

		Stepped	Ramped
Direct Construction Costs		£ 1,309,890	£ 2,692,160
Indirect Construction Costs	e.g. contractor's preliminaries such as construction of a temporary haul road, temporary on-site facilities, etc.	£ 424,538	£ 1,157,629
Employers Indirect Costs	e.g. project management costs, design costs, Schedule 4 costs*	£ 674,657	£ 1,111,548
Risk		£ 438,453	£ 891,238
Inflation	This allows the static 'AFC' cost to have a longer shelf-life and account for the change in value of money that has occurred since the moment that the AFC cost has been established.	£ 80,281	£ 163,186
Industry Risk Fee & Network Rail Fund Fee		£ 81,310	£ 331,065
Total AFC		£ 3,009,129	£ 6,346,826

Approved for Construction (AFC) figure, essentially gives an idea of what it would take to go from pen and paper through to a bridge being put in place. As more information is being gathered by the project team, costs are being updated to account for 'local' factors. The current AFC figure is £3.09 million for a flow bridge; this is a significant uplift from the £1.34 million quoted.

***Schedule 4 Costs:** these are costs for temporarily closing the railway line and are derived from Schedule 4 of the model passenger/freight contracts; they are costs to compensate train operators where their operations have been impacted financially by planned disruption.

Industry Risk Fee and **Network Rail Fee Fund** are applied to third-party funded projects; they cover Network Rail's contractual liabilities to its customer(s) for breach and negligence: *Risk Fund* covers risks arising from cancellation of possessions (when the railway is closed to traffic), operational emergencies, or changes in standards or legal requirements. **Risk** accounts for any uncertainties and potential risks which might impact the final cost of the project.

The costs listed above are based on standard assumptions made, for instance the height of the bridge, width, etc., and may vary if surveys reveal that more work is needed, i.e., ground investigations lead to a different foundation design, etc. When a detailed design is brought forward, projected costs can be further refined to account for known facts (beyond the height, width of the bridge, etc.).