TRANSPORT FOR LEIGH

# HS2 - A New Opportunity for a Leigh Rail Connection

## Press Briefing Background Notes

Leigh Sports Village 27 March 2013

Prepared by: Transport for Leigh CIC

# Forward

The High Speed Rail 2 (HS2) route for Phase 2, connecting the North West to London, has now been published. It shows the HS2 line passing very close to the site of what was Pennington Station.

Transport for Leigh, Rt. Hon. Andy Burnham MP and Lord Peter Smith, Leader of Wigan Council all believe this represents a massive opportunity for the reinstatement of a rail station, serving not only the people of Leigh, but the region.

Andy Burnham MP:

*"People in the north-west will be paying for HS2 through their taxes, getting all of the disruption but - as it stands - too few of the benefits. It makes no sense at all for high-speed trains to fly through the heart of the north-west without stopping, past the areas where most people live.*

*This regional interchange on the Liverpool-Manchester axis makes complete transport sense and will open up HS2 to people across our region. We urge people to get behind this campaign."*

Ged Tyrrell, from Transport for Leigh:

*"With massive increased demand from businesses and commuters it's vital to the town that we improve transport links to stop gridlock in the region. We believe rail is a critical part of the solution."*

Andy Burnham again:

*"Even during these times of economic hardship demand for rail has shown a year on year increase. Large scale capital projects are one measure to take this country out of recession and grow the economy. Given this strategy, it makes absolute sense to build this station".*

Lord Peter Smith, Leader of Wigan Council, also recognises that Leigh is ideally suited for a station. Lord Smith:

*"The proposed interchange location in the Leigh conurbation is ideal. It offers easy access from the regions roads and motorways and takes advantage of linking the existing Manchester to Liverpool service to HS2 when it arrives".*

Working with partners Transport for Leigh has produced detailed costings, which demonstrate the the project is both achievable and affordable. Ged Tyrrell again:

*"The work carried out so far is fantastic. What we need now is a strong public show of support to get our station back. This is critical to provide the capacity for economic growth and mobility this area desperately needs, allowing the abundance of creativity and enterprise rooted in this area to flourish and compete nationally and internationally.*

*This is a once in a generation opportunity that we can't afford to miss."*

Transport for Leigh encourage people to visit their website where they can find further information and fill in a brief online survey, which is essential to establishing more accurately how many people will use the proposed interchange.

# Background

Leigh, the home of the first passenger rail service[1], (Leigh-Bolton c. 1831), was previously served by 4 stations:

Pennington
Opened 1828;
Station Closed 1954;
Line Closed 1969

Leigh (connected to Pennington)
Opened 1864
Closed 1969

Lowton St Mary's
Opened 1884
Closed (passengers) 1964 (totally) 1968

Kenyon Junction
Opened 1831
Closed (passengers) 1961(totally) 1963

Despite being in the pre-internet age, in 1968, a petition gained over 1200 signatures against the cuts, which a local Councillor described as "*Foolish, silly and ridiculous*".

