

# Bedford to Milton Keynes Waterway Park Order of Cost Estimate

06-May-25

Version 4.00

# QUALITY INFORMATION



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## Revision History

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## Table of Contents

### Main Report

**01**

Executive Summary

**02**

Basis , Assumptions  
and Exclusions

**03**

Elemental Summary

**04**

Benchmarking

### Appendices

**A**

List of Information  
Used

**B**

Area Schedule

# Executive Summary



## 1. Executive Summary

This estimate has been prepared by AECOM for Bedford and Milton Keynes Waterway Trust and provides the Order of Cost Estimate for the proposed construction of The Bedford to Milton Keynes Waterway. This Order of Cost Estimate reflects information provided by the Trust and RIBA Stage 1 design information provided on 24th February 2025 and identified in Appendix B.

The Bedford to Milton Keynes Waterway Park is a new 26km Waterway linking the Grand Union Canal at Milton Keynes to the River Great Ouse at Bedford. The proposed project includes a new canal channel, locks and associated infrastructure.

This Order of Cost Estimate includes for the new canal channel, locks, tunnels and bridges but excludes diversions due to development, service diversions and infrastructure. The route followed is the Bedford & Milton Keynes Waterway Trust 2024 route as identified on the Trust's website. Previous work undertaken by Stantec informed the split of Urban and Rural Waterways. Refer to section 2.0 for a full breakdown of the basis, assumptions and exclusions.

The rates within this Order of Cost Estimate are dated 1st Quarter 2025 and exclude any inflation.



### Project Cost

	<u>Total</u>
Stage 1 Cost Plan	£374,307,600
Design Fees	£56,146,100
Risk Allowances	£44,121,500
<b>Total</b>	<b>£474,575,200</b>



## 1.1 Cost Summary

The following summarises the current Rough Order of Cost Estimate.

Description	Order of Cost Estimate		
	m	Total	£/m
GU to Willen Lake	1378	£21,544,400	£ 15,631/m
Willen Lake to Broughton Brook	1246	£11,282,900	£ 9,055/m
Broughton Brook to A513	1847	£12,797,800	£ 6,930/m
A513 to Lock 11	1578	£12,089,900	£ 7,663/m
Lock 11 to MK/Beds Border	1095	£19,296,900	£ 17,618/m
MK/Beds Border to Bedford Road	3096	£36,801,400	£ 11,888/m
Bedford Road to Brogborough Marina	1795	£20,928,400	£ 11,660/m
Brogborough Marina/ Boatlift/ Bromborough Lake	2096	£17,451,900	£ 8,328/m
Brogborough Lake to Stewartby Lake	3158	£25,608,700	£ 8,108/m
Stewartby Lake to Green Lane	1405	£15,712,900	£ 11,182/m
Green Lane to A421 Underpass	947	£5,832,200	£ 6,159/m
A421 Underpass	0	£694,700	£ -/m
A421 Underpass to Homeless Wood	1986	£15,289,400	£ 7,698/m
Homeless Wood to Ridge Road	1700	£25,080,600	£ 14,756/m
Ridge Road to Cemetery Road	754	£8,320,300	£ 11,042/m
Cemetery Road to Kempston Junction	591	£5,897,000	£ 9,974/m
Brogborough Marina & Lift	0	£27,866,900	£ -/m
Main Contractor's Preliminaries	25%	£70,624,100	£ 2,863/m
Main Contractor's OH&P	6%	£21,187,200	£ -/m
<b>Total Works Cost Estimate</b>		<b>£374,307,600</b>	<b>£ 15,172/m</b>
Project & Design Team Fees		£56,146,100	£ 2,276/m
<b>Sub-total</b>		<b>£430,453,700</b>	<b>£ 17,447/m</b>
Other Project Costs		£0	£ -/m
<b>Base Cost Estimate</b>		<b>£430,453,700</b>	<b>£ 17,447/m</b>
Risk Allowances		£44,121,500	£ 1,788/m
<b>Cost Limit (excl. Inflation)</b>		<b>£474,575,200</b>	<b>£ 19,236/m</b>
Tender Inflation to mid point of construction (1st Quarter 2034)		Excluded	Excluded
<b>Cost Limit (incl. Inflation)</b>		<b>£474,575,200</b>	<b>£ 19,236/m</b>
VAT Assessment		Excluded	Excluded



# Basis, Assumptions and Exclusions



## 2 Basis, Assumptions and Exclusions

### 2.1 Basis

This Order of Cost Estimate has been prepared by AECOM for Bedford and Milton Keynes Waterway Trust and based on information from the Trust and the RIBA Stage 1 design information using the drawings as outlined within Appendix B of this report.

