

Step Free Access

Croxley Station

Step Free Access

Croxley Station

ESTIMATE REPORT

Type of estimate		Range	
Estimate Range	Minimum	£	24,039,928
	Likely	£	25,305,188
	Maximum	£	32,896,744
Stage		2 - Feasibility Design	
Issue Date		27.05.2026	
Price Base Date		1Q26	
Expected accuracy +/-		-5% +30%	

		Date
		14/8/2026 13:21 BST
		17/8/2026 14:19 BST
		17/8/2026 14:18 BST
		17/8/2026 12:48 BST
		17/8/2026 09:01 BST
		17/8/2026 12:05 BST
		17/8/2026 15:17 BST

Document History

Revision	Date	Summary of changes
1	26.03.2026	Estimate reviewed with the Project Team, resulting in updates to scope assumptions, delivery methodology, cost allowances, risks and opportunities to reflect the latest project information.
2	9.04.2026	Programme, sunk costs and forecast updated following review and alignment with the Construction Manager (CM) and Project Manager (PM).
3	27.05.2026	Estimate reviewed with the Project Team, resulting in updates to indirect costs, validation of project risks and review of inflation assumptions to reflect the latest programme and delivery strategy.

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Date: 27.05.2026

Pathway Gate: 2 - Feasibility Design

Summary on a Page

Summary:

Element	Estimated Costs	
Direct Cost	£4.7 M	
Indirect Construction Costs	£7.4 M	incl. sunk costs
Indirect Non-Construction Costs	£4.7 M	incl. sunk costs
Point Estimate	£16.8 M	
Risk allowance	£6.6 M	40% Risk uplift applied over the Total without sunk costs
Project Budget	£23.3 M	
Inflation	£2.0 M	8.5% Inflation uplift applied over the Total without sunk costs
Expected Final Cost	£25.3 M	

Expected Accuracy Range		
Low Range	£24.0 M	-5%
High Range	£32.9 M	+30%

Design Stage	
Pathway Stage	2 - Feasibility Design

Quality:

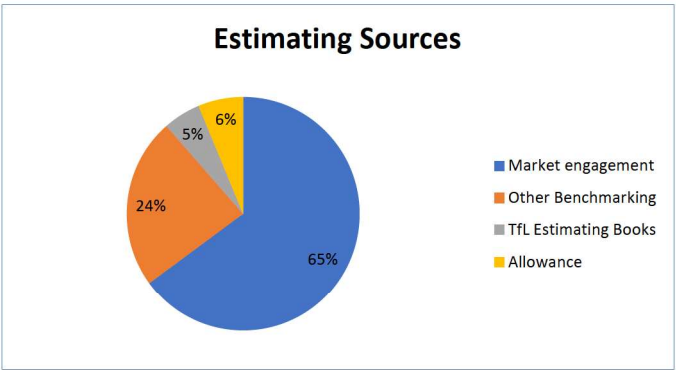
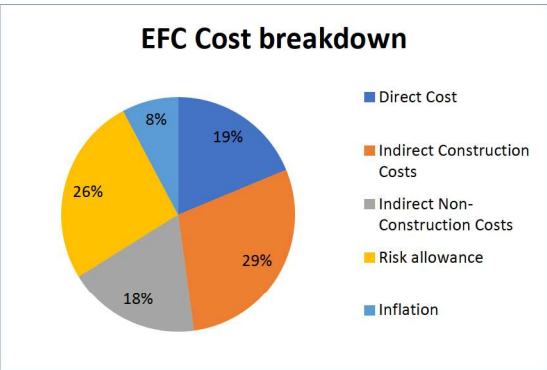
- The Transport for London (TfL) Step Free Access (SFA) Programme is committed to improving accessibility across the London Underground network by delivering inclusive, barrier-free journeys for all customers. In alignment with London Mayoral
- The scheme includes the installation of two new lifts within the existing lift shaft structure, providing step-free access between street and platform levels while minimising intervention to the existing station infrastructure. Associated works include a southbound platform extension to create an enhanced lift lobby, accessible waiting areas with seating, an enlarged accessible public toilet incorporating baby-changing facilities, and improved step-free connections from the station car park through the provision of ramps and walkways.

