



Historical Railways Estate

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Historical Railways Estate background and context

- Formerly the Burdensome Estate at BRB (Residuary) Ltd
- Transferred to Secretary of State for Transport on 30th September 2013
- There are currently 3,080 structures within the estate, split across England, Scotland and Wales as below:

Structure Type	England	Scotland	Wales	Total
Overbridges	1002	306	144	1452
Underbridges	321	52	50	423
Tunnels	142	37	26	205
Viaducts	57	24	6	87
Abutments & piers	336	86	90	512
Other	243	97	61	401
Grand total	2101	602	377	3080

Historical Railways Estate Key Facts and Figures

- The Secretary of State for Transport owns all 3080 structures
- 2909 are inspected and maintained by National Highways
- 171 are the subject of full maintaining leases to either Sustrans or Railway Paths Limited
- 1300 carry a public road and 99 are listed (mainly viaducts)
- Managed through an inspection based and reactive maintenance approach employing a risk ranking system for each structure
- National Highways remit to maintain safety and support the department in their endeavours to transfer the estate (in whole or part) to others

We are working hard to re-purpose the estate, where feasible.

For example:

Transfers agreed / recently complete to support future cycle routes:

- Cornwall (5 No.)
- Sussex (2 No.)
- East Ayrshire 1 agreed, 1 with discussions ongoing
- Rhondda Tunnel & Merthyr Tunnel in South Wales
- Derbyshire

Transfers agreed to support other uses:

- Bordesley / Digbeth Viaduct in Birmingham – high level garden
- Castlefield Viaduct in Manchester, in discussions with National Trust
- Coventry (2 No.) for use in proposed Heritage Railway
- Northumberland (5 No.) various uses, discussions ongoing

We are managing the impacts of an aging asset:

Often the cuttings either sides of structures were sold off



And we have to respond to bridge strikes



Repairs

We undertake over 300 repairs each year – example A466 Coleford Road, Monmouth

- Pothole in road caused damage
- Safe route between school buildings & playing fields
- Working with Council's highways engineers & gas company



Refurbishing listed structures

In 2021 we are refurbishing listed structures in England and Scotland

- Teviot Viaduct Footbridge in the Scottish Borders
- Twizel Viaduct Northumberland
- Westfield Viaduct, West Lothian



Infilling

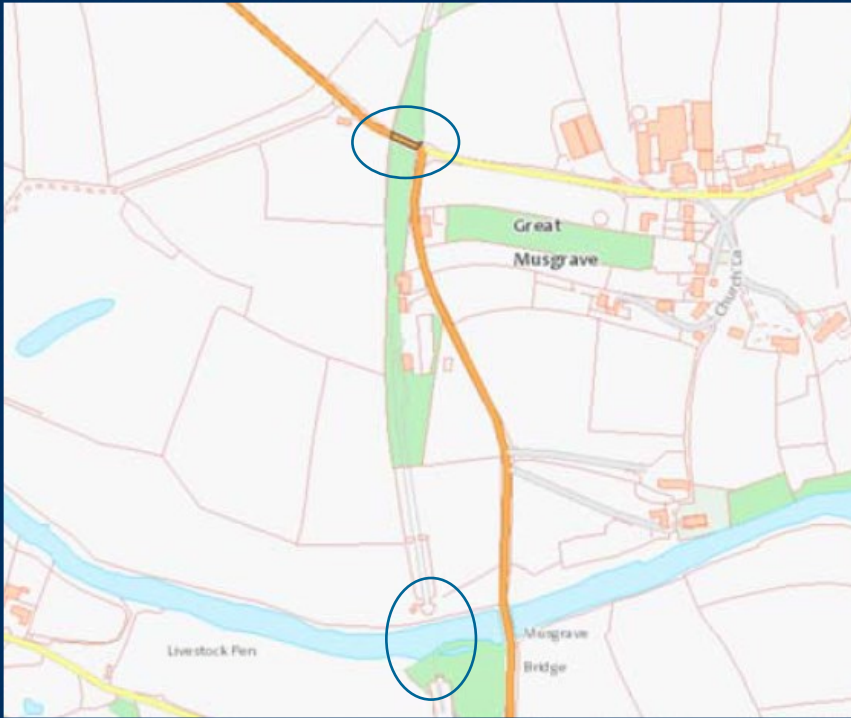
We infill typically 10 to 12 bridges a year – sometimes that includes an opening

Example - Crosshouse Bridge, East Ayrshire which carries the B751 over Route 73 of the national cycle network. It was rated at 18 tonnes, but had no weight restriction. One span has been filled, the other span incorporates an opening for the cycle path.



Infilling – why did we infill Great Musgrave bridge in Cumbria

- Assessment failure
- Recent deterioration including flattening of the arch and mortar loss
- No realistic prospects for re-purposing of the route
- Cost of infill is very similar to cost of strengthening.



Infilling & ecology

Bat hotels



Natural England & Bat Conservation Trust use the Historical Railways Estate bat habitats as examples of best practice.

Demolition

Example - Wighenhall St Mary Magdalen, Norfolk

Abutments in poor condition, were removed following bat surveys



Any Questions?