

Assumptions used in development of Crewe Green Underbridge estimate

The estimated cost and assumptions are based on the Jacobs Programme dated 13/02/13. The estimate excludes any allowance for cost of work completed to-date, against which a £160k Purchase Order was provided. It also makes no provision for potential efficiency savings that may be achieved.

Assumptions used in compiling this estimate:

1. The number of possessions/ isolations required has been specified Jacobs.
2. In the absence of a detailed programme the estimate provides for the attendance of one ES/ COSS during each possession/ isolation.
3. Schedule 4 charges have been included for the extended periods of Christmas 2014 (circa 102Hrs) and Easter 2015 (circa 54Hrs) possession/ isolation requests.
4. NDS charges linked to the extended periods of the Christmas 2014 and Easter 2015 possession/ isolation requests have not yet been supplied. In the interim a figure that equates to 50% of Schedule 4 charges has been assumed.
5. An allowance has been made for the attendance of a NR Assistant Construction Manager working 40 hours (5 x 8hours) during week days from the date when the contractor first accesses NR land through to June 2015.
6. Provision has been made for NR Asset Protection: project management, engineering, possession/ isolation planning and commercial staff over the duration of the project programme.
7. A nominal sum of £15k has been included as a commuted sum to capture, over the lifecycle of the structure, the MDU fee for annual inspection of the permanent electrical bond to the new bridge. (MDU are to confirm this figure once the electrical bond design has been accepted by NR.)
8. A nominal sum of £3k has been included for NR MDU OLE dilapidation/ inspection activities should NR MDU 'not' be asked to undertake the OHLE enabling works required.
9. A nominal sum of £4.8k has been included for the provision of a NR Fabrication Inspector - required to witness the construction of the bridge deck and components and attend the trial erection that the contractor must undertake. (Sum to be verified once NR has accepted the bridge design and detailed Programme.)
10. In the absence of further details, an allowance has been made for enhanced NR staff rates during the Christmas 2014 and Easter 2015 periods.

Elements for which financial provision needs to be made, but is as yet unknown:

1. NR MDU & Engineering resources required in connection with the temporary protection, permanent protection, or re-positioning of any NR assets affected by the scheme proposals.
2. Any annual uplift in staff rates beyond the current (2012-13) financial year.
3. Provision of a project specific isolation team to maximise the period of track access available to the contractor.
4. VAT
5. The need for a Temporary Speed Restriction has now been advised by the Outside Party designer. The associated TOC compensation charges are currently unknown, but need to be added to the estimate once confirmed.

General Assumptions:

1. NR Commercial Property fees (e.g. wayleaves, easements, licenses, temporary or permanent land, etc.) are an entirely separate cost element

2. No Emergency Speed Restriction occurs
3. No possession or isolation overrun occurs
4. No unplanned disruption to Train or Freight Operators occurs – triggering compensation charges
5. No damage, unplanned movement or unforeseen risk occurs to any NR asset
6. No allowance has been made for the ongoing maintenance/ repair/ renewal of the structure over its lifecycle
7. No allowance has been made for provision by NR of Track Visitor Permits should the contractor's staff not hold the necessary Personal Track Safety certification.

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