Cost:

Sunk costs £291,575.35

- The overall EFC is split as follows:-

The direct construction costs were based upon the following rate sources:-



Programme (Time):

- The estimate is based upon the following assumed programme:-

Design/ development/ procurement: until: October 2028
Start on Site: December 2028
Completion: October 2030

Project Pathway Status				
2 Feasibility Design March 2026	3 Concept Design October 2027	4 Detailed Design October 2028	5 Construction October 2030	6 Close January 2031

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Estimate Assumptions & Exclusions

Scope of Works		Reference to Estimate item / Uplift
1	The Transport for London (TfL) Step Free Access (SFA) Programme is committed to improving accessibility across the London Underground network by delivering inclusive, barrier-free journeys for all customers. In alignment with London Mayoral commitments and guidance from London Underground's Inclusion Design Team, the proposed works at Croxley Station will provide a continuous step-free route from street level, including the nearest bus stop and station car park, to the train platforms.	
2	The scheme includes the installation of two new lifts within the existing lift shaft structure, providing step-free access between street and platform levels while minimising intervention to the existing station infrastructure. Associated works include a southbound platform extension to create an enhanced lift lobby, accessible waiting areas with seating, an enlarged accessible public toilet incorporating baby-changing facilities, and improved step-free connections from the station car park through the provision of ramps and walkways.	
3	The project also includes associated architectural, civil, structural and MEP infrastructure works required to support the new facilities. Material selections have been carefully considered to complement the existing station environment while providing durable, cost-effective and easily maintainable solutions. Upon completion, the scheme will significantly enhance accessibility and create a more inclusive customer experience at Croxley Station for passengers of all mobility levels.	

Assumptions		Reference to Estimate item / Uplift
The following Assumptions have been identified in preparing the estimate and are offered as reasoning in support of the estimate. Further clarification may be required to confirm or negate the Assumptions, which may lead to changes in the base estimate.		
1	The estimate assumes that all Operational Telecommunications, MEP, Telecom, Fire, Power and associated enabling works are limited to the scope currently identified and allowed for. Recovering redundant cables has been agreed with the Project Team during the estimate review. No significant additional asset renewals, compliance upgrades or system modifications are assumed to be required.	1.05
2	Due to the limited information available at this early stage of the project, allowances have been included for most elements within the Operational Telecommunications Systems scope.	1.05
3	Due to the limited level of design information currently available, the Buildings and Property estimate is based on high-level allowances for station building modifications, accessible toilet facilities, new openings, doors, signage, seating and Bostwick gates. No significant asset condition remediation, structural alterations beyond those currently identified, or heritage-related requirements have been assumed.	1.06
4	Civil Engineering works included within the scope: foundations, lift shaft pit, lift shaft structure, car park works, platform surfacing make-good works, drainage works, ducts and associated ancillary works, and the provision of a Mansafe system.	1.07
5	Piling costs are based on rates obtained from a comparable SFA project and assume 450mm diameter bored piles founded within London Clay at an average depth of 15m. No allowance has been included for adverse ground conditions, obstructions, contamination, groundwater management or changes to the proposed foundation solution following ground investigation.	1.07.1
6	The lift shaft pit estimate assumes hand excavation in hard material, disposal of non-contaminated spoil, standard reinforced concrete pit construction with sump and waterproofing, and pile cropping. No allowance has been made for contaminated material, buried obstructions, significant groundwater management, archaeological discoveries, or changes to the preliminary base plate and anchor bolt design, which remains subject to detailed design.	1.07.1
7	Lift shaft costs are based on Bourne Steel budget pricing and lift costs are based on Otis budget quotations for two standard 17-person through lifts. The estimate assumes standard steel lift shaft construction, brick cladding, canopies, roofing and associated installations. No allowance has been made for significant redesign, abnormal structural strengthening, bespoke lift requirements or major utility and asset interface modifications identified during detailed design.	1.07.2
8	The car park works estimate is based on outline design information and includes allowances for an accessible ramp, balustrades, canopy extension, new gateline and fencing/barrier works. No allowance has been made for significant utility diversions, drainage alterations, retaining structures, third-party land requirements, major canopy strengthening, or substantial station systems upgrades that may be identified during detailed design.	1.07.3
9	Allowances have been included for localised platform reinstatement, drainage works, ducts, ancillary infrastructure and a standard Mansafe system. No allowance has been made for major drainage upgrades, significant utility diversions, specialist access systems, extensive platform reconstruction or unforeseen underground infrastructure requiring remediation.	1.07.4
10	The estimate assumes that enabling works are limited to the demolition, site clearance, retaining wall modifications, canopy removal, CMS removal, temporary hoardings, acoustic barriers, polybridge access and piling platforms currently identified. No allowance has been made for hazardous materials removal, major utility diversions, archaeological discoveries, significant operational constraints, or additional temporary works requirements beyond those currently assumed.	1.08
11	Allowances for service diversions and modifications are assumed to be limited to the currently identified MEP-related works and are included within the MEP, Telecom and Fire Systems scope. Existing asset information is assumed to be generally accurate, with no significant unidentified services or major utility diversions. A BWIC allowance of 2.5% has been applied based on contractor benchmark submissions.	1.10
12	A 40% preliminaries allowance has been applied based on benchmark data from comparable SFA projects and reflects the current level of design maturity, programme uncertainty and operational railway constraints. The allowance assumes a construction duration and access strategy consistent with the current project assumptions and may be refined during subsequent project stages.	2.01
13	Design costs are based on the 2026 P11 rate update and include Feasibility, Concept and Detailed Design stages. Survey allowances include GPR, CCTV investigations, structural assessments and drainage surveys. Category II and III design checks are included within Detailed Design. As-Built Drawings and H&S File production are assumed to be included within Delivery costs. No allowance has been made for significant redesign or additional surveys beyond those currently identified.	2.01a
14	Indirect Construction Costs are based on benchmark percentages from comparable SFA projects and include allowances for Testing & Commissioning, Track Monitoring, Traffic Management, Temporary Works (including cranes and scaffolding) and Utility Protection. No allowance has been made for major utility diversions, enhanced monitoring regimes, significant highway works or substantial temporary works redesign.	2.01b
15	A Main Contractor's Overhead and Profit allowance of 9.8% has been applied based on benchmarking from comparable SFA and LU projects and current market conditions. The allowance assumes a competitive procurement environment and excludes abnormal market pressures, exceptional risk pricing or significant procurement strategy changes.	2.02