[1] Lancashire Life (March 2003), *The Lost Railways of Lancashire*

# Proposal

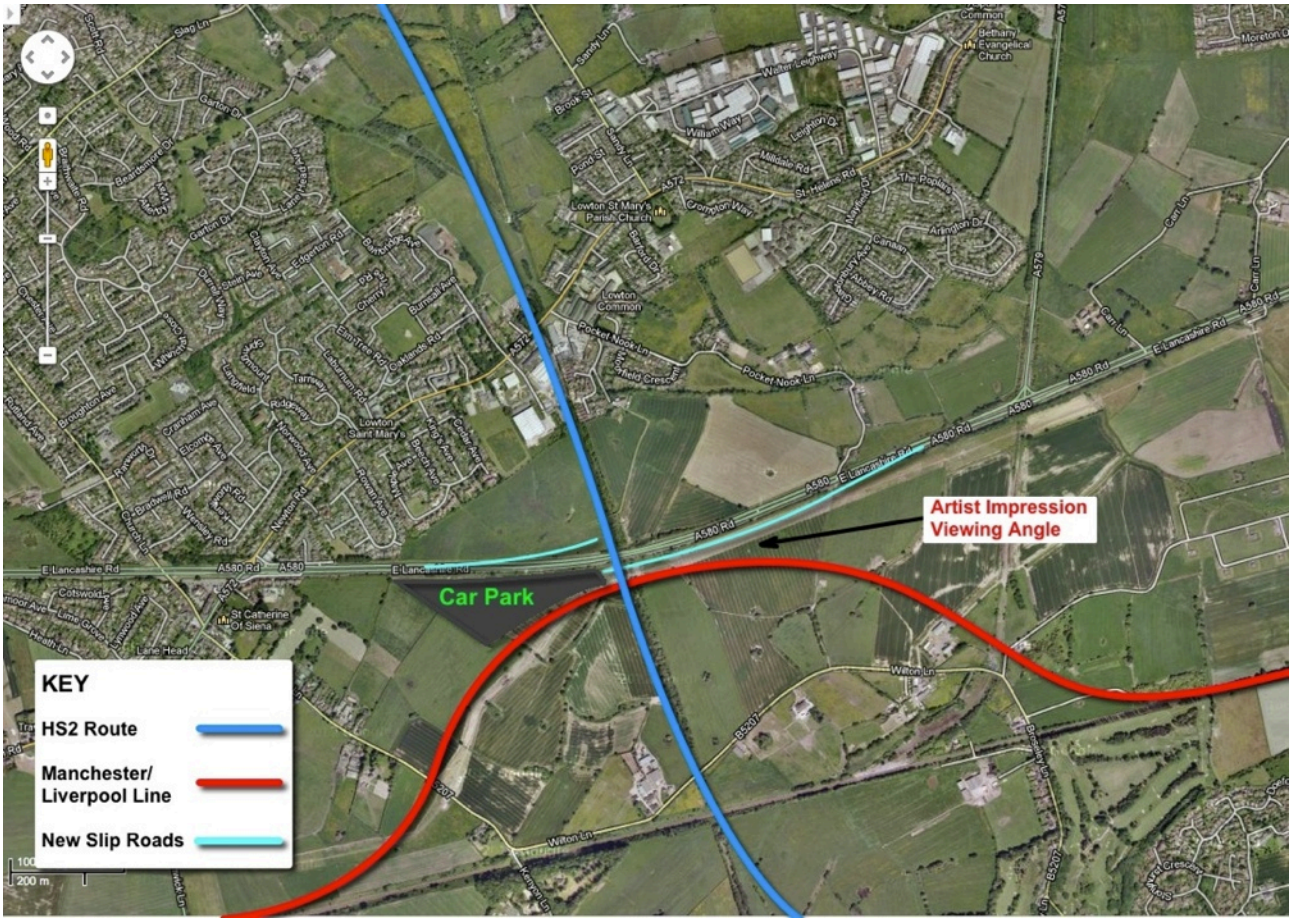
The artists impression shows an integrated station with the existing rail network, to work in conjunction with HS2.

This view is taken looking west towards Liverpool. The A580 raised section can be seen to the right hand side, where the h2s train can also be noted in the distance going north under the A580.

The main view is that of the Liverpool-Manchester platforms and the west-bound car park access slip road can also be seen on the right hand side of the impression.

The combined interchange facility can be seen in the background.

# Location




The map shows the provision for two new slip roads; one eastbound, the other westbound. Both slip roads provide access to the new 250 space car park from from the East Lancashire Road (A580). The east bound slip meets an underpass, which goes under the A580 to the car park.

The rail work involves a diversion of the Liverpool to Manchester railway line so that it comes very close to the South side of the East-Lancashire road (A580), where it will be within reach of a combined Liverpool-Manchester / h2s interchange facility.

At the site of the proposed interchange, the Liverpool-Manchester line will be below ground level, with the h2s running over the top of that line. The h2s line then goes under a new raised road section of the A580, where there will be a new full-length h2s platform.

