

Luton & Dunstable Translink Inquiry

Ultra Light Tram Option

AMEC Track Cost Estimate

AMEC are an international civil engineering company with a specialist rail division. Below is the estimate given by them for the cost of a double tracked permanent way for the Luton to Dunstable Tram Link, excluding bridge works for the second track. The costs for the individual items have been omitted for commercial reasons. AMEC engineers undertook a site visit and have received the earlier track report used by the promoters of the busway. They have produced their own summary report which is also attached. These figures are used instead of the earlier estimates in Mr Buchan's Proof in the economic appraisal spreadsheet supplied by the promoters.

Table 1

Summary of AMEC track cost estimate

Items included in the AMEC estimate
Excavation + Land Clearance + Disposals
Ballast
Sleepers + Track Fixing
Track
S&C
Fencing Delineating
Platform
Depot Building including office space
Crossing units
Troughing + cable
Management, Prelim, Site accommodation, Support staff etc.
Total Cost £7.29M

Of course this is only part of the cost and the following additional items have also been estimated.

Table 2

Summary of AMEC additional infrastructure cost estimates

Electrification	This should be sufficient to allow power for signalling, station, depot, CCTV, Passenger information system etc.
Signalling	This should allow for narrow bridges, road crossing, departure/arrival indication etc.
Civils	This should allow for required works to cuttings, embankments, station surrounds and the disposal of a reasonable quantity of contaminated waste.
Project Management	Includes both permanent way (Table 1) plus above additional items.
Total Cost	£9.525

AMEC advise a contingency allowance of 20% and this is the same as that used by the promoters in their spreadsheet analysis and is applied to their costs through that means. They also point out that land acquisition and vehicle costs are not included. The former is available from the promoters and the latter are the subject of estimates from Sustraco based on their supplier. AMEC also estimated some costs such as soil investigation and gaining permissions and consents which in total are virtually identical to those estimated by the promoters for the heavy LRT option which they considered. Again, these are applied to the ULRT option at the appropriate place in the spreadsheet.

We are currently trying to estimate the cost of bridgeworks for the dual track system. These would be offset by a reduction in signalling costs.