

<b>Title:</b> Consultation on the proposed abolition of BRB (Residuary) Ltd (Company No. 04146505) and the transfer of its functions, properties, rights and liabilities. <b>IA No:</b> DfT00153 <b>Lead department or agency:</b> Department for Transport <b>Other departments or agencies:</b>	<b>Impact Assessment (IA)</b>		
	<b>Date:</b> 08/05/12		
	<b>Stage:</b> Development/Options		
	<b>Source of intervention:</b> Domestic		
	<b>Type of measure:</b> Secondary legislation		
<b>Contact for enquiries:</b> Alison Houston ext 4055			

<b>Summary: Intervention and Options</b>	<b>RPC:</b> RPC Opinion Status
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Cost of Preferred (or more likely) Option			
Total Net Present Value	Business Net Present Value	Net cost to business per year (EANCB on 2009 prices)	In scope of One-In, Measure qualifies as One-Out?
£0m	£0m	£0m	No
			NA

**What is the problem under consideration? Why is government intervention necessary?**  
 BRB (Residuary) Ltd (BRBR) is a limited company which was created in 2001 to manage the majority of the remaining property, rights and liabilities of the British Railways Board (BRB). As a residuary company, it was always the Government's intention that BRBR would be wound up at the appropriate time. The inclusion of BRBR in the Public Bodies Act 2011 will enable the winding up to be effected efficiently. A by-product of abolition will be to remove the overheads associated with running BRBR. It is DfT's responsibility to ensure that BRBR's functions, property, rights and liabilities are transferred to the body best able to manage them in order to ensure no loss of effectiveness or accountability.

**What are the policy objectives and the intended effects?**  
 The objective of the policy is to enable the abolition of BRBR (thus saving the costs of running BRBR) and to ensure that the properties are owned and managed by the most appropriate body.

**What policy options have been considered, including any alternatives to regulation? Please justify preferred option (further details in Evidence Base)**  
 0. Baseline - retain the properties in BRBR  
 1. Transfer the selected properties to Network Rail (NR). This is the preferred option which best fulfils the policy objectives set out above.  
 2. Transfer the selected properties to the Secretary of State (SoS). This fails to resolve some of the anomalies of ownership arising from rail privatisation.  
 A third option to transfer the property portfolio by way of a conveyance (sale) was considered but dismissed at an early stage because it would be more costly and not achievable within the timeframe.

<b>Will the policy be reviewed?</b> It will not be reviewed. <b>If applicable, set review date:</b> Month/Year					
Does implementation go beyond minimum EU requirements?			N/A		
Are any of these organisations in scope? If Micros not exempted set out reason in Evidence Base.	<b>Micro</b> No	<b>&lt; 20</b> No	<b>Small</b> No	<b>Medium</b> No	<b>Large</b> Yes
What is the CO <sub>2</sub> equivalent change in greenhouse gas emissions? (Million tonnes CO <sub>2</sub> equivalent)			<b>Traded:</b> N/A		<b>Non-traded:</b> N/A

*I have read the Impact Assessment and I am satisfied that, given the available evidence, it represents a reasonable view of the likely costs, benefits and impact of the leading options.*

Signed by the responsible SELECT SIGNATORY:  Date: 14/5

# Summary: Analysis & Evidence

# Policy Option 1

**Description:** Transfer selected properties to Network Rail.

## FULL ECONOMIC ASSESSMENT

Price Base Year 2012	PV Base Year 2012	Time Period Years 10	Net Benefit (Present Value (PV)) (£m)		
			Low: Optional	High: Optional	Best Estimate: 0

COSTS (£m)	Total Transition (Constant Price) Years	Average Annual (excl. Transition) (Constant Price)	Total Cost (Present Value)
Low	Optional	Optional	Optional
High	Optional	Optional	Optional
Best Estimate	0	0	0

### Description and scale of key monetised costs by 'main affected groups'

There are no monetised costs.

### Other key non-monetised costs by 'main affected groups'

There would be a cost to NR of managing the properties and structures and satisfying the associated liabilities. This would be a transfer of cost from BRBR. NR would be compensated through the benefits it receives from owning such properties - it is intended that the liabilities and assets which transfer will be net neutral in terms of cost.