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Estimate Assumptions & Exclusions

16	TfL Management Costs are based on 2026 P11 resource rates and assume 10 periods for Concept Design, 13 periods for Detailed Design and 24 periods for Delivery. Feasibility costs represent final actual costs and Outcome Definition was completed under a previous UIP commission. Legal costs are included within Delivery and no TfL overhead allowance has been applied following agreement with SCM on 09/04/2026. Programme extensions may result in increased management costs.	3.01
17	Indirect Project Costs include allowances for Third-Party Supervision and LU operational support costs. ECI costs are included elsewhere within the estimate. LU Station Staff, Engineering Hours, Possession Costs and Compensation costs are included within other estimate sections. No LU Asset Modification works have been assumed. Changes to stakeholder, possession or operational requirements may result in additional costs.	3.02
18	London Underground (LU) Costs have been applied at 15% in accordance with current assumptions regarding operational access requirements, possessions and support activities. This allowance includes possession-related costs and other operational support activities required to facilitate the works within an operational railway environment.	3.02.3
19	Other Costs include allowances for land occupation, parking and property compensation, PTI modifications, compensation and insurance, fees and licences, specialist systems (Cubic, Telent, Connect Radio and telephony), gateline modifications and WAG works. Costs are based on current stakeholder information and project assumptions. No allowance has been made for additional land acquisition, lane rental charges, bus replacement services or legal costs beyond those included elsewhere within the estimate.	3.03
20	Allowances for Cubic, Telent, Connect Radio, telephone installations and associated specialist systems have been based on information provided by the Project Manager on 27/05/2026. The estimate assumes that the scope and extent of system modifications remain broadly in line with the information received.	3.03
21	Allowances have also been included for gateline removal and repositioning works, replacement glazed screens and Works Affecting Guideways (WAG) at Platform 2. These costs are based on preliminary scope assumptions and may be subject to change following detailed design development, asset owner engagement and system integration reviews.	3.03

