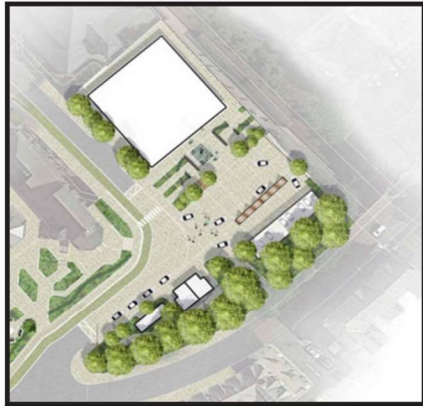
BDP Stage 2 Delivery Strategy Report September 2022

## **APPENDIX THREE**

### Original BDP Masterplan Costing Exercises

**PROJECT 1.1: STATION GATEWAY PUBLIC REALM** (LUF project)

FINAL



**SCOPE:**  
 Station barrier/ Gateway feature with new public realm works - landscaped gardens, new hgard surfacing, street furniture/seating and the like; Proposed water feature; Existing train station building to be demolished; New taxi waiting shelter, cycle hub and improvements to encourage use of public transport; Short stay parking bays (2x Blue Badge, 6x Standard) including EV charge points; Retained trees and planting to substation and toilet block; Improved lighting, signage & crossings; Potential future extension of public realm Works to Station Gateway (Road).

**STAKEHOLDERS:**  
 Northern Trains; Whitesides Taxis.

1.0 Site clearance/demolitions	Qty.	Un.	Rate £	<b>£211,900</b>
1.1 General clearance	2,817	m2	£10	£28,170
1.2 Demolish existing station building	1	item	£40,000	£40,000
1.3 Demolish existing taxi building	1	item	£25,000	£25,000
1.4 Remove various walls, features etc. generally	1	item	£20,000	£20,000
1.5 B/o and remove existing hardstandings - station/parking	2,817	m2	£30	£84,510
1.5 B/o and remove existing hardstandings - road	474	m2	£30	£14,220

2.0 New Public Realm Areas	Qty.	Un.	Rate £	<b>£1,608,885</b>
2.1 New station gateway; Natural stone paving	1,972	m2	£250	£493,000
2.2 New station gateway; Soft landscaped areas	845	m2	£75	£63,375
2.3 New public realm - Road; Natural stone paving	474	m2	£250	£118,500
2.4 Taxi building replaced with short-stay/disabled parking; High quality concrete paving	162	m2	£85	£13,770
2.5 Allowance for new taxi waiting shelter	1	item	£100,000	£100,000
2.6 Allowance for new water feature	1	item	£150,000	£150,000
2.7 Allowance for new "Welcome to St Annes" feature/public art	1	item	£250,000	£250,000
2.8 Allowance for street furniture (seating, planters etc.)	1	item	£50,000	£50,000
2.9 Allowance for "cycle hub"	1	item	£75,000	£75,000
2.10 Retained trees/planting in vicinity of WC block/substation; General uplift of area	1,762	m2	£20	£35,240
2.11 Zebra crossing on St Andrew's Road North including parallel cycle crossing	1	item	£50,000	£50,000
2.12 Allowance for street lighting	1	item	£50,000	£50,000
2.13 Allowance for street signage/wayfinding	1	item	£50,000	£50,000
2.14 Allowance for services diversions and the like	1	item	£100,000	£100,000
2.15 Allowance for EV chargers	4	Nr.	£2,500	£10,000

<b>OVERALL SUMMARY:</b>			
1.0 Site clearance/demolitions			£211,900
2.0 New Public Realm Areas			£1,608,885
		<b>SubTotal</b>	<b>£1,820,785</b>
	ADD Preliminaries @ 15%		£273,118
	ADD Risk/Contingency @ 20%		£364,157
		<b>TOTAL</b>	<b>£2,458,060</b>