BENEFITS (£m)	Total Transition (Constant Price) Years	Average Annual (excl. Transition) (Constant Price)	Total Benefit (Present Value)
Low	Optional	Optional	Optional
High	Optional	Optional	Optional
Best Estimate	0	0	0

### Description and scale of key monetised benefits by 'main affected groups'

There are no monetised benefits.

### Other key non-monetised benefits by 'main affected groups'

NR would receive several properties and structures (which would be a transfer of benefit from BRBR). This measure would allow (together with other measures) the abolition of BRBR, meaning the costs of running BRBR (approx £500,000 pa) would be saved. However, it is not clear how much of the cost savings can be attributed to this particular measure.

### Key assumptions/sensitivities/risks

Assumes that NR is in agreement for the properties and structures identified to be transferred to them.

Discount rate (%)

3.5

## BUSINESS ASSESSMENT (Option 1)

Direct impact on business (Equivalent Annual) £m:			In scope of OIOO?	Measure qualifies as
Costs: 0	Benefits: 0	Net: 0	No	NA

# Summary: Analysis & Evidence

# Policy Option 2

**Description:** Transfer all property to the Secretary of State

## FULL ECONOMIC ASSESSMENT

Price Base Year 2012	PV Base Year 2012	Time Period Years 10	Net Benefit (Present Value (PV)) (£m)		
			Low: Optional	High: Optional	Best Estimate: 0

COSTS (£m)	Total Transition (Constant Price) Years	Average Annual (excl. Transition) (Constant Price)	Total Cost (Present Value)
Low	Optional	Optional	Optional
High	Optional	Optional	Optional
Best Estimate	0	0	0

### Description and scale of key monetised costs by 'main affected groups'

There are no monetised costs

### Other key non-monetised costs by 'main affected groups'

There would be a cost to SoS of managing the portfolio and satisfying the associated liabilities. This cost would be a transfer from BRBR. HA would be taking on a significant number of BRBR properties and structures from BRBR so the resource costs associated with these properties would be marginal.

BENEFITS (£m)	Total Transition (Constant Price) Years	Average Annual (excl. Transition) (Constant Price)	Total Benefit (Present Value)
Low	Optional	Optional	Optional
High	Optional	Optional	Optional
Best Estimate	0	0	0

### Description and scale of key monetised benefits by 'main affected groups'

There are no monetised benefits.

### Other key non-monetised benefits by 'main affected groups'

The SoS would receive several properties and structures (which would be a transfer of benefit from BRBR). However, many of these properties would not have any value to the SoS as there are constraints on onward sale. This measure would allow (together with other measures) the abolition of BRBR, meaning the costs of running BRBR (approx £500,000 pa) would be saved. However, it is not clear how much of the cost savings can be attributed to this particular measure.

<b>Key assumptions/sensitivities/risks</b>	<b>Discount rate (%)</b>	3.5
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## BUSINESS ASSESSMENT (Option 2)

<b>Direct impact on business (Equivalent Annual) £m:</b>			<b>In scope of OIOO?</b>	<b>Measure qualifies as</b>
Costs: N/A	Benefits: N/A	Net: N/A	No	NA

# Evidence Base (for summary sheets)

## Background

BRB (Residuary) Ltd (BRBR) is a limited company wholly owned by the Secretary of State which was created in 2001 to manage the majority of the remaining property, rights and liabilities of the British Railways Board (BRB). Its responsibilities include the management of a diverse property portfolio inherited from BRB and the settlement of industrial injury claims submitted by former British Rail employees. BRBR currently employs less than 40 members of staff and is funded in part through the income generated by property sales and in part through government grant-in-aid.

If BRBR is abolished, most of BRBR's functions, property, rights and liabilities could be transferred to the Secretary of State for Transport, where they would be managed by a team of engineers based in the Highways Agency (HA) or to London and Continental Railways (LCR), a company wholly owned by the Secretary of State. These transfers would have no impact on business or civil society. They would simply be a machinery of government change and are therefore not the subject of this Impact Assessment.

However, there is a small portfolio of approximately 18 properties and 22 structures for which transfer to the SoS or LCR does not seem appropriate.

### Properties

The properties fall into the following categories:

1. "Anomalies" of property ownership arising from rail privatisation in 1994 where the position of the fence or electrification of the neighbouring railway line renders future sales uneconomic.
2. Assets which should be managed by a body with a rail-specific remit such as memorials to railway staff killed during the wars and those who died in railway accidents
3. Assets which are important to the railway industry such as a high speed, electrified test track and an operational railway currently leased as a heritage railway.