The rates within this Order of Cost Estimate are based at 1Q25 pricing levels. The basis of pricing generally reflects a two stage procurement approach, with works carried out as a single continuous project.

The measurements and rates contained within this estimate were compiled for use within this estimate only and should not be used by any third parties.

## 2.2 Key Assumptions and Exclusions

### Included within Order of Cost Estimate

- 1 Procurement of the Main Contractor will be two stage tender and a single continuous programme of works.
- 2 All excavation is taken from existing ground level, no allowance for cut and fill exercise.
- 3 Excavated materials removed off site assumed inert.
- 4 Construction Preliminaries include all items to allow the Contractor to carry out their normal day to day activities including site Management and staff, site accommodation, welfare, Health and Safety requirements, contractors insurances.
- 5 Risk allowances are high level and included for design development (to cover changes to potential known items during the design process) and a general construction risk allowance for items that may be amended/adapted during construction. As the scheme design develop these % may change as information is updated.
- 6 OHP % is based on typical % expected for a construction project. This covers head office and overhead costs and the contractor's profit.
- 7 Rural Canal is a 27m wide channel including 1:3 battered sides, 9m maintenance width incorporating 3m towpath and 4m verge; 2m verge to other bank.
- 8 Urban Canal is a 15m straight sided channel sheet piling to both sides with 9m maintenance width incorporating 3m towpath and 4m verge; 2m verge to other bank. Under bridges this reduces to 3m towpath only.
- 9 It has been assumed that the canal channels are all new and haven't adjusted for channels that may have already been constructed as these are unknown.
- 10 The split between urban and rural waterway is as indicated in Tom Tagg email 10th April. Measure is as Stantec WRM study Phase 2, Rev 2, Jan 2023, App H.
- 11 It has been assumed all excavation is from existing ground level.
- 12 Rural - Footpath within 9m maintenance bank on one side with 2m verge to other bank.
- 13 Urban - Footpath within 5m footpath and verge to one side.
- 14 An allowance has been made for lighting to the towpath but have assumed that existing service connections will be available along the route.
- 15 Footpaths have been allowed to the full route.
- 16 It has been assumed that there is sufficient space for the towpaths and verges.
- 17 An allowance has been made for 30m long locks with 5m outside each set of gates.

### Excluded from Order of Cost Estimate

- 1 Inflation is excluded. Costs are based on present day.
- 2 Professional Legal fees, planning/building control fees, statutory fees, site surveys, environmental audits, wind studies, monitoring costs, third party fees/costs, wind studies, other client incurred fees/surveys prior to construction to inform the final preferred design.
- 3 Site acquisition costs and fees, air rights, rights to light, oversailing licences, sale or letting fees/costs, compensation payment costs (incl. third party compensation settlements) and other development costs.
- 4 Client finance costs (e.g. interest charges) and insurances.
- 5 Local Authority charges e.g. road closures etc.
- 6 Costs relating to CIL, Section 106 or 278 agreements.
- 7 Taxation related costs; i.e. VAT or Carbon Abatement Tax.
- 8 External fixtures, fittings and equipment (incl. artwork).
- 9 Smart Canal infrastructure.
- 10 Costs associated with bio-diversity off-setting.
- 11 Costs associated with hazardous materials (e.g. asbestos) or removal of contaminated materials offsite.
- 12 Costs associated with offsite infrastructure upgrades.
- 13 Exchange rate fluctuations or tariffs resulting from Brexit.
- 14 Out of hours working.
- 15 Changes in legislation/regulatory requirements/statutory levies.
- 16 Capital allowances or other incentives/grants.
- 17 Costs related to abnormal ground conditions (e.g. arch discoveries, UXO).
- 18 Hyperinflation.
- 19 Basic Asset Protection Agreement and associated monitoring and risk mitigation, required by Network Rail and Statutory Providers for works adjacent to their assets.
- 20 Easements for working alongside existing road network.
- 21 Service diversions or excavating around existing services.
- 22 Upgrading existing services.
- 23 Demo of buildings, infrastructure & the like to accommodate the new canal.
- 24 Power to lock gates, manual allowance only.
- 25 New Tunnels under the M1, it is assumed that the existing access will be sufficient.