Opportunities		Reference to Estimate item / Uplift
1	During the estimate review, the Project Team identified a number of opportunities to optimise the delivery strategy and reduce the overall project cost while maintaining the required scope and operational outcomes. The principal opportunity relates to a change in project delivery methodology, enabling key construction activities to be undertaken during normal working hours through planned station closures outside peak periods. This approach is expected to generate significant efficiencies by reducing labour premiums associated with out-of-hours working and improving productivity. Further opportunities identified include a reduction in the extent and duration of hoarding modifications throughout the works, increased use of mechanical excavation methods in place of manual excavation where practicable, and a reduction in possession costs. Current assumptions indicate that possession requirements can be limited to two blockades at an estimated cost of approximately £100k per blockade, generating a substantial saving compared with the original estimate assumptions. Additional cost reductions have been identified through lower-than-anticipated compound rental costs and a potential reduction in third-party compensation liabilities following receipt of updated cost information from stakeholders. The Project Team also reviewed the project risk allowance and concluded that the contingency can be reduced from 40% to 30%, informed by lessons learned and benchmarking against recently delivered Step Free Access projects of a similar nature. This reflects increased confidence in the proposed scope, delivery methodology and cost assumptions. Furthermore, there remains the potential for a further reduction in inflationary allowances should the project programme be shortened through the adoption of the proposed delivery efficiencies. Overall, these opportunities provide a positive basis for further cost optimisation and will continue to be developed as the design and delivery strategy matures.	All Estimate

Risks		Reference to Estimate item / Uplift
	The following Risks have been identified in preparing the estimate, however they are not exhaustive. Further clarification may be required to clarify and/or mitigate the Risks, which may lead to changes in the base estimate.	
1	The risk allowance has been set at an elevated level to reflect the early stage of project development. As the scheme is currently at feasibility stage, a number of technical, operational and delivery assumptions remain to be confirmed. The allowance is therefore considered appropriate and aligns with established estimating guidance for projects at this level of design maturity.	
2	Potential scope increase arising from the structural condition of the existing station assets and the extent of remedial works required to the platform extension, station building and existing platform structures following detailed investigations.	
3	Extension of the project programme resulting in increased indirect costs, including site management, supervision, welfare, temporary facilities and other time-related preliminaries.	
4	Adverse weather conditions, particularly high winds, may prevent planned lifting operations from being undertaken during possessions, resulting in aborted works, lost possession opportunities, programme delays and additional costs.	
5	Additional intrusive investigations may be required during the Concept Design stage to verify existing asset conditions, structural arrangements and ground conditions, resulting in additional cost and programme impacts.	
6	There is a risk that structural assessments may determine that the existing wall and retaining wall are unable to adequately support the proposed lift shaft guide rails and associated fixings, requiring additional strengthening works. There is also a risk that existing bricks cannot be successfully recovered or are unsuitable for reuse, necessitating the procurement of matching replacement bricks and resulting in additional cost and programme impacts.	
7	The existing condition of masonry walls, boundary walls and foundation footings is currently unknown. Detailed inspections and investigations may identify defects, deterioration or inadequate structural capacity requiring additional repair, strengthening or reconstruction works, resulting in increased project costs and programme impacts.	

Exclusions

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Estimate Assumptions & Exclusions

The following Exclusions have been identified in preparing the estimate, however they are not exhaustive. Further clarification may be required to confirm or negate the Exclusions, which may lead to changes in the base estimate. These exclusions should be considered as inputs to the Risk process		
1	Any works outside the defined project or station demise boundary.	
2	Operational expenditure (OpEx) and ongoing maintenance, inspection, servicing, renewal or lifecycle costs associated with the new lifts and any associated assets following commissioning and handover.	
3	Any strengthening, repair or remediation works to existing structures beyond those explicitly identified within the current scope.	
4	Removal, treatment, containment or disposal of contaminated materials, hazardous substances or contaminated ground encountered during demolition, excavation or groundworks activities.	
5	Diversion, modification, replacement or upgrade of existing utilities, services, assets or infrastructure unless specifically identified and included within the estimate.	
6	Reconfiguration, relocation or refurbishment of Back of House (BOH) facilities and accommodation.	
7	Any additional works arising from unforeseen structural defects, asset condition issues or intrusive investigations not currently identified within the project scope.	
8	Land acquisition, third-party property works, easements, wayleaves or compensation payments unless specifically allowed for elsewhere within the estimate.	
9	Any requirements arising from changes to legislation, standards, stakeholder requirements or operational policies occurring after the estimate date.	
10	Future asset renewals, maintenance access improvements or enhancement works not directly associated with the Step Free Access scope.	