### Structures

The structures are located adjacent to Network Rail property, and the safe maintenance of them is crucial to the safe running of the operational railway.

The properties and structures in question are listed in full at the end of this IA, though they are likely to be subject to change pending the outcome of the consultation and negotiations with NR.

Excluding the test track at Old Dalby the properties listed at the end of this IA are worth approximately £0.5m on the open market, although they may have a greater value to NR as the operator of the railway infrastructure. The value of the test track is difficult to estimate as the profit (or potentially loss) it generates is very unclear and depends on a number of outside factors.

## Problem under consideration

Should BRBR be abolished, DfT would be responsible for ensuring that its ongoing functions, property, rights and liabilities are transferred to those bodies best placed to manage them.

## Rationale for intervention

As a residuary body, it was always the intention that British Railways Board (Residuary) Ltd (BRBR) would be wound-up at an appropriate point in time, and the ongoing functions, property, rights and liabilities transferred to successor bodies. The inclusion of BRBR within the Public Bodies Act 2011 will enable the winding-up of BRBR to be effected in an efficient manner. Should the consultation result in support for the abolition of BRBR, secondary legislation will be required to abolish BRBR and transfer its functions, properties, rights and liabilities to successor bodies.

## Policy objective

It is DfT's responsibility to ensure that BRBR's functions, property, rights and liabilities are transferred to the entity best able to manage them in order to ensure that all the obligations of BRBR arising from any

present or future liabilities or liabilities arising out of past transactions, events and circumstances are properly met.

## **Description, costs and benefits of options considered**

### **0. Baseline – retain the properties within BRBR**

Options 1 and 2 are considered against a baseline option of retaining the properties in BRBR.

### **1. Transfer selected properties to Network Rail (NR)**

NR is a company limited by guarantee. NR and its subsidiaries were established with the objective of carrying on the business of acquiring, owning, managing, operating and developing the rail network and stations in Great Britain in all their aspects. Its Network Licence restricts its activities mainly to the business of operating, maintaining, renewing and enhancing the national rail network and to a negligible degree permits a few other ancillary activities. NR has no equity, it does not distribute any dividends (having no shareholders) and any surplus must be re-invested into its business.

This is the most complete solution identified to ensure that all property and assets ‘parked’ with BRBR over the years are properly separated out and transferred to the body best placed to manage them. In relation to the categories of property set out in the background section above:

The anomalies of property ownership arising from rail privatisation include sites where NR ownership would lead to sensible economies in the management of the properties. Examples include Whitebridge Crossing Cottage, the removal of which would enable the replacement of a level crossing and the removal of a line speed restriction. Transfer of land to NR on the operational side of the perimeter fence at Cockshut Road, Lewes would be cheaper than moving the fence. There are some lineside properties which require disconnection of the former sidings to the operational railway as a condition of sale which would be disproportionate to the value of the land for anyone other than NR. Access to the Nene Valley Heritage Railway, an operational railway, would also be more sensibly vested with NR rather than BRBR.

The assets which should be managed by a body with a rail-specific remit are memorials to railway staff killed during the wars and people who died in railway accidents. Several of them are on land that is not owned by BRBR (one of the Derby memorials is in an office) but BRBR has maintenance responsibilities. It is of great importance to the public that these monuments are maintained to a high standard. Once BRBR has been abolished, NR will be the sole guardian of BR’s legacy as a major employer in the rail industry and it should assume responsibility for these structures.

The assets important to the railway industry include Old Dalby, a high-speed, electrified railway available for testing rolling stock and other purposes. It includes a test centre held on lease from a subsidiary of UK Coal currently leased to London Underground for testing and mileage accumulation by new trains. As owner and operator of the national rail network it is sensible that Network Rail assume ownership of the test track.

The 22 structures identified are located adjacent to NR property, and the safe maintenance of them is crucial to the safe running of the operational railway. It would therefore seem most appropriate for these to be transferred to NR. The list includes:

- Abutments which form the boundary of, and are located immediately adjacent to the operational railway.
- Disused bridges spanning the operational railway where the condition of the bridge has a direct bearing on the safety of the operational railway.
- An embankment adjacent to the East Coast Main Line. Fires within the embankment have been a problem, and if further fires occur there is a risk that this will spread to the adjacent key operational railway.
- A large listed metal viaduct spanning the Manchester to Liverpool railway. The route is currently being electrified by way of attachments to the structure. Maintenance of the viaduct is essential for the safe operation of the railway.