<b>ADD FEES:</b>			
Pre-Contract inc 4% architect / QS, 2% struc.engineer, M&E, CDM, 2% for surveys	8.0%		£196,645
Post Contract inc 6% Project Management, 0.5% Programme Management	6.5%		£159,774
	<b>TOTAL</b>		<b>£2,814,478</b>

Note - Inflation is excluded but is included in Tab C of the DLUHC Workbook

**PROJECT 2.1: THE SQUARE - ACTIVE TRAVEL LINK** (LUF project)



**SCOPE:**  
 New "active travel" link from station to pier; Relocate bus stops more towards rail station; Refresh planting, new shelters etc; Removal of existing street clutter; Upgraded streetscape; Cycle routes; Upgrade pedestrian and cycle road crossings; New hard surfaces, kerbs and laybys, street furniture etc; Improved lighting & signage; Potential future change of surface treatments,

**STAKEHOLDERS:**  
 Local Authority; Local businesses

FINAL

1.0	Site clearance/demolitions	Qty.	Un.	Rate £	<b>£101,480</b>
1.1	General clearance	2,537	m2	£10	£25,370
1.2	Break/out and remove existing hardstandings related to active travel link	2,537	m2	£30	£76,110

2.0	New Public Realm Areas	Qty.	Un.	Rate £	<b>£1,543,045</b>
2.1	New "active travel link"; Coloured tarmac/resin bound gravel	2,537	m2	£285	£723,045
2.2	Relocate bus stops with shelters, raised kerbs and laybys	3	Nr	£70,000	£210,000
2.3	Provide new zebra crossings across St. Annes Road West	4	Nr	£40,000	£160,000
2.4	Provide new zebra crossing with parallel cycle crossing of Garden Street	2	Nr	£50,000	£100,000
2.5	Allowance for street furniture (seating, planters and the like)	1	item	£50,000	£50,000
2.6	Allowance for street lighting	1	item	£150,000	£150,000
2.7	Allowance for street signage/wayfinding	1	item	£50,000	£50,000
2.8	Allowance for services diversions and the like	1	item	£100,000	£100,000

<b>OVERALL SUMMARY:</b>			
1.0	Site clearance/demolitions		£101,480
2.0	New Public Realm Areas		£1,543,045
		<b>SubTotal</b>	<b>£1,644,525</b>
		ADD Preliminaries @ 15%	£246,679
		ADD Risk/Contingency @ 20%	£328,905
		<b>TOTAL</b>	<b>£2,220,109</b>

<b>ADD FEES:</b>			
	Pre-Contract inc 4% architect / QS, 2% struc.engineer, M&E, CDM, 2% for surveys	8.0%	£177,609
	Post Contract inc 6% Project Management, 0.5% Programme Management	6.5%	£144,307
		<b>TOTAL</b>	<b>£2,542,025</b>

Note - Inflation is excluded but is included in Tab C of the DLUHC Workbook



## PROJECT 2.3: THE SQUARE EAST



**SCOPE:**  
 New public realm to provide flexible large scale event space with different "modes" available; New hardstandings and high quality pedestrian/streetscape upgrades including "street rooms"; Refresh planting; Paved open paved space for markets, kite festival and suchlike; Lighting to reveal heritage character; Proposed vertical elements (totems/feature lighting/banners); Potential future design option with water feature, white limestone rockery edges + coastal appropriate planting.

**STAKEHOLDERS:**  
 Local Authority; Local businesses

FINAL

1.0 Site clearance/demolitions	Qty.	Un.	Rate £	<b>£258,960</b>
1.1 General clearance	5,224	m2	£10	£52,240
1.2 Remove various walls, features etc. generally	1	item	£50,000	£50,000
1.3 Break/out and remove existing hardstandings generally	5,224	m2	£30	£156,720