# Economic Appraisal

The value for money of the scheme is expressed by the Benefit to Cost Ratio (BCR).

Whilst we don't have the requisite software to produce an accurate valuation we have assessed the BCR based on a previous report produced by Halcrow for Wigan Council using the principles of the TfGM appraisal template used to assess a range of schemes. The appraisal is completed over a 60 year scheme lifetime (assumed to be 2016 to 2075). Benefits are inflated over this period as values of time increase covering traffic congestion, public transport fare increases at RPI+1%, and costs are inflated based on construction and rail industry guidance.

Our assessment in the economic appraisal is expressed in 2002 prices and values.

The benefits of the scheme include the following:

• User Benefits - Timesavings (terms generalised travel costs as it includes walk, wait, in-vehicle, interchange and fare elements of a journey) offered to passengers as a result of the proposed rail route and service. Examples of the time savings are based on the train is faster than the bus so offering lower on-vehicle times. However the rail station is further to walk to than a local bus stop and the frequency of service is lower, so wait time for the service is higher. Rail fares are also more expensive than bus fares per kilometre travelled.

• Non-User Benefits - decongestion on the highway network from car users switching to use rail, resulting is less traffic congestion in the future on route to the key centres of Manchester, Warrington and Liverpool. Congestion benefits are assumed to increase over time as highway journey time's increase with more traffic using the networks. Non-user benefits also include savings in accidents and less noise and reduced vehicle emissions from less congestion and traffic.

• Bus Operator Impacts – reflects change in revenue and operating costs as a result of the rail scheme. The impact is negative as bus passengers switch to rail, so the bus operator will get less revenue.

• Rail Revenue – the net revenue gain to the operator from the farebox revenue is reported, including the impact of existing rail passengers transferring from other services, so adding no extra revenue to the overall network totals. Rail fares are assumed to grow at RPI+1% to year 2031.

| | £000 |
|---|---|
| User Benefits | £23,036 |
| Non-User Benefits | £50,966 |
| Bus Operator Impacts | £-9,310 |
| Rail Revenue | £107253 |
| Rail Operating Costs | £-27847 |
| Grant Subsidy | £0 |
| Indirect Tax Change | £-4,098 |
| **Total** | **£140,000** |

• Rail Operating Costs – (all values in 2016 prices)

The costs, as defined below, are reported over 60 years in the appraisal. Inflation and real cost increases are reflected in the costs.

Heavy Rail Costs

| | £000 |
|---|---|
| Leasing | £0.00 |
| Train Staffing | £0.00 |
| Station Staffing | £0.09 |
| Track Access | £0.13 |
| Power and Electrification | £0.45 |
| Sub-Total | £0.67 |
| Access Mode Costs | |
| Park and Ride | £0.13 |
| Bus Shuttle Services | £0.67 |
| **Sub-Total** | **£0.80** |
| Maintenance | |
| Asset Maintenance | £0.33 |
| **Sub-Total** | **£0.33** |
| **Total** | **£1.80** |

# Benefit to Cost Breakdown

Halcrow[2] estimated an annual user of 375,000 passenger journeys on a service to Manchester Victoria where our proposal will link Leigh with the North Wales Trans-Pennine network. Therefore we initially estimate at least a similar number of passenger journeys to other similar sized stations of less prominence on the same line at 550,000.

We have also taken a similar average journey spend.

Using Halcrow table 6.1 this gives a benefit value of c£140M.

Our detailed estimate of the costs are as follows

1 Leigh Loop and station £60M

2 HS2 Station extension £25M

So without HS2 revenues which are initially estimated to be in excess of £30M(PV) per annum.

1 BCR is 140/60=2.3

2 With HS2 cost=1.65

3 With HS2 income >2

1 and 3 meet DoT requirements for funding.