DfT has held preliminary discussions with NR on the portfolio of transfers under consideration. NR has expressed their agreement with the principles underlying these transfers and is willing to negotiate a package of transfers which it can agree is of no net cost to NR.

The final package of transfers to NR could be designed so as to have no net cost impact on NR. Some of the properties under consideration are of value to NR, others will have maintenance costs associated with them. We are therefore assuming that there will be no monetised net costs or benefits arising from the property transfers.

The 18 properties and 22 structures in question is of small value in relation to NR's wider property portfolio. There would be a cost to the NR of managing the properties and structures and satisfying the associated liabilities. NR would be compensated through the benefits it receives from owning such properties - it is intended that the liabilities and assets which transfer will be net neutral in terms of cost so we have not monetised the maintenance costs to NR.

There is a potential non monetised benefit arising from the properties being managed by the most appropriate body. Synergies are likely to be delivered by NR ownership of those properties and structures which impact upon existing Network Rail property. For example, removal of the Whitebridge Crossing Cottage at Stone would allow NR to remove a line speed restriction. Several other parcels of land may be useful to NR for maintenance works/pedestrian access/future route development.

There is also a benefit from enabling the abolition of BRBR, but it is not possible to estimate the size of the benefit that can be attributed to this measure alone and therefore this has not been monetised. However, BRBR abolition is estimated to save £500,000 per annum in running costs.

## **2. Transfer all property to the Secretary of State**

The Secretary of State will take on a portfolio of low value properties from BRBR and the vast majority of the 3400 structures (bridges, viaducts and tunnels) which constitute BRBR's "Burdensome Estate". The Burdensome Estate is so-named because it carries maintenance liabilities with it. The Secretary of State will need to allocate the management of all properties and structures to a body with the appropriate maintenance and engineering expertise and will therefore ask the HA to manage this portfolio. The majority of properties and structures transferring to the Secretary of State carry roads so it makes sense for them to be managed and maintained by the HA.

The property and structures identified here are closely linked to the operational railways rather than public roads. The reason for seeking an alternative solution for this portfolio is that they would not sit comfortably within the HA portfolio.

It is also likely that NR will continue to want to take ownership of a number of these properties and structures. If that is the case, HA would need to re-open negotiations with NR, requiring transfer by costly conveyance (see option 3 below).

There are no monetised net costs or benefits arising from this proposal. There would be a cost to the Secretary of State of managing the properties and structures and satisfying the associated liabilities. This cost would be a transfer from BRBR. Moreover, it seems more appropriate and sensitive to those individuals for a railway body, rather than the HA to maintain memorials to those killed in railway accidents and railway staff killed in the wars.

## **3. Transfer the property portfolio to Network Rail by way of a conveyance (sale) rather than legislation**

BRBR's remit over the past 10 years has been to dispose of its inherited property portfolio where it is cost effective to do so. BRBR has disposed of more than 90% of the property inherited in 2001 by traditional conveyance. In theory, the properties in question could be sold to NR in a similar way. However, this option has several drawbacks:

1. It would be more costly to BRBR and NR as they would both have to pay conveyancing costs (estimated at about £150,000).
2. It would not be achievable within the timeframe for abolition of BRBR.

In agreement with NR, we have therefore dismissed this option at an early stage on the grounds of impracticability and unnecessary costs to all parties.

## **Rationale and evidence that justify the level of analysis used in the IA (proportionality approach)**

This is not a regulatory proposal, but a policy solution requiring legislation. No burden will be imposed on NR as the final package of transfers will be negotiated jointly with NR and we will only transfer by means of legislation those properties that NR agrees to take on. NR has indicated that transfer by way of legislation would be desirable. We have not monetised the costs of managing the properties and structures as these form such a small part of the overall BRBR portfolio (and if transferred to NR would form a very small part of theirs) and identifying the costs is difficult and deemed disproportionate.

### **Review**

The Impact Assessments will accompany the consultation on BRBR abolition. The Department for Transport will issue an analysis of responses to the consultation, following which the policy will be finalised. Once agreed, any final package of NR transfers will be subjected to a further IA prior to laying of the secondary legislation before Parliament. Once transferred to NR, the Department will not review the policy as the transfers will be final.