2.0 New Public Realm Areas	Qty.	Un.	Rate £	<b>£1,324,285</b>
2.1 "The Square East" - Large scale event space; Natural stone paving	2,115	m2	£250	£528,750
2.2 Upgraded streetscape generally; High quality concrete paving	592	m2	£85	£50,320
2.3 Upgraded pedestrian surfaces/crossings generally; Concrete block paving	1,510	m2	£65	£98,150
2.4 Upgraded pedestrian surfaces; Timber decking	1,007	m2	£100	£100,700
2.5 Soft landscaped areas; Generally	383	m2	£75	£28,725
2.6 Allowance for upgrade to existing retained areas - hard surfaces; Concrete block paving	1,783	m2	£50	£89,150
2.7 Allowance for upgrade to existing areas - soft l/scaping; Retained & thinned vegetation	1,783	m2	£30	£53,490
2.8 Allowance for street furniture (seating, planters and the like)	1	item	£75,000	£75,000
2.9 E/o street furniture - shelters	1	item	£50,000	£50,000
2.10 Allowance for street signage/wayfinding	1	item	£50,000	£50,000
2.11 Allowance for services diversions and the like	1	item	£100,000	£100,000
2.12 Allowance for street lighting	1	item	£100,000	£100,000

OVERALL SUMMARY:				
1.0 Site clearance/demolitions				£258,960
2.0 New Public Realm Areas				£1,324,285
			<b>SubTotal</b>	<b>£1,583,245</b>
		ADD Preliminaries @ 15%		£237,487
		ADD Risk/Contingency @ 20%		£316,649
			<b>TOTAL</b>	<b>£2,137,381</b>

**PROJECT 3.1: THE PIER LINK: ROAD & PUBLIC REALM (LUF project)**

FINAL



**SCOPE:**  
New and improved public realm + road/active travel; Raised speed tables and associated highways and junctions remodelling including crossings for pedestrians and cycles; Lord Derby associated public realm; Spill out space and seating for GF activity; Upgraded streetscape; Street furniture etc; Improved lighting & signage.

**STAKEHOLDERS:**  
Local Authority; Local businesses

1.0 Site clearance/demolitions	Qty.	Un.	Rate £	<b>£140,680</b>
1.1 General clearance	2,267	m2	£10	£22,670
1.2 Break/out and remove existing hardstandings generally	2,267	m2	£30	£68,010
1.3 Remove various walls, features etc. generally	1	item	£50,000	£50,000

2.0 New Road/Public Realm Areas	Qty.	Un.	Rate £	<b>£1,057,695</b>
2.1 Road/pedestrian surfaces: Raised speed tables + associated highways/junctions remodelling; Concrete block paving and the like	2,267	m2	£85	£192,695
2.2 Allowance for street furniture (seating, planters etc.)	1	item	£30,000	£30,000
2.3 Toucan crossing of Clifton Drive with parrallel cycle crossing within signal junction	1	item	£80,000	£80,000
2.4 Rework Clifton Drive junction incl. road narrowing (part of active travel route); Road signage for one-way; Traffic regulation order	1	item	£350,000	£350,000
2.5 Toucan crossing of Clifton Drive with parrallel cycle crossing within signal junction	1	item	£80,000	£80,000
2.6 New signalling equipement required across junction	1	item	£150,000	£150,000
2.7 Allowance for street signage/wayfinding	1	item	£50,000	£50,000
2.8 Allowance for services diversions and the like	1	item	£75,000	£75,000
2.9 Allowance for street lighting	1	item	£50,000	£50,000

<b>OVERALL SUMMARY:</b>			
1.0 Site clearance/demolitions			£140,680
2.0 New Road/Public Realm Areas			£1,057,695
		<b>SubTotal</b>	<b>£1,198,375</b>
	ADD Preliminaries @ 15%		£179,756
	ADD Risk/Contingency @ 20%		£239,675
		<b>TOTAL</b>	<b>£1,617,806</b>

<b>ADD FEES:</b>			
Pre-Contract inc 4% architect / QS, 2% struc.engineer, M&E, CDM, 2% for surveys	8.0%		£129,425
Post Contract inc 6% Project Management, 0.5% Programme Management	6.5%		£105,157
		<b>TOTAL</b>	<b>£1,852,388</b>