[2] Halcrow (January 2012) *Leigh Area Rail Study,* Available from: http://www.wigan.gov.uk/NR/rdonlyres/DD06A339-F532-4AAA-A059-DDE5111998B1/0/LARSReport.pdf (Accessed March 2013)

# Annex A. Detailed Cost Breakdown - Leigh Station Build

**Stobart Rail Limited**
**Solway Business Centre, Kingstown, Carlisle, CA6 4BY**

| | | | £ | Station Work £ | Signalling £ |
|---|---|---|---|---|---|
| Proprietary bike shelter | 4 | nr | £750 | £3,000 | |
| 4 panel vandal proof "macemain" wa | 2 | nr | £39,000 | £78,000 | |
| Ticket vending machine | 2 | nr | £27,500 | £55,000 | |
| Next train indicator inc supports | 1 | nr | £25,500 | £25,500 | |
| Station clock inc supports | 1 | nr | £5,000 | £5,000 | |
| CCTV | 35 | nr | £2,450 | £85,750 | |
| Public payphone | 1 | nr | £10,000 | £10,000 | |
| Help point inc supports | 2 | nr | £5,000 | £10,000 | |
| Timetable display board | 4 | nr | £1,000 | £4,000 | |
| Station signage | 1 | item | £10,000 | £10,000 | |
| Additional Station signage | 1 | item | £5,000 | £5,000 | |
| Road signage | 1 | item | £5,000 | £5,000 | |
| Block paving to walkway | 600 | m2 | £60 | £36,000 | |
| Pallisade fencing throughout | 1000 | m | £70 | £70,000 | |
| Handrail to underbridge | 0 | m | £50 | £0 | |
| Lighting to underbridge | 0 | nr | £2,500 | £0 | |
| New booking office complete | 0 | m2 | £4,500 | £0 | |
| Tarmac footprint | 750 | m2 | £40 | £30,000 | |
| Platform access ramp 1.2m high x 32 | 1 | nr | £20,000 | £20,000 | |
| Platform access steps | 2 | nr | £10,000 | £20,000 | |
| Tactile paviours | 600 | nr | £60 | £36,000 | |
| Coping Stones | 300 | nr | £110 | £33,000 | |
| 1000 x 300 RC strip foundation | | m | inc | | |
| Station car park | 250 | space | £3,500 | £875,000 | |
| Platform structure | 1050 | m2 | £1,000 | £1,050,000 | |
| Platform structure solid blockwork fr | 600 | m2 | £750 | £450,000 | |
| 300 diameter x12m bored pile | 80 | nr | £3,750 | £300,000 | |
| 1.5m high platform fence inc kerb | 300 | nr | £200 | £60,000 | |
| Platform furniture | 2 | item | £10,000 | £20,000 | |
| Platform lighting | 2 | nr | £4,250 | £8,500 | |
| PA | 2 | nr | £2,000 | £4,000 | |
| Lift & line plain line | 800 | m | £25 | £20,000 | |
| Relocate main signal & overlap + AW | 2 | nr | £50,000 | £100,000 | £100,000 |
| Signalling panel alternations | 2 | nr | £10,000 | £20,000 | £20,000 |
| New main signal | 2 | nr | £30,000 | £60,000 | £60,000 |
| "Off" indicator inc platform control u | 2 | nr | £10,000 | £20,000 | £20,000 |
| New axle counter section | 1 | nr | £11,000 | £11,000 | £11,000 |
| Alternation to existing axle counter s | 2 | nr | £5,000 | | £10,000 |
| Work to existing axle counter evaluat | 1 | item | £10,000 | | £10,000 |
| New axle counter evaluator | 2 | nr | £50,000 | | £100,000 |
| New 4 aspect dorman signal head | 4 | nr | £8,000 | | £32,000 |
| signal post | 4 | nr | £20,000 | | £80,000 |
| Signal post telephone | 6 | nr | £5,000 | | £30,000 |

