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NETWORK RAIL (STALYBRIDGE TO DIGGLE (SADDLEWORTH) ENHANCEMENTS) ORDER

MVL3/23 Wright's Overbridge Reconstruction Estimate

INQ-37

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CONTENTS

1. GENERAL INTRODUCTION 4
1.1 Purpose of the Document 4
1.2 Basis of Reconstruction Cost Estimate 4
1.3 Summary 6

1. GENERAL INTRODUCTION

1.1 Purpose of the Document

1.1.1 The purpose of this note is to clarify the reconstruction cost estimate of MVL3/23 Wright's Overbridge. The Inspector requested this information at the Inquiry on 02 July 2026.

1.1.2 MVL3/23 Wright's Overbridge is a Grade II listed structure which does not have the required headroom to accommodate the electrification works or vehicle gauge proposed as part of the Scheme. The optioneering appraisal concluded this structure is to be removed to facilitate the Scheme proposals, and no replacement bridge constructed.

1.2 Basis of Reconstruction Cost Estimate

1.2.1 The cost estimate has been based upon recognised Network Rail procedure at concept design and includes:

- Direct construction or works costs and associated works based off quantified measurements with unit rates applied.
- Indirect construction works and preliminaries in line with Network Rail's standard approach reflecting access / possessions, railway interface costs, site constraints, programme duration and the operational environment.
- Design and project management costs required to meet Network Rail standards and governance processes.
- Risk allowance using Network Rail's standard risk management methodology, as a percentage overlay.
- Maintenance requirements, aligning to Network Rail's periodic inspection regime and anticipated maintenance interventions over the predicted asset lifespan.

1.2.2 Rates have been derived from the current TRU portfolio of projects and Network Rail's cost data. These rates reflect prevailing market conditions.

1.2.3 The reconstruction breakdown estimate is provided within Table 1.

Element	Value (£m)	Comments
Direct Construction Works	£1,532,243	Civil Engineering and Enabling works
Indirect Construction works	£395,472	Contractor preliminaries, overheads and profit (% applied to direct costs)
Project Management & Design	£417,929	Percentage applied to construction works, design and other project costs
Risk	£234,564	10% applied to base cost
Maintenance	£508,000	Over 125 years
Total	**£3,088,208**	

Table 1: MVL3/23 reconstruction cost estimate breakdown

1.2.4 The reconstruction cost of MVL3/23 therefore amounts to £3.1 million.

1.2.5 A 10% risk has been based upon design maturity, delivery methodology, site specific constraints and anticipated technical challenges. Given this reconstruction has assumed reuse of the abutments, the risk is lower than a new structure in comparison where high risk is associated with ground works. In addition, the cost estimate has been based on a filler beam design, similar to that of MVL3/7 Heyrod Hall and MVL3/20 Wrights Mill Overbridge which is a standardised deck design thus minimising risk allowance.

1.2.6 The estimated value has been derived using benchmarked costs from a comparable reconstruction solution and is based on the assumption that the works are delivered as part of a wider programme of similar interventions. As such, the estimate includes efficiencies associated with programme delivery, including shared resources, management, mobilisation, and procurement activities.

1.2.7 This estimate should not be considered representative of a standalone project. If the scheme were to be delivered independently, additional costs would be expected due to increased indirect, mobilisation requirements, project management overheads, and reduced opportunities for economies of scale. Consequently, the outturn cost of a standalone delivery is likely to be higher than the estimate stated above.

1.2.8 Similarly, the level of risk and contingency applied reflects the scheme's inclusion within a broader programme of works, where risks can be managed collectively across multiple projects. Were the scheme to proceed as a standalone project, a higher risk allowance may be required to reflect the increased exposure to project-specific delivery, commercial, and programme uncertainties.

1.3 Summary

1.3.1 The £3.1m cost estimate is based on recognised Network Rail procedure at concept design stage.

1.3.2 This structure is located in close proximity to several residential properties and a reconstruction would require the temporary acquisition of private gardens and driveways with loss of amenity for residents.

1.3.3 The low levels of usage and ability to divert the Public Right of Way (PROW) route though MVL3/22 Hobbe Hole, without extending the route length whilst also promoting easier navigation underfoot, was also a contributing factor in the decision to remove the structure over a reconstruction.