### **Risks and assumptions**

There is a risk that negotiations with NR are unsuccessful and no property is transferred to NR. It will then have to transfer to the SoS as a default.

### **Application of “One In One Out” (OIOO)**

As the policy is not regulatory it is outwith the scope of the “One In One Out” rule.

### **Direct costs and benefits to business calculations (following OIOO methodology)**

There are not believed to be any costs to business from the preferred option as the transfer will be structured to balance the benefits and costs of the properties and structures transferring to NR.

### **Wider impacts**

It is considered that the abolition of BRBR and the transfer of its properties, rights and liabilities will have no impact on the general public other than the transferee bodies and the employees of BRBR.

The functions of BRBR will transfer to successor bodies but will be performed in much the same way that they are now. There will not be any social impacts or impacts on the environment or the wider economy.

### **Summary and preferred option with description of implementation plan**

Options 1 and 2 would both achieve the objective of allowing the abolition of BRBR. Only Option 1 achieves the objective of the properties and structures being managed by the most appropriate body. Both of the options have negligible costs, as the management of the properties will be undertaken within existing resources.

Early stage negotiations with NR will continue whilst we await the outcome of the consultation. Should the responses to the consultation support the proposals set out, we should be in a position to conclude negotiations in Autumn 2012. Any final agreed package will be subject to a further IA prior to laying before Parliament.

## Property intended for transfer to Network Rail

Railway Memorials	Abergele Charfield Derby x 2 Llanfairpwllgwyngyll Penmanshiel York	These are memorials to railway staff killed during the wars or in railway accidents. Several of them are on land that is not owned by BRBR (one of the Derby memorials is in an office) but BRBR has maintenance duties. Presentationally, it is of great importance that these monuments are maintained to a high standard. Once BRBR has been abolished, NR will be the sole guardian of BR's legacy as a major employer and it should assume responsibility for these structures.
Uneconomic	Carlisle (Currock Low Yard) Crianlarich (Site of Siding)	These sites require disconnection from the railways in order to be sold. Disconnection is carried out by NR. For any other organisation, the costs of disconnection are greater than the potential sale proceeds so it would be uneconomic to pursue sales. It would be onerous to ask the HA to take these on as they are railway-related rather than road-related. In NR's possession, the disconnection could be carried out at a convenient time to allow for sale, or the properties could be maintained at less cost given their proximity to the operational railways.
	Lewes	Although the land belongs to BRBR, the position of the fence means that it forms part of NR land. It would not be cost effective to move the fence in order to sell the land as it is low value, but it may potentially be of use to NR if works are required on the adjacent line.
	Park Royal	LUL encroached onto BRBR land at the foot of a retaining wall that supports an operational NRIL line. LUL have built a railway track, used by Central Line trains, on the BRBR land. Conveyance to LUL has not been possible because of lack of agreement between them and NRIL, principally concerning rights of access for maintenance of the retaining wall. If NRIL own the land it is easier for them to sort this out with LUL.
Closely associated with the operational	Stone: Whitebridge Cottage	The removal of this cottage would allow a bridge to be built across the railway allowing for speed-up of the track below. The only party who would benefit from this is Network Rail.

railways	Glazebrook x 3	There are three pieces of land here which would have potential use in increasing the capacity of routes into Manchester. This has been ruled out as a policy option for the time being, but remains a future possibility.
	Little Bytham	Adjoins the ECML and may be required by NR for future works.
	Chesterfield	Adjoins the main line and may be required by NR for future works.
	South Croydon	This access route to the station is already in use as pedestrian access and it would make sense for this to be regularised with ownership being taken on by NR who own the station itself.
Operational Railway	Old Dalby Test Track	A high-speed, electrified railway available for testing rolling stock and other purposes. Includes a test centre held on lease from a subsidiary of UK Coal. Currently leased to London Underground for testing and mileage accumulation by new trains. NRIL interest in acquiring, but statutory liabilities cannot be transferred by conveyance.
	Fletton Junction	This forms part of the Nene Valley heritage railway but there are maintenance duties, not least in relation to a bridge crossing the railway. Whilst there is no direct relationship between the heritage railway and NR, it would seem inappropriate for HA to own what is essentially an operational railway.

