



**TRANSPORT AND WORKS ACT 1992**

**THE TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE) (ENGLAND AND WALES) RULES 2006**

**The Northampton And Lamport Light Railway (Amendment) Order 202[\*]**

## **A6: Estimate of costs & funding statement**

**Rule 10(3)(a) & 10(3)(b)(ii)**





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**THE NORTHAMPTON AND LAMPORT LIGHT RAILWAY (AMENDMENT) ORDER 202[\*]**

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**ESTIMATE OF COSTS AND FUNDING STATEMENT**

1. This document contains the proposals of the Northamptonshire Steam Railway Limited (“the Company”), as applicant, for funding the cost of implementing the Northampton and Lamport Light Railway (Amendment) Order (“the Order”) as required by rule 10(3)(a) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006.
2. As set out in the Explanatory Memorandum and Statement of Aims submitted with the Order, the Order, if made, would authorise the Company to operate and maintain an additional section of railway (c. 750m). The land for that additional section is already under the applicant’s control, under a lease from West Northamptonshire Council, the local unitary authority and landowner (Application Document A4, Annex 4.5 and 4.6). Accordingly, no further land acquisition is necessary.
3. The physical works in respect of the additional section have also already been undertaken (almost entirely, with only very minor works left to complete), permitted by separate planning permissions (Application Document A4, Annexes 4.7 to 4.9) granted by the relevant local planning authorities (“the Planning Consents”).
4. Those physical works involved the reinstatement of a railway along an existing alignment, that railway having been abandoned in the 1980s. As such, no earthworks or engineering structures were required. The sole bridge (bridge 11) within the reinstated section was retained and refurbished. This meant the costs to the Company were significantly lower in comparison to a greenfield scheme. Further, significant quantities of materials required for installation of track and related signalling had already been acquired or were held in store by the Company prior to the extension scheme being progressed. Third, much of the physical work to reinstate the additional section was carried out by volunteers. That constituted a significant saving to the Company, albeit one which it has not quantified. Given that, it is difficult to now quantify what the overall cost of the reinstatement works would have been, or the real costs of the reinstatement works carried out to date.
5. To complete the reinstatement works and implement the proposed Order will now incur very minimal cost, and again works will be supported where competencies allow by volunteer labour. The remaining works and estimated costs are indicated in Table 1:

Item	Estimated Cost	Notes
<b>1. Permanent Way</b>		
Minor fettling works to trackwork (already in place), comprising drilling of a small number of fishplate bolt holes, some rail grinding to blend in a small number of rail joints, and minor lifting and packing in selected areas to complete line and level before use.	£200	Volunteer labour for all works and minor cost to hire in some rail plant and fuel.
<b>2. Signalling and telecommunications</b>		
Minor works to complete signalling system. Now limited to final connection of some signalling tail cables for detection and indication circuits, and completion of mechanical interlocking at Boughton signal box, followed by testing.	£100	Volunteer labour for all remaining works, and all materials are on site. May require some consumables but highly unlikely.
<b>3. Ancillary works</b>		
Signage (level crossing signage taking account of implementation of proposed new requirements)	£2,000	Volunteer labour for installation
Repairs to existing lineside fencing and gates between adjoining Brampton Valley Way and railway and at accommodation crossing and footpath crossing	£1,000	Volunteer labour for installation and some materials in stock, reducing cost.
Shore supply to stabled rolling stock	£1,000	Electrician (third party)
<b>4. Staff training</b>		
Staff familiarisation/route learning/induction/update to operating procedures and instructions	£0	Internal resources
<b>GRAND TOTAL</b>	<b>£4,300</b>	

6. The estimated remaining cost of works to complete construction and implement the order is around £4,300 as above, funded from the Company's income/cash reserves.
7. The funding available to the Company will meet the capital cost of implementing the proposed Order.