Rate Sources		Reference to Estimate item / Uplift
1	The direct construction costs are based on a combination of current market intelligence, contractor and supplier engagement, benchmarking from similar SFA projects, TfL estimating cost models, and scope-specific allowances developed and agreed with the Project Team to reflect the current level of design maturity.	
2	Estimate Base Date is 1Q2026 Mid-point Construction 3Q28 Inflation of 8.55% has been applied using the TfL Estimating Inflation Calculator based on the GDP Deflator methodology.	
3	The estimate has been benchmarked against the Taylor Woodrow BAM Joint Venture contractor proposal to validate the cost assumptions and assess alignment with current market expectations.	
4	Estimate reviewed with the Project Team. Scope, assumptions, risks and cost allowances updated to reflect the latest design information, stakeholder feedback and delivery strategy. Cost optimisation opportunities were identified, including revised construction methodologies, reduced possession requirements, updated compensation assumptions and a review of project risk allowances.	

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Summary of RMM Group Element Costs



Start Date	December 2028
Finish Date	October 2030

Price Base	1Q26
Estimate Date	27.05.2026

Pathway 2 - Feasibility Design

RMM Vol 1 Ref	Group Element	Total Cost £	% of A	% of C	% of E	Comments / Assumptions	Opportunity	
1.01	Railway Control Systems	£0						
1.02	Train Power Systems	£0						
1.03	Electric Power and Plant	£0						
1.04	Permanent Way / Track	£0						
1.05	Telecommunication Systems	£1,423,870	30%	12%	8%		£893,870	£1,350,986
1.06	Buildings and Property	£517,000	11%	4%	3%		£452,375	£1,282,841
1.07	Civil Engineering	£2,201,414	46%	18%	13%		£1,894,681	£1,621,444
1.08	Enabling Works	£490,029	10%	4%	3%		£403,816	£477,412
1.09	Rolling Stock	£0						
1.10	Services	£115,808	2%	1%	1%		£91,119	
	DIRECT CONSTRUCTION WORKS COSTS (A)	£4,748,121	£0.00				£3,735,860	£4,732,683
2.01	Preliminaries	£1,899,300	40%	16%	11%		£1,494,385	£2,756,661
2.01a	Design costs	£3,364,800	71%	28%	20%	incl. sunk cost	£3,051,605	£3,051,605
2.01b	Indirect Construction costs	£1,025,911	22%	8%	6%		£1,025,911	£142,169
2.02	Contractor Overheads and profit	£1,063,000	22%	9%	6%		£836,377	£1,089,473
	INDIRECT CONSTRUCTION WORKS COSTS (B)	£7,353,011					£6,408,277	£7,039,908
	CONSTRUCTION COST (C)	£12,101,131	£11,908,749 excludes sunk costs				£10,144,137	£11,772,591
3.01	TfL Management Costs	£1,973,937		16%	12%	incl. sunk cost	£1,654,712	
3.02	Indirect Project Costs	£887,218		7%	5%		£230,000	
3.03	Other Costs	£1,789,521		15%	11%		£1,190,303	
	INDIRECT NON-CONSTRUCTION COSTS (D)	£4,650,676					£3,075,015	
	POINT ESTIMATE Construction + Development Cost (E)	£16,751,807	£16,460,232 excludes sunk costs				£13,219,151	
4.01	Risk / Uncertainty	£6,584,093			40%		£3,965,745	30%
	Risk / Uncertainty	£6,584,093						
	Expected Final Cost Cost limit excluding Initiation (F)	£23,335,900	£23,044,325 excludes sunk costs				£17,184,897	
5.01	Inflation	£1,969,288			8.55%	Mid-point Construction 4Q28	£1,468,561	8.55%
	EXPECTED FINAL COST - EFC TOTAL COST LIMIT (G)	£25,305,188	£25,013,612 excludes sunk costs				£18,653,458	

