

Elemental Analysis of indicative £1bn variance between proposed M18 Route and Preferred Route A (via Meadowhall)

Ref	Element	Total Variance £m 1Q15
1.0	Land & Property	
1.1	Land & Property	-395.19
		<b>-395.19</b>
2.0	Tunnels	
2.1	Bored Tunnels	-194.95
2.2	Ramps & Portals	-17.36
2.3	Shafts	0.00
		<b>-212.31</b>
3.0	Civil Engineering	
3.1	Cuttings	146.61
3.2	Embankments	-0.39
3.3	Environmental Mitigation	32.07
3.4	Cut & Cover Tunnels	-79.36
3.5	Retaining Walls	25.35
3.6	Bridges	-76.12
3.7	Viaducts	-422.14
3.8	Roads & Pavings	121.01
3.9	Utilities	102.09
3.8	Other Structures	-11.68
3.9	Emerging Issues	24.27
		<b>-138.27</b>
4.0	Stations	
4.1	E Midlands Hub (Toton)	0.00
4.2	Sheffield Meadowhall	-336.73
4.3	Leeds	0.00
4.4	Manchester Airport	0.00
4.5	Manchester Piccadilly	0.00
		<b>-336.73</b>
5.0	Depots and Stabling	
5.1	IMD East (Staveley)	43.79
5.2	RSD East (New Crofton)	0.00
5.3	RSD East (New Crofton Approaches)	17.40
5.4	IMD West (Crewe South)	0.00
5.4	RSD West (Crewe North)	0.00
5.4	Other Facilities	0.00
		<b>61.19</b>
6.0	Railway Systems	
6.1	Permanent way	-9.05
6.2	Signalling	66.71
6.3	Telecoms	6.87
6.4	Electrical Contact Systems	1.35
6.5	Electrical Distribution Equipment	21.97
6.6	Station & Depot Systems	incl. in (4.0) & (5.0) above 0.00
6.7	Tunnel Systems	incl. in (2.1) & (3.4) above 0.00
		<b>87.84</b>
7.0	On Network Works	<b>30.94</b>
8.0	Indirect Costs	<b>-82.77</b>
	<b>GROSS POINT ESTIMATE TOTAL</b>	<b><u>-985.30</u></b>