Included within Order of Cost Estimate	Excluded from Order of Cost Estimate
<p>18 An allowance has been made for 2.75m average difference between pounds.</p> <p>19 Lock wall construction is of sheet piles and reinforced concrete.</p> <p>20 A separate rate to differentiate between single locks and flight of locks.</p> <p>21 Gates are assumed to be composite not traditional oak.</p> <p>22 Where there is an existing tunnel under a road it is assumed that there is sufficient space for the canal to pass through. A notional allowance for non structural alterations, adjustments that may be required has been included.</p> <p>23 An allowance has been made for a lock flight (10 to 11 locks) to address the 20m level change at Brogborough Hill. This is a budget allowance until a design can be reviewed.</p> <p>24 An allowance for a new tunnel under the existing A421 Junction with the M1 has been included.</p> <p>25 It is assumed that there is sufficient provision at all parts of the route to access the site.</p> <p>26 An allowance for design and project fees associated with the Construction works has been included. 15% is a typical allowance used for a project at this stage of a project.</p>	<p>26 Buildings and facilities at locks, i.e. accommodation, shelters, welfare and the like.</p> <p>27 Works associated with 'Smart ' canal, visitors centre and destination park.</p> <p>28 Kerbing - requirement will need to be assessed as design progresses</p> <p>29 Marina at Brogborough, it is assumed that this will be a separate project.</p> <p>30 Boat lift at Brogborough Hill. We have allowed for a flight of locks.</p> <p>31 Any additional works or route changes associated with the new Universal Studios development.</p> <p>32 Building haul roads and associated infrastructure to access the site. We have assumed reasonable access to the canal sections and will not require long sections of new roads to provide access.</p> <p>33 Road and footpath closures and diversions during the works. Where we have bridges and tunnels we have assumed the contractor will provide temporary fencing, etc but not fees and legal costs associated with those closures. Forming embankments or cuttings, all excavation of the canal channels and locks is from existing ground level. An updated cut/fill exercise is required in order to provide a cost for this.</p> <p>35 Optimism Bias is excluded from this estimate.</p>

# Elemental Summary



### 3 Elemental Summary

#### 3.1 Breakdown of Order of Cost Estimate

The following table outlines the Order of Cost Estimate and allows for the review of the estimate on a £/m basis:

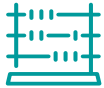
Elemental Summary	£/m	Totals	GU to Willen Lake	Willen Lake to Broughton Brook	Broughton Brook to A513	A513 to Lock 11	Lock 11 to MK/Beds Border	MK/Beds Border to Bedford Road	Bedford Road to Brogborough Marina	Broborough Marina/ Boatlift/ Brogborough Lake	Brogborough Lake to Stewartby Lake	Stewartby Lake to Green Lane	Green Lane to A421 Underpass
Canal Structure	£ 4,240/m	£ 105,013,000	£ 5,821,905	£ 5,629,727	£ 7,971,549	£ 6,270,519	£ 4,140,060	£ 11,943,241	£ 9,777,240	£ 8,329,115	£ 12,535,734	£ 8,798,320	£ 3,600,024
Landscape & Towpath	£ 868/m	£ 21,490,888	£ 1,251,629	£ 894,143	£ 1,584,258	£ 1,475,379	£ 902,716	£ 2,689,288	£ 1,436,372	£ 1,959,742	£ 2,842,913	£ 1,155,598	£ 792,127
Additional Structures	£ -/m	£ -											
Locks	£ 3,147/m	£ 77,940,572	£ 10,465,844	£ 2,804,025	£ 1,402,013	£ 2,804,025	£ 9,814,088	£ 9,063,831	£ 6,259,806	£ 5,608,050	£ 7,010,063	£ 2,804,025	£ -
Tunnels	£ 959/m	£ 23,750,000	£ 2,850,000	£ 1,750,000	£ 400,000	£ 100,000	£ 1,650,000	£ 10,100,000	£ 700,000	£ -	£ 100,000	£ -	£ -
Bridges	£ 978/m	£ 24,235,000	£ 165,000	£ 165,000	£ 1,350,000	£ 1,350,000	£ 2,700,000	£ 2,865,000	£ 2,665,000	£ 1,515,000	£ 3,030,000	£ 2,865,000	£ 1,350,000
Other	£ 1,214/m	£ 30,066,852	£ 990,000	£ 40,000	£ 90,000	£ 90,000	£ 90,000	£ 140,000	£ 90,000	£ 40,000	£ 90,000	£ 90,000	£ 90,000
Main Contractor Preliminaries	25.0%	£ 70,624,078	£ 5,386,094	£ 2,820,724	£ 3,199,455	£ 3,022,481	£ 4,824,216	£ 9,200,340	£ 5,232,105	£ 4,362,977	£ 6,402,178	£ 3,928,236	£ 1,458,038
Main Contractor OH&P	6.0%	£ 21,187,223	£ 1,615,828	£ 846,217	£ 959,837	£ 906,744	£ 1,447,265	£ 2,760,102	£ 1,569,631	£ 1,308,893	£ 1,920,653	£ 1,178,471	£ 437,411
<b>Total Works Cost Estimate</b>	<b>£ 15,111/m</b>	<b>£ 374,307,613</b>	<b>£ 28,546,301</b>	<b>£ 14,949,836</b>	<b>£ 16,957,112</b>	<b>£ 16,019,148</b>	<b>£ 25,568,344</b>	<b>£ 48,761,802</b>	<b>£ 27,730,155</b>	<b>£ 23,123,777</b>	<b>£ 33,931,541</b>	<b>£ 20,819,650</b>	<b>£ 7,727,600</b>
Project & Design Team Fees	15.0%	£ 56,146,142	£ 4,281,945	£ 2,242,475	£ 2,543,567	£ 2,402,872	£ 3,835,252	£ 7,314,270	£ 4,159,523	£ 3,468,567	£ 5,089,731	£ 3,122,947	£ 1,159,140
<b>Sub-total</b>	<b>£ 17,378/m</b>	<b>£ 430,453,755</b>	<b>£ 32,828,246</b>	<b>£ 17,192,311</b>	<b>£ 19,500,679</b>	<b>£ 18,422,020</b>	<b>£ 29,403,596</b>	<b>£ 56,076,072</b>	<b>£ 31,889,678</b>	<b>£ 26,592,344</b>	<b>£ 39,021,272</b>	<b>£ 23,942,597</b>	<b>£ 8,886,740</b>
Other Project Costs	Excluded												
<b>Base Cost Estimate</b>	<b>£ 17,378/m</b>	<b>£ 430,453,755</b>	<b>£ 32,828,246</b>	<b>£ 17,192,312</b>	<b>£ 19,500,679</b>	<b>£ 18,422,021</b>	<b>£ 29,403,595</b>	<b>£ 56,076,072</b>	<b>£ 31,889,678</b>	<b>£ 26,592,344</b>	<b>£ 39,021,272</b>	<b>£ 23,942,597</b>	<b>£ 8,886,740</b>
Design Development	5.0%	£ 21,522,688	£ 1,641,412	£ 859,616	£ 975,034	£ 921,101	£ 1,470,180	£ 2,803,804	£ 1,594,484	£ 1,329,617	£ 1,951,064	£ 1,197,130	£ 444,337
Construction	5.0%	£ 22,598,822	£ 1,723,483	£ 902,596	£ 1,023,786	£ 967,156	£ 1,543,689	£ 2,943,994	£ 1,674,208	£ 1,396,098	£ 2,048,617	£ 1,256,986	£ 466,554
<b>Cost Limit (excl. Inflation)</b>	<b>£ 19,159/m</b>	<b>£ 474,575,265</b>	<b>£ 36,193,141</b>	<b>£ 18,954,524</b>	<b>£ 21,499,499</b>	<b>£ 20,310,278</b>	<b>£ 32,417,464</b>	<b>£ 61,823,870</b>	<b>£ 35,158,370</b>	<b>£ 29,318,059</b>	<b>£ 43,020,953</b>	<b>£ 26,396,713</b>	<b>£ 9,797,631</b>
Tender Price Inflation 1Q2034	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded
<b>Cost Limit (incl. Inflation)</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>
VAT Assessment	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded

### 3.1 Breakdown of Order of Cost Estimate continued

Elemental Summary	A421 Underpass	A421 Underpass to Homeless Wood	Homeless Wood to Ridge Road	Ridge Road to Cemetary Road	Cemetary Road to Kempston Junction	Brogborough Lock Flight	Comments
Canal Structure	£ 577,567	£ 7,664,834	£ 6,608,103	£ 2,994,984	£ 2,350,078		Includes Urban and Rural Waterways
Landscape & Towpath	£ 17,146	£ 1,726,562	£ 1,505,384	£ 704,684	£ 552,946		Includes 3m towpath and lighting for full length with 9m maintenance width where space is available
Additional Structures							
Locks	£ -	£ 5,608,050	£ 8,412,075	£ 3,080,653	£ 2,804,025		Includes for both single locks and locks in flights
Tunnels	£ 100,000	£ 200,000	£ 5,600,000	£ 100,000	£ 100,000		Tunnels and underpasses both new and existing
Bridges	£ -	£ -	£ 2,865,000	£ 1,350,000	£ -		Includes Road and footbridges (note tail bridges included in Lock rate)
Other	£ -	£ 90,000	£ 90,000	£ 90,000	£ 90,000	£ 27,866,852	Includes Culverts, pumping stations
Main Contractor Preliminaries	£ 173,678	£ 3,822,362	£ 6,270,140	£ 2,080,080	£ 1,474,262	£ 6,966,713	
Main Contractor OH&P	£ 52,103	£ 1,146,708	£ 1,881,042	£ 624,024	£ 442,279	£ 2,090,014	
<b>Total Works Cost Estimate</b>	<b>£ 920,494</b>	<b>£ 20,258,516</b>	<b>£ 33,231,744</b>	<b>£ 11,024,425</b>	<b>£ 7,813,590</b>	<b>£ 36,923,579</b>	
Project & Design Team Fees	£ 138,074	£ 3,038,777	£ 4,984,762	£ 1,653,664	£ 1,172,038	£ 5,538,537	
<b>Sub-total</b>	<b>£ 1,058,568</b>	<b>£ 23,297,293</b>	<b>£ 38,216,506</b>	<b>£ 12,678,089</b>	<b>£ 8,985,628</b>	<b>£ 42,462,116</b>	
Other Project Costs							
<b>Base Cost Estimate</b>	<b>£ 1,058,568</b>	<b>£ 23,297,294</b>	<b>£ 38,216,506</b>	<b>£ 12,678,089</b>	<b>£ 8,985,628</b>	<b>£ 42,462,116</b>	
Risk Allowances							
Design Development	£ 52,928	£ 1,164,865	£ 1,910,825	£ 633,904	£ 449,281	£ 2,123,106	
Construction	£ 55,575	£ 1,223,108	£ 2,006,367	£ 665,600	£ 471,745	£ 2,229,261	
<b>Cost Limit (excl. Inflation)</b>	<b>£ 1,167,071</b>	<b>£ 25,685,267</b>	<b>£ 42,133,698</b>	<b>£ 13,977,593</b>	<b>£ 9,906,654</b>	<b>£ 46,814,483</b>	
Tender Price Inflation	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	
<b>Cost Limit (incl. Inflation)</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	<b>Excluded</b>	
VAT Assessment	Excluded	Excluded	Excluded	Excluded	Excluded	Excluded	



Benchmarking



## 4 Benchmarking

### 4.1 Benchmarking with Relevant Projects

Benchmarking information is a useful tool in determining the comparative costs of the building in relation to others projects of a similar nature. This information, combined with that of building ratios can be used to drive value into the design efficiency of the building.