Note - Inflation is excluded but is included in Tab C of the DLUHC Workbook

## **APPENDIX FOUR**

### BCIS Construction Cost Inflation Index



BCIS General Building Cost Index #1111  
BCIS General Building Cost Index

Base date:  
1985 mean = 100  
Updated:  
25-Jul-2023  
Series no.  
#1111

Date	Index	Status	Percentage change		
			On year	On quarter	On month
Aug-2021	395.6	Revised	9.5%	4.5%	1.9%
Sep-2021	399.6	Revised	10.4%	4.8%	1.0%
Oct-2021	402.4	Revised	11.0%	3.7%	0.7%
Nov-2021	404.7	Revised	11.3%	2.3%	0.6%
Dec-2021	405.0	Revised	10.6%	1.4%	0.1%
Jan-2022	406.4	Revised	10.7%	1.0%	0.3%
Feb-2022	408.1	Revised	10.2%	0.8%	0.4%
Mar-2022	413.2	Revised	10.6%	2.0%	1.2%
Apr-2022	425.1	Revised	13.2%	4.6%	2.9%
May-2022	433.7	Firm	14.6%	6.3%	2.0%
Jun-2022	440.6	Revised	15.5%	6.6%	1.6%
Jul-2022	440.7	Revised	13.5%	3.7%	0.0%
Aug-2022	444.7	Revised	12.4%	2.5%	0.9%
Sep-2022	441.9	Firm	10.6%	0.3%	-0.6%
Oct-2022	442.9	Firm	10.1%	0.5%	0.2%
Nov-2022	441.7	Revised	9.1%	-0.7%	-0.3%
Dec-2022	440.4	Revised	8.7%	-0.3%	-0.3%
Jan-2023	440.9	Firm	8.5%	-0.5%	0.1%
Feb-2023	442.3	Firm	8.4%	0.1%	0.3%
Mar-2023	443.4	Firm	7.3%	0.7%	0.2%



Base date:  
1985 mean = 100  
Updated:  
25-Jul-2023  
Series no.  
#1111

Date	Index	Status	Percentage change		
			On year	On quarter	On month
Apr-2023	445.6	Provisional	4.8%	1.1%	0.5%
May-2023	449.2	Provisional	3.6%	1.6%	0.8%
Jun-2023	446.3	Provisional	1.3%	0.7%	-0.6%
Jul-2023	455.3	Forecast	3.3%	2.2%	2.0%
Aug-2023	456.0	Forecast	2.5%	1.5%	0.2%
Sep-2023	456.4	Forecast	3.3%	2.3%	0.1%
Oct-2023	459.6	Forecast	3.8%	0.9%	0.7%
Nov-2023	459.7	Forecast	4.1%	0.8%	0.0%
Dec-2023	459.6	Forecast	4.4%	0.7%	-0.0%
Jan-2024	461.5	Forecast	4.7%	0.4%	0.4%
Feb-2024	462.4	Forecast	4.5%	0.6%	0.2%
Mar-2024	462.8	Forecast	4.4%	0.7%	0.1%
Apr-2024	464.7	Forecast	4.3%	0.7%	0.4%
May-2024	465.4	Forecast	3.6%	0.6%	0.2%
Jun-2024	464.8	Forecast	4.1%	0.4%	-0.1%
Jul-2024	470.6	Forecast	3.4%	1.3%	1.2%
Aug-2024	470.8	Forecast	3.2%	1.2%	0.0%
Sep-2024	470.8	Forecast	3.2%	1.3%	0.0%
Oct-2024	473.1	Forecast	2.9%	0.5%	0.5%
Nov-2024	473.3	Forecast	3.0%	0.5%	0.0%
Dec-2024	473.5	Forecast	3.0%	0.6%	0.0%

## **APPENDIX FIVE**

### Consultant Scope Documents