

Kirk Hill bridge FAQs

Q. Why was there such short notice given to the community before the work starts?

A. We have been discussing and planning this work with Nottinghamshire County Council (NCC) and Leicestershire County Council (LCC) for approximately 18 months, however, there were various consents that we needed and we weren't able to confirm these until 5 September. As soon as we were confident that the work could go ahead, we shared details with Sutton Bonington residents, those in surrounding villages, the MP and local councillors. We are sorry for the late notice of this work.

Q. Why are you still doing the work if electrification has been paused?

A. Although the Midland Main Line electrification programme has been paused by Government there are a number of items of work that the Department for Transport (DfT) has approved to continue, Kirk Hill bridge is one of these. This also follows several months of meetings with Nottinghamshire County Council and Leicestershire County Council to agree the necessary permissions for the work to go ahead.

We agreed with DfT that this work should continue as it ensures that this route is clear for electrification should the programme be funded to continue in future. It also delivers benefits including gauge clearance for freight trains, this takes more lorries off roads locally.

Q. Freight trains are already running on this line, why are you saying you need to do this work so freight trains can run on the line?

A. Kirk Hill and Flying Arch (which is being demolished 4-6th October 2025) currently have W8 freight clearance (the traditional deep-sea container gauge). All other infrastructure on the slow lines between Syston South Junction and Trent South Junction is capable of W10 gauge operation (the more common short-sea container size on a standard size wagon platform).

Currently, container traffic to East Midlands Gateway from East Anglia must use height restricted wagons which restrict the overall number of containers which can be carried on the train.

Demolishing Flying Arch bridge and raising Kirk Hill bridge will enable W10 freight traffic to and from East Midlands Gateway Terminal to use this route and also provides a second route option from W10 traffic between West Midlands and the East Midlands/ East Anglia and the North East.

Redhill Tunnel is already compliant and does not require any work to operate the larger freight container traffic.

Q. Why does the work take so long?

A. Before work starts on the bridge itself there is site set up and preparation work that needs to take place, including the temporary diversion of key services including broadband, gas, electricity and water to ensure our work does not disrupt these essential services for neighbours and businesses living or working near our work and this takes time. After the demolition and reconstruction there is also work such as drainage and work to the approach and highways including safety kerbs that needs to take place so although it may seem as though no work is happening there is other work going on that is necessary. We always plan our work to cause the least amount of disruption to residents wherever possible.

Q. Why are the diversions so long? Why are so many roads closed for this work?

A. We have to close Rempstone Road (A6006) to complete the work safely. The local authority requires that the diversion has to be on the same type of road as the road that is being closed. The local authority has also asked for some additional roads nearby to be closed to avoid them being used as 'rat runs'. We have been working closely with local council highways teams to ensure that we plan our work to cause the minimum disruption to residents.

Q. How will this impact on the Zouch bridge work and road closures?

A. We have been working closely with LCC to ensure that we plan our work to cause the minimum disruption to residents. LCC will start work in Spring 2026 and they will communicate their plans to residents nearer the time.

Q. Will you still be rebuilding Marle Pit bridge as well?

A. We had originally planned to demolish and rebuild Marle Pit bridge immediately following the Kirk Hill works with a further 12-month road closure. This would have meant a total 20-month road closure when combined with Kirk Hill. We have taken very seriously the concerns raised by James Naish MP and local councillors. Noting the significant impact on Sutton Bonington, the decision has been taken jointly with DfT to cancel the work to Marle Pit.

Q. Can I be compensated for my extra time/fuel due to the diversions/for the noise caused by the work?

As a business owner impacted by the road closures, can I be compensated for loss of earnings?

A. Unfortunately as a publicly funded organisation we are not able to offer compensation for this type of disruption.

We are not able to provide compensation unless our negligence has caused personal injury or damage to property directly from our equipment.

We will always do our best to keep any disruption to a minimum, but sometimes this is unavoidable. We will always notify you in advance of work we expect to be disruptive.

Q. Will the work be noisy?

A. We will always do our best to keep any noise to a minimum but sometimes this is unavoidable. We will let you know in advance of any disruption by letter or email. You can sign up here to receive notifications by email if you would prefer [Register and sign up to digital notifications - Network Rail](#)

Q. Why do you have to demolish the bridge on Christmas Day and Boxing Day?

A. To complete the work safely we have to carry out some of our work while trains aren't running. This means evenings, weekends and some holidays. To fit in with our programme, this means that the demolition has been scheduled for Christmas Day and Boxing Day when trains aren't running.

We will continue to keep you updated about this work and let you know what to expect. Again, we will do our best to keep disruption to a minimum.

Q. Why do you have to do noisy work at night and on weekends?

A. To complete the work safely we have to carry out some of our work while trains aren't running. This means evenings, weekends and some holidays.
We will always do our best to keep any disruption to a minimum and to notify you in advance of work we expect to be disruptive.

Q. Where can I report issues with HGVs ignoring weight restriction limits?

A. If you observe issues with HGV's ignoring permanent weight restriction signs please report them directly using the links below and this will be passed to the Police.

For Nottinghamshire:

[Report the misuse of weight restricted routes by lorries | Nottinghamshire County Council](#)

For Leicestershire:

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/weight-restriction-monitoring>