Range Factors			Range Factors		
£	24,039,928	Low	Low	£	17,720,785
£	32,896,744	High	High	£	24,249,496
Accuracy +/- %	-5% +30%		Accuracy +/- %	-5% +30%	

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Estimate

Detail of Estimate

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RMM Codes	Description	Qty	UoM	Rate £	Total £	Comments
1.01	Railway Control Systems				-	
1.02	Train Power Systems				-	
1.03	Electrification and Plant				-	
1.04	Permanent Way				-	
1.05	Operational Telecommunications Systems					
<u>1.05.1</u>						
1.05.1.1	MEP, Telecom & Fire Systems	1	sum	£775,000	£775,000	
1.05.1.2	New Fire Alarm Works - change in standard	1	sum	£40,000	£40,000	Allowance
1.05.1.3	Telent		sum	£400,000	-	Included in 3.03.10
1.05.1.4	Lightning protection	1	sum	£20,000	20,000	
1.05.1.5	Allowance for Fire isolations	1	sum	£118,870	118,870	TWBN cost provided
1.05.1.6	Switchroom Protection	1	sum	£50,000	£50,000	Allowance
1.05.1.7	Electrical and Power Installation	1	sum	£350,000	£350,000	Allowance
1.05.1.8	Civil works to new power supply incl. new CMS	1	sum	£40,000	£40,000	Allowance
1.05.1.9	Allowance for Connect Radio and telephone installation		sum	£100,000	-	Included in 3.03.10
1.05.1.10	Allowance for a replacement of an existing DB (works to be carried out by the maintainer)	1	sum	£10,000	10,000	Allowance
1.05.2	Abandonment, Recovery and Disposal of Equipment					
1.05.2.1	Recover Old Cables	1	sum	£20,000	20,000	
1.05	Operational Telecommunications Systems				£1,423,870	
1.06	Buildings and Property					
<u>1.06.1</u>	<u>Works to the station building</u>					
1.06.1.1	Wash and modify station external walls	1	sum	£60,000	£60,000	Allowance
1.06.1.2	New openings to connect lift lobby with station building	2	nr	£28,000	£56,000	
1.06.1.3	Supply and install new lintel	2	nr	£10,000	£20,000	Allowance
1.06.1.4	Make good to opening	2	nr	£8,000	£16,000	Allowance
1.06.1.5	Allowance for sealant and making good to the area of works	1	sum	£18,000	£18,000	Allowance
1.06.1.6	Supply and install new toilet and facilities	1	sum	£36,000	£36,000	
1.06.1.8	Supply and install new door	1	nr	£12,000	£12,000	
<u>1.06.2</u>	<u>Miscellaneous items</u>					
1.06.2.1	Signage	1	sum	£35,000	£35,000	
1.06.2.2	Seats	4	nr	£3,500	£14,000	
1.06.2.3	Supply and install Bostwick Gates	1	nr	£250,000	£250,000	incl. civil works
1.06	Buildings and Property				£517,000	
1.07	Civil Engineering					
<u>1.07.1</u>	<u>Foundations</u>					
1.07.1.1	Mobilisation of piling equipment to the site	1	sum	£38,000	£38,000	Roger Bullivant Limited
1.07.1.2	Piling rig move	1	sum	£3,500	£3,500	
1.07.1.3	Piled Foundations - 450mm Dia, Assume 15m Long; Bored, concreted including supply and install reinforced cage	12	nr	£6,831	£81,972	
1.07.1.4	Testing the piles	1	sum	£5,500	£5,500	
	<u>Lift shaft pit</u>					
1.07.1.5	Excavation up to 1.0m below the platform level	45	m3	£935	£42,075	Excavation by hand in hard material
1.07.1.6	Disposal of material off site	54	m3	£299	£16,146	non contaminated
1.07.1.7	Blinding	2	m3	£220	£440	
1.07.1.8	Cutting off the piles to the correct level	12	nr	£405	£4,860	
1.07.1.9	Cast RC lift shaft pit with sump and waterproofing	2	nr	£26,004	£52,008	
1.07.1.10	Supply and install base plate (250x250mm) and anchor (M16 x 250mm)	8	nr	£263	£2,104	bolt design - TBC at detail design
<u>1.07.2</u>	<u>Lift shafts</u>					Bourne Steel Quote
1.07.2.1	Supply and deliver to site metallic frames for lift shafts	16.8	t	£8,174	£137,330	
1.07.2.2	Erection of the lift shafts on site	16.8	t	£880	£14,789	
1.07.2.3	Supply and install lifts: standard 17 person Otis SMVT	2	nr	£385,000	£770,000	Otis cost provided on the 21.10.25
1.07.2.4	Otis Management Cost	2	nr	£86,000	£172,000	
1.07.2.5	Supply and install lift beam	2	nr	£10,000	£20,000	
1.07.2.6	Supply and install canopy at platform level supported by steel rods fixed to back to lift frame	2	nr	£2,500	£5,000	
1.07.2.7	Supply and install brick cladding	327	m2	£435	£142,245	
1.07.2.8	Supply and install roof with gutters	23	m2	£2,747	£63,181	
<u>1.07.3</u>	<u>Work on the Car Park</u>					
1.07.3.1	Supply and install ramp 2.4m wide	1	sum	£139,352	£139,352	
1.07.3.2	Supply and install balustrade with handrail	70	m	£1,350	£94,500	
1.07.3.3	Extension of the existing canopy	27	m2	£1,035	£27,945	
1.07.3.4	Supply and install new gateline	1	nr	£75,000	£75,000	Allowance
1.07.3.5	Supply and install fence/solid barrier	18	m2	£1,745	£31,410	

