

## THE NETWORK RAIL (LEEDS TO MICKLEFIELD ENHANCEMENTS) ORDER

### RE: LISTED BUILDING CONSENT OPTIONEERING COSTS

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#### NOTE

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1. During questions to Mr Harrison on Day 5 of the Inquiry, a question was raised as to the correct costs for the options outlined in the Alternative Options Evaluation Studies (AEOS) which accompany the Listed Building Consents. Network Rail offered to provide correct costs for each of the options stated.

#### Ridge Road Bridge (CD 1.18.37)

2. The following paragraphs of the AOES should be amended as shown:
3. Option A1 – Bridge Deck Reconstruction  
*Paragraph 6.3.5 'If a standard concrete flat deck option is installed, the cost of Option A1 is considered Supportive as it provides the most cost effective and risk free option to retain a structure at this location whilst achieving the necessary clearance for electrification. Whole Life Cycle (WLC) costs for a bridge reconstruction (circa £7.9m) are about half those for the track slue options and between approximately two and four times less than the track lower options'.*
4. Option C – Track Lower  
*Paragraph 6.6.8 'The WLC's for Options C1-C3 varied between £11m (for sub-functional clearance) and £28m due to the impact on the rock cutting and potential mine remediation works, between about 2-4 times that of the preferred option A1 and with higher ongoing maintenance costs to maintain sub optimal alignments and clearances. For these reasons this option was graded Highly Unsupportive from a cost point'.*

#### Brady Farm Bridge (CD 1.18.19)

5. The following paragraphs of the AOES should be amended as shown:
6. Option A – Abandonment  
*Paragraph 6.3.5 'Option A is Supportive on a cost basis as costs are restricted to the removal of the structure. Once removed, there are no ongoing maintenance costs to be considered; therefore Whole Life Cycle (WLC) are negligible, being around £700k'.*
7. Option B1 -Bridge Deck Reconstruction  
*Paragraph 6.4.5 'If a standard concrete flat deck option is installed, the cost is Neutral as it provides the most cost effective and risk free option to retain a structure at this location whilst achieving the necessary clearance for electrification. Whole Life Cycle (WLC) costs for a bridge reconstruction (circa £2m) are around one fifth those for the track slue options and between three and ten times less than the track lower options'.*

8. Option C – Track Slue

Paragraph 6.6.8 'The WLC's for Options C1-C3 varied between **£9.1m and £10.9m** and with higher ongoing maintenance costs to maintain sub optimal alignments and clearances. For these reasons this option was graded Highly Unsupportive on cost'.

9. Option D – Track Lower

Paragraph 6.7.9 'The WLC's for Options D1-D3 varied between £6.2m (**for sub-functional clearance**) and £19.6m, with higher ongoing maintenance costs to maintain sub optimal alignments and clearances. For these reasons this option was graded Highly Unsupportive from a cost point'.

Austhorpe Lane Bridge (CD 1.18.12)

10. The following paragraphs of the AOES should be amended as shown:

11. Option A – Bridge Deck reconstruction

Paragraph 6.3.5 'If a standard concrete flat deck option is installed, the cost of Option A is considered Neutral as it provides the most cost effective and risk free option to retain a structure at this location whilst achieving the necessary clearance for electrification. Whole Life Cycle (WLC) costs for a bridge reconstruction (**circa £5.1m**) are around half those for the track slue options and between approximately **five and six** times less than the track lower options'.

12. Option B – Track Lower and Track Slue

Paragraph 6.4.8 'The WLC for Option B was estimated to be around £24m due to the impact on the bridge sub-structures/adjacent earthworks, impact on the Yorkshire Water sewer and the likelihood of a requirement for mining remediation, ~~between 4 to~~ around 5 times that of the ~~preferred option A~~ standard bridge deck reconstruction and with higher ongoing maintenance costs to maintain sub optimal alignments and clearances. For these reasons this option was graded Highly Unsupportive from a cost point'.

Crawshaw Woods Bridge (CD 1.18.28)

13. The following paragraphs of the AOES should be amended as shown:

14. Option A1 – Bridge Deck reconstruction

Paragraph 8.3.5 'If a standard concrete flat deck option is installed, the cost of Option A1 is considered Highly Supportive as it can be achieved at low cost with reduced maintenance costs due to its simpler deck to inspect and maintain whilst achieving the necessary clearance for electrification. Whole Life Cycle (WLC) costs for a bridge reconstruction (**circa £3.7m**) are considerably less than those for the track slue options and track lower options'.

### Comparison Table

	Ridge Road	Brady Farm	Austhorpe Lane	Crawshaw Woods
Abandonment	n/a	£0.7m	n/a	-
Reconstruction – flat arch	£7.9m	£2.0m	£5.1m	
Bridge lift and repair	n/a		n/a	£3.7m
Track Slue	£15m	£10.1m (£9.1M for sub-functional clearance option)	£24.3m	£14.6m
Track Lower	£23-28m (£11m for sub-functional clearance option)	££15.3-19.6m (£6.2m for sub-functional clearance option)		

**11 March 2024**