| | | | | | |
|---|---|---|---|---|---|
| TPWS TSS | 6 | nr | £6,000 | | £36,000 |
| TPWS TSS to signal | 6 | nr | £6,000 | | £36,000 |
| TPWS buffer stop OSS fitment | 2 | nr | £7,500 | | £15,000 |
| TPWS OSS | 2 | nr | £7,500 | | £15,000 |
| AWS to signal | 6 | nr | £4,200 | | £25,200 |
| AWS | 6 | nr | £4,200 | | £25,200 |
| New location case | 6 | m | £26,000 | | £156,000 |
| Signal Troughing Route | 3800 | m | £30 | | £114,000 |
| Power Cable | 4500 | m | £15 | £67,500 | |
| Signal Cable | 4500 | m | £8 | | £36,000 |
| Drivers walkway | 6 | m | £50 | | £300 |
| GPLS 4 aperture PL2R | 6 | nr | £4,700 | | £28,200 |
| New Signalling route over points | 4 | nr | £29,000 | | £116,000 |
| Train describer alterations | 2 | item | £600,000 | | £1,200,000 |
| Internlocking and panel alterations | 2 | nr | £175,000 | | £350,000 |
| Turnout | 5 | item | £125,000 | | £625,000 |
| HW type points machine | 8 | nr | £220,000 | | £1,760,000 |
| Points heating | 8 | nr | £21,000 | | £168,000 |
| Mod to existing points heater power | 1 | item | £12,000 | | £12,000 |
| Excavate ballast and remove | | m3 | inc | | |
| New ballast | 7400 | m3 | £25 | £185,000 | |
| Serviceable plain line FB on conc | 3800 | m | £520 | £1,976,000 | |
| Track drainage | 3800 | m | £175 | £665,000 | |
| Friction buffer stop | 0 | nr | £18,000 | £0 | |
| Buffer stop red light | 0 | nr | £900 | £0 | £0 |
| Power supply | 0 | item | £1,200 | | £0 |
| Electrification of Route | 3800 | m | £850 | £3,230,000 | |
| Electrification into mainline | 1 | Item | £600,000 | £600,000 | |
| Works to existing Rail Infrsatructure | 1 | item | £250,000 | £250,000 | |
| ATWS System Hire | 1 | item | £150,000 | £150,000 | |
| Legal Fee's | 1 | item | £100,000 | £100,000 | |
| TOC Fee's | 1 | item | £150,000 | £150,000 | |
| Temporary Works | 1 | item | £300,000 | £300,000 | |
| C-Forms | 1 | item | £200,000 | £200,000 | |
| | | | | | |
| | | | | | |
| | | | | | |
| **Non Rail Elements** | | | | | |
| CPO'S | 1 | Item | £1,500,000 | £1,500,000 | |
| Works to existing structures | 3 | item | £250,000 | £750,000 | |
| Associated Earthworks incl landscapi | 3800 | m | £1,000 | £3,800,000 | |
| Devegetation | 64000 | m2 | £0.50 | £32,000 | |
| Topographical surveys | 2 | Item | £20,000 | £40,000 | |
| Gound Investigation | 1 | item | £100,000 | £100,000 | |
| Environmental Impact Assessmentt e | 1 | item | £5,000 | £5,000 | |
| Archeolgical Surveys | 1 | item | £10,000 | £10,000 | |
| Traffic Assessments | 1 | item | £5,000 | £5,000 | |
| Translocation or similar | 1 | item | £50,000 | £50,000 | |
| Legal Fee's | 1 | Item | £175,000 | £175,000 | |
| Security | 1 | Item | £350,000 | £350,000 | |
| Diversion of existing services | 1 | Item | £1,500,000 | £1,500,000 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Section 278 Works | 1 | Item | £100,000 | £100,000 | | |
| | | | | £0 | | |
| Materials | 1 | Item | £100,000 | £100,000 | | |
| Consumables | 1 | item | £50,000 | £50,000 | | |
| | | | | | | |
| **Total Work** | | | | £19,980,250 | £5,190,900 | |
| Testing & Commissioning (15%) | | | | | £778,635 | |
| Sub Total | | | | £19,980,250 | £5,969,535 | |
| Contractor Preliminaries (20%) | | | | £3,996,050 | £1,193,907 | |
| Contractor Overhead and Profit(10%) | | | | £1,998,025 | | |
| Station Civils Design (5%) | | | | £999,013 | | |
| Signalling Design (25%) | | | | | £1,492,384 | |
| Network Rail GRIP 1-3 Costs | | | | £500,000 | | |
| Consultants fee for Works Information Spec | | | | £500,000 | | |
| Council Fees | | | | £500,000 | | |
| **Construction Cost** | | | | **£28,473,338** | **£8,655,826** | |
| Network Rail Project Management (10%) | | | | £2,847,334 | £865,583 | |
| Network Rail Sponsor Cost (4%) | | | | £1,138,934 | £346,233 | |
| Possession & Isolation Costs (2.5%) | | | | £711,833 | £216,396 | |
| Sub Total | | | | £33,171,438 | £10,084,037 | |
| Contingency (35%) | | | | £11,610,003 | £3,529,413 | |
| **TOTAL** | | | | **£44,781,442** | **£13,613,450** | **£58,394,892** |
| | | | | | | |
| **2014 2% INCREASE DUE TO INFLATION** | | | | | | **£59,562,789** |
| **2015 2% INCREASE DUE TO INFLATION** | | | | | | **£60,754,045** |
| **2016 2% INCREASE DUE TO INFLATION** | | | | | | **£61,969,126** |
| **2017 2% INCREASE DUE TO INFLATION** | | | | | | **£63,208,509** |
| **2018 2% INCREASE DUE TO INFLATION** | | | | | | **£64,472,679** |
| **2019 2% INCREASE DUE TO INFLATION** | | | | | | **£65,762,132** |
| **2020 2% INCREASE DUE TO INFLATION** | | | | | | **£67,077,375** |
| **2021 2% INCREASE DUE TO INFLATION** | | | | | | **£68,418,922** |
| **2022 2% INCREASE DUE TO INFLATION** | | | | | | **£69,787,301** |