Benchmarking this project is difficult due to the lack of new build canal information being available and the uniqueness of this scheme. Elemental benchmarking has been carried out below to demonstrate the rates used in building up the overall cost. The rates have been taken from recent projects which have included large volumes of earthworks. As the benchmarked rates are not from canal projects we have assessed and adjusted them to take into account the specific nature of this project.

An excavation rate lower than the benchmark has been used, it has been considered that the size and nature of this project will attract a slightly lower rate than the benchmark project examples.

#### Excavation £/m3

BMKWP	£15.00
Project 1	£16.94
Project 2	£17.08
Project 3	£20.00

#### Disposal of Inert material £/m3

BMKWP	£35.00
Project 1	£32.89
Project 2	£27.15
Project 3	£40.00



## 4 Benchmarking

### Concrete - Beds £/m3

BMKWP	£225.00
Project 1	£230.18
Project 2	£171.46
Project 3	£180.00

### Concrete Liner Walls - Composite £/m2

BMKWP	£250.00
Project 1	£206.70
Project 2	£348.40
Project 3	

### Imported Type 1 £/m3

BMKWP	£48.00
Project 1	£51.76
Project 2	£35.67
Project 3	£55.00



Information Used

Appendix A

## Appendix A - Information Used

### Information Used

The following information was used to compile this estimate:

#### Design Information

The costs and design were informed by discussions with the Trust. In addition the following information was used in the preparation of this Cost Estimate.

The following Halcrow Design drawings dated 2005 were used for general route information only.

- WNCAAB020-101 P2.PDF
- WNCAAB020-102 P2.PDF
- WNCAAB020-103 P2.PDF
- WNCAAB020-104 P2.PDF
- WNCAAB020-105 P2.PDF
- WNCAAB020-106 P2.PDF
- WNCAAB020-107 P2.PDF
- WNCAAB020-108 P2.PDF
- WNCAAB020-109 P2.PDF
- WNCAAB020-110 P2.PDF
- WNCAAB020-111 P2.PDF

The following website information used for the route & lock locations

- Bedford & Milton Keynes Waterway Trust Route Centreline 2024.

The following information was used for canal and lock design and further information

- BMKW Design Guide Vn6 (undated).
- BMKW Economic Analysis - Peter Brett Associates Dated May 2018.
- Stantec measure as advised in the clients email dated 11th April 2025.

#### Programme

- It has been advised that the anticipated construction programme will be four years from 1Q2032 to 1Q2036.



Area Schedule

Appendix B



## Appendix B - Area Schedule

Schedule of Areas	Total Length m
GU - Willen Lake	1,378
Willen Lake - Broughton Brook	1,246
Broughton Brook - A513	1,847
A513 - Lock 11 (Brooklands)	1,578
Lock 11 (Brooklands) - MK/Beds Boundary	1,095
MK/Beds Boundary - Bedford Road	3,096
Bedford Road - Brogborough Marina	1,795
Boatlift - Brogborough Lake	2,096
Brogborough Lake - Stewartby Lake	3,158
Stewartby Lake - Green Lane	1,405
Green Lane - A421 Underpass	947
A421 Underpass	98
A421 Underpass - Homeless wood	1,986
Homeless Wood - Ridge Road	1,700
Ridge Road - Cemetery Road	754
Cemetery Road to Kempston Junction	591
<b>Total</b>	<b>24,770</b>

### Basis of Measurement

- All areas have been broadly measured in accordance with RICS Code of Measuring Practice, 6th Edition May 2015.
- The following are high level definitions of the areas measured:
  - NIA - Is the useable area within a building measured to the internal face of the perimeter walls at each floor level.
  - GIA - Is the internal floor area of the building measured to the internal face of the perimeter walls at each floor level.
- The measurements contained within this document should not be relied upon for any other purpose other than the creation of this Cost Estimate.