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Detail of Estimate

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RMM Codes	Description	Qty	UoM	Rate £	Total £	Comments
<u>1.07.4</u>	<u>Miscellaneous items</u>					
1.07.4.1	Platform surfacing: make good	1	sum	£37,056	£37,056	
1.07.4.2	Drainage works, ducts and ancillaries	1	sum	£175,000	£175,000	
1.07.4.3	Mansafe system	1	sum	£50,000	£50,000	
1.07	Civil Engineering				£2,201,414	
1.08	Enabling Works					
<u>1.08.1</u>	<u>Demolition and Site Preparation</u>					
1.08.1.1	General Site Clearance	248	m2	£38	£9,424	
1.08.1.2	Modification to platform prior piling activity	40	m2	£675	£26,995	
1.08.1.3	Removal of the existing retaining wall	24	m2	£1,008	£24,192	
1.08.1.4	Reconstruct masonry retaining wall	24	m2	£1,305	£31,320	
1.08.1.5	Remove platform canopy roof	40	m2	£1,280	£51,200	
1.08.1.6	Remove existing CMS	30	m	£375	£11,250	
1.08.1.7	Supply and install hoardings	44.5	m	£3,500	£155,750	
1.08.1.8	Supply and Install Acoustic Barriers	88	weeks	£1,560	£137,280	
1.08.1.9	Supply and Install Polybridge	1	sum	£18,000	£18,000	Allowance
1.08.1.10	Supply and install piling platform 450mm thick	22	m3	£1,017	£22,363	
1.08.1.11	Removing of the piling platform	22	m3	£103	£2,255	
1.08	Enabling Works				£490,029	
1.09	Rolling Stock				-	
1.10	Services					
1.10.1	Relocation or modification to existing MEP equipment as a result of the construction works		sum	£125,000	-	included in 2.01b.5
1.10.2	Existing services diversion on platforms			£0	-	included in 2.01b.5
1.10.3	BWIC	£4,632,312.98	2.50%	£115,808	115,808	Based on contractor % submission
	Allowance for Engineering Hours Working		on	£115,808	-	
1.10	Services				£115,808	
Total	Direct Construction Works				£4,748,121	

Step Free Access

Croxley Station

Indirect Costs

Transport for London



Duration on site 88 weeks

INDIRECT COSTS CALCULATED BY PERCENTAGE UPLIFT (for each asset)