# Annex B. Detailed Cost Breakdown - Integration to HS2

**Stobart Rail Limited**
**Solway Business Centre, Kingstown, Carlisle, CA6 4BY**

| | | | £ | Station Work £ | Signalling £ |
|---|---|---|---|---|---|
| Proprietary bike shelter | 4 | nr | £750 | £3,000 | |
| 4 panel vandal proof "macemain" wa | 2 | nr | £39,000 | £78,000 | |
| Ticket vending machine | 2 | nr | £27,500 | £55,000 | |
| Next train indicator inc supports | 1 | nr | £25,500 | £25,500 | |
| Station clock inc supports | 1 | nr | £5,000 | £5,000 | |
| CCTV | 40 | nr | £2,450 | £98,000 | |
| Public payphone | 1 | nr | £10,000 | £10,000 | |
| Help point inc supports | 2 | nr | £5,000 | £10,000 | |
| Timetable display board | 4 | nr | £1,000 | £4,000 | |
| Station signage | 1 | item | £10,000 | £10,000 | |
| Additional Station signage | 1 | item | £5,000 | £5,000 | |
| Road signage | 1 | item | £5,000 | £5,000 | |
| Block paving to walkway | 600 | m2 | £60 | £36,000 | |
| Pallisade fencing throughout | 1000 | m | £70 | £70,000 | |
| Handrail to underbridge | 0 | m | £50 | £0 | |
| Lighting to underbridge | 0 | nr | £2,500 | £0 | |
| New booking office complete | 150 | m2 | £4,500 | £675,000 | |
| Tarmac footprint | 750 | m2 | £40 | £30,000 | |
| Platform access ramp 1.2m high x 32 | 2 | nr | £20,000 | £40,000 | |
| Platform access steps | 2 | nr | £10,000 | £20,000 | |
| Tactile paviours | 600 | nr | £60 | £36,000 | |
| Coping Stones | 300 | nr | £110 | £33,000 | |
| 1000 x 300 RC strip foundation | | m | inc | | |
| Station car park | 250 | space | £3,500 | £875,000 | |
| Platform structure | 1050 | m2 | £1,000 | £1,050,000 | |
| Platform structure solid blockwork fr | 600 | m2 | £750 | £450,000 | |
| 300 diameter x12m bored pile | 80 | nr | £3,750 | £300,000 | |
| 1.5m high platform fence inc kerb | 300 | nr | £200 | £60,000 | |
| Platform furniture | 2 | item | £10,000 | £20,000 | |
| Platform lighting | 2 | nr | £4,250 | £8,500 | |
| PA | 2 | nr | £2,000 | £4,000 | |
| Lift & line plain line | 0 | m | £25 | £0 | |
| Relocate main signal & overlap + AW | 0 | nr | £50,000 | £0 | £0 |
| Signalling panel alternations | 0 | nr | £10,000 | £0 | £0 |
| New main signal | 0 | nr | £30,000 | £0 | £0 |
| "Off" indicator inc platform control u | 2 | nr | £10,000 | £20,000 | £20,000 |
| New axle counter section | 1 | nr | £11,000 | £11,000 | £11,000 |
| Alternation to existing axle counter s | 0 | nr | £5,000 | | £0 |
| Work to existing axle counter evaluat | 0 | item | £10,000 | | £0 |
| New axle counter evaluator | 0 | nr | £50,000 | | £0 |
| New 4 aspect dorman signal head | 0 | nr | £8,000 | | £0 |
| signal post | 4 | nr | £20,000 | | £80,000 |
| Signal post telephone | 4 | nr | £5,000 | | £20,000 |

| | | | | | |
|---|---|---|---|---|---|
| TPWS TSS | 4 | nr | £6,000 | | £24,000 |
| TPWS TSS to signal | 4 | nr | £6,000 | | £24,000 |
| TPWS buffer stop OSS fitment | 2 | nr | £7,500 | | £15,000 |
| TPWS OSS | 2 | nr | £7,500 | | £15,000 |
| AWS to signal | 4 | nr | £4,200 | | £16,800 |
| AWS | 4 | nr | £4,200 | | £16,800 |
| New location case | 4 | m | £26,000 | | £104,000 |
| Signal Troughing Route | 400 | m | £30 | | £12,000 |
| Power Cable | 4500 | m | £10 | £45,000 | |
| Signal Cable | 4500 | m | £5 | | £22,500 |
| Drivers walkway | 24 | m | £50 | | £1,200 |
| GPLS 4 aperture PL2R | 4 | nr | £4,700 | | £18,800 |
| New Signalling route over points | 0 | nr | £26,000 | | £0 |
| Train describer alterations | 0 | item | £500,000 | | £0 |
| Internlocking and panel alterations | 0 | nr | £150,000 | | £0 |
| Turnout | 0 | item | £20,000 | | £0 |
| HW type points machine | 0 | nr | £200,000 | | £0 |
| Points heating | 0 | nr | £21,000 | | £0 |
| Mod to existing points heater power | 0 | item | £10,000 | | £0 |
| Excavate ballast and remove | | m3 | inc | | |
| New ballast | 0 | m3 | £20 | £0 | |
| Serviceable plain line FB on conc | 0 | m | £470 | £0 | |
| Track drainage | 0 | m | £150 | £0 | |
| Friction buffer stop | 0 | nr | £15,000 | £0 | |
| Buffer stop red light | 0 | nr | £700 | £0 | £0 |
| Power supply | 0 | item | £1,000 | | £0 |
| Electrification of Route | 0 | m | £750 | £0 | |
| Electrification into mainline | 0 | Item | £500,000 | £0 | |
| Works to existing Rail Infrsatructure | 1 | item | £200,000 | £200,000 | |
| ATWS System Hire | 0 | item | £100,000 | £0 | |
| Legal Fee's | 1 | item | £75,000 | £75,000 | |
| TOC Fee's | 0 | item | £100,000 | £0 | |
| Temporary Works | 1 | item | £250,000 | £250,000 | |
| C-Forms | 1 | item | £150,000 | £150,000 | |
| | | | | | |
| | | | | | |
| | | | | | |
| **Non Rail Elements** | | | | | |
| CPO'S | 1 | Item | £1,500,000 | £1,500,000 | |
| Works to existing structures | 3 | item | £250,000 | £750,000 | |
| Associated Earthworks incl landscapi | 400 | m | £1,000 | £400,000 | |
| Devegetation | 10000 | m2 | £0.50 | £5,000 | |
| Topographical surveys | 2 | Item | £20,000 | £40,000 | |
| Gound Investigation | 1 | item | £100,000 | £100,000 | |
| Environmental Impact Assessmentt e | 1 | item | £5,000 | £5,000 | |
| Archeolgical Surveys | 1 | item | £10,000 | £10,000 | |
| Traffic Assessments | 1 | item | £5,000 | £5,000 | |
| Translocation or similar | 1 | item | £50,000 | £50,000 | |
| Legal Fee's | 1 | Item | £175,000 | £175,000 | |