RMM ID	Description	COWD (Past) £	Direct Cost £	%	UoM	Total £	Comments
2.01	Preliminaries						
	% Uplift on Construction Cost		£4,748,121	40.00%		£1,899,248	
	General Preliminaries		To Summary			£1,899,248	
2.01a	Design costs						Rates are based on 2026 rate update in P11.
2.01a.1	Feasibility	£191,382			1	£191,382	
2.01a.2	Concept		£827,696		1	£827,696	
2.01a.3	Detail Design		£1,906,456		1	£1,906,456	
2.01a.4	As Build Drawing Production						Incl. in Delivery Stage Cost
2.01a.5	H&S File/maintenance manual						Incl. in Delivery Stage Cost
2.01a.6	Surveys		£439,201	9.25%	1	£439,201	GPR and CCTV investigation; Detail structural assessments; Drainage CCTV / Tag & Trace Survey.
2.01a.7	Independent Design checks, e.g. Cat. II & III						Incl. in Detail Design
	Design costs		To Summary			£3,364,735	
2.01b	Indirect Construction costs						
2.01b.1	Testing & Commissioning		£123,451	2.60%	1	£123,451	
2.01b.2	Track monitoring		£85,466	1.80%	1	£85,466	
2.01b.3	Traffic Management		£75,970	1.60%	1	£75,970	
2.01b.4	Temporary Works		£724,880	15.27%	1	£724,880	Crane and scaffolding
2.01b.5	Utility diversion/protection		£16,144	0.34%	1	£16,144	Work around existing services
	Indirect Construction costs		To Summary			£1,025,911	
2.02	Contractor's Overheads & Profit						
	Main Contractors Overhead and Profit		£1,062,970	9.80%	1	£1,062,970	
	Contractor's Overheads & Profit		To Summary			£1,062,970	
Indirect Construction Works Costs (B)		£191,382				£7,352,864	7,353,011
3.01	TfL Management Costs						Rates are based on 2026 rate update in P11.
3.01.1	Outcome Definition						Incl. in previous contract UIP
3.01.2	Feasibility	£100,193			1	£100,193	Cost are the final cost for Feasibility phase
3.01.3	Concept		£172,568		1	£172,568	10 period for concept design (2 period procurement period and 8 periods for design)
3.01.4	Detail		£479,429		1	£479,429	13 periods for detailed design (2 periods for procurement and 11 periods for design)
3.01.5	Delivery		£1,060,037		1	£1,060,037	24 periods for delivery (2 periods for procurement and 22 periods for delivery)
3.01.6	Close		£161,710		1	£161,710	TBC
3.01.7	Legal						Incl. in Delivery
3.01.8	Overhead		£40,000			£0	not required, SCM 9.04.2026
	TfL Management Costs		To Summary			£1,973,937	
3.02	Indirect Project Costs						
3.02.1	ECI: Early Contractor Involvement		£175,000		1	£175,000	Included in 2.01.a
3.02.2	3rd Party Supervision		£712,218	15.00%	1	£712,218	PFI+3rd parties
3.02.3	LU Cost						Possessions
3.02.3.1	LU Station Staff costs						Included in 3.02.3
3.02.3.2	Engineering Hours & Possession costs						Included in 3.02.3
3.02.3.3	LU Compensation						Included in 3.02.3
3.02.3.4	LU Asset Modification						Not required
	Indirect Project Costs		To Summary			£887,218	
3.03	Other Costs						
3.03.1	Land / Property Costs		£3,500		88	£308,000	Not required
3.03.2	Lane Rental						Incl. in 3.03.8
3.03.3	Borough charges						Places for London
3.03.4	Suspension parking bays / private parking compensation		£250,000		1	£250,000	Not required
3.03.5	Bus Compensation/replacement costs						Incl. in 3.03.8
3.03.6	Legal charges		£20,000				
3.03.7	Platform Train Interface		£36,505		2	£73,010	
3.03.8	Compensations and Insurance		£291,218	6.13%	1	£291,218	
3.03.9	Fees & Licences		£89,773	0.60%	1	£89,773	% as per Contractor's submission
3.03.10	Other Costs						
	Cubic, Telent, Connect Radio and telephone installation etc.		£620,000		1	£620,000	Provided by PM on the 27.05.2026
	Removal / repositioning of the gateline		£60,950		1	£60,950	
	Gateline glazed screen		£36,570		1	£36,570	
	WAG at Platform 2		£60,000		1	£60,000	
	Other Costs		To Summary			£1,789,521	
Indirect Non-Construction Costs (D)		£100,193				£4,650,676	4,650,676
Total Indirect Costs		£291,575				£12,003,540	