| Security | 1 | Item | £350,000 | £350,000 | |
| Diversion of existing services | 1 | Item | £1,500,000 | £1,500,000 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| Section 278 Works | 1 | Item | £100,000 | £100,000 | | |
| | | | | £0 | | |
| Materials | 1 | Item | £100,000 | £100,000 | | |
| Consumables | 1 | item | £50,000 | £50,000 | | |
| | | | | | | |
| **Total Work** | | | | £9,907,000 | £401,100 | |
| Testing & Commissioning (15%) | | | | | £60,165 | |
| Sub Total | | | | £9,907,000 | £461,265 | |
| Contractor Preliminaries (20%) | | | | £1,981,400 | £92,253 | |
| Contractor Overhead and Profit(10%) | | | | £990,700 | | |
| Station Civils Design (5%) | | | | £495,350 | | |
| Signalling Design (25%) | | | | | £115,316 | |
| Network Rail GRIP 1-3 Costs | | | | £500,000 | | |
| Consultants fee for Works Information Spec | | | | £500,000 | | |
| Council Fees | | | | £500,000 | | |
| **Construction Cost** | | | | **£14,874,450** | **£668,834** | |
| Network Rail Project Management (10%) | | | | £1,487,445 | £66,883 | |
| Network Rail Sponsor Cost (4%) | | | | £594,978 | £26,753 | |
| Possession & Isolation Costs (2.5%) | | | | £0 | £16,721 | |
| Sub Total | | | | £16,956,873 | £779,192 | |
| Contingency (35%) | | | | £5,934,906 | £272,717 | |
| **TOTAL** | | | | **£22,891,779** | **£1,051,909** | **£23,943,688** |
| | | | | | | |
| **2014 2% INCREASE DUE TO INFLATION** | | | | | | **£24,422,561** |
| **2015 2% INCREASE DUE TO INFLATION** | | | | | | **£24,911,013** |
| **2016 2% INCREASE DUE TO INFLATION** | | | | | | **£25,409,233** |
| **2017 2% INCREASE DUE TO INFLATION** | | | | | | **£25,917,418** |
| **2018 2% INCREASE DUE TO INFLATION** | | | | | | **£26,435,766** |
| **2019 2% INCREASE DUE TO INFLATION** | | | | | | **£26,964,481** |
| **2020 2% INCREASE DUE TO INFLATION** | | | | | | **£27,503,771** |
| **2021 2% INCREASE DUE TO INFLATION** | | | | | | **£28,053,846** |
| **2022 2% INCREASE DUE TO INFLATION** | | | | | | **£28,614,923** |

# Notes to editors

- "Transport for Leigh" should not be abbreviated in the first mention to "TfL". This avoids confusion with Transport for London.
- Images, text and attributed quotes are free for distribution.
- Transport for Leigh is a not-for-profit Community Interest Company.
- It's aim is the reinstatement of improved transport links for Leigh, and the wider area, to aid in social mobility, employment and economic regeneration.

Contact:

Neil Alistair Prescott

Director, Transport for Leigh (CIC)
M. 07855 423 991
E. na.prescott@gmail.com