## Structures intended for transfer to Network Rail

No	Route	Type	Status	Local Authority	Reason for transfer to NR
1	Denton to Droylsden	Abutments	Operational Railway	Tameside	Abutment forms the boundary of, and is located immediately adjacent to, the operational railway between Fairfield and Guide Bridge
2	Redditch - Evesham - Ashchurch	Abutments	Operational Railway	Worcestershire	Abutment forms the boundary of, and is located immediately adjacent to, the operational railway between Avesham and Honeybourne
3	Bristol Lawrence Hill	Overbridge	Spans Op. Rway & Supports Footpath	Bristol City	Bridge spanning the operational railway between Lawrence Hill and Stapleton Road in Bristol. The condition of the bridge has a direct bearing on the safety of the operational railway. Currently supports a cycleway
4	Mickle Trafford - Chester	Overbridge	Operational Railway	Cheshire	Bridge spanning the operational railway between Chester and Mickle Trafford Junction. The condition of the bridge has a direct bearing on the safety of the operational railway. Currently supports a cycleway
5	Mickle Trafford - Chester	Overbridge	Operational Railway	Cheshire	Bridge spanning the operational railway between Chester and Bache. The condition of the bridge has a direct bearing on the safety of the operational railway. Currently supports a cycleway
6	Denaby - Wrangbrook Junction	Piers Only	Operational Railway	Doncaster	Large concrete pier and brick abutment that lie on the boundary of, and are located immediately adjacent to, the electrified operational railway between Doncaster and Wakefield
7	Fairfield Junction - Chorlton Junction.	Underbridge	Operational Railway	Manchester	Bridge spanning the operational railway between Ryder Brow and Reddish North Stations. The condition of the bridge has a direct bearing on the safety of the operational railway. Currently supports a cycleway

8	Halls Road Lower (Halls Rd to Penar Jn)	Viaduct	Spans Water & Operational Railway	Caerphilly	A large listed viaduct. The condition of the bridge has a direct bearing on the safety of the operational railway. Proposal to construct a cycleway over the viaduct by Sustrans
9	Partick West - Balornock Jn (Hamiltonhill Line)	Abutments	Operational Railway	Glasgow	Abutment forms the boundary of, and is located immediately adjacent to, the operational railway between Possilpark & Parkhouse and Gilshochill
10	Elderslie - Greenock Princes Pier	Underbridge	Operational Railway	Inverclyde	Bridge spanning the electrified operational railway between Whinhill and Bogston Junction. The condition of the bridge has a direct bearing on the safety of the operational railway.
11	Manchester Central - Cornbrook - Allerton	Viaduct	Spans Water & Operational Railway	Manchester	Large listed metallic viaduct spanning the Manchester to Liverpool railway. The route is currently being electrified and the O/H are being attached to the structure. Maintenance of the viaduct is essential for the safe operation of the railway.
12	Methley to Pontefract	Abutments	Operational Railway	Wakefield	Abutment forms the boundary of, and is located immediately adjacent to, the operational railway between Castleford and Methley Junction
13	Netherfield Junction to Nottingham	Abutments	Operational Railway	Nottinghamshire	Abutment forms the boundary of, and is located immediately adjacent to, the operational railway between Nottingham and Netherfield. May already be owned by NRIL
14	Pallion Branch (Fawcett St to Hendon Junction)	Abutments	Operational Railway	Sunderland	Abutment forms the boundary of, and is located immediately adjacent to, the operational railway between Sunderland and Seaham
15	Paisley (Lacy Street) - Blackbyres Junction.	Abutment	Operational Railway	Renfrewshire	Abutment forms the boundary of, and is located immediately adjacent to, the operational railway between Paisley Canal and Hawkhead Stations
16	Wanton Walls Jn - Niddrie North Jn (Lothian Lines)	Embankment	Operational Railway	Edinburgh	Embankment adjacent to the ECML. Fires within the embankment have been a problem, and if further fires occur there is a risk that this will spread to the adjacent key operational railway.

17	Rothesay Dock Branch (Yoker)	Overbridge	Operational Railway	Glasgow	Large metallic bridge spanning the operational railway. Maintenance important to ensure the safety of the railway. Currently it supports a Sustrans cycleway.
18	Royston to Dewsbury	Viaduct	Spans Op. Rwy & Public Road	Wakefield	A large 21-span brick arch viaduct. The structure spans the Wakefield to Goole Railway and its maintenance is important to ensure the safety of the railway.
19	Royston to Dewsbury	Tunnel	Operational Railway	Wakefield	Tunnel through which the operational Horbury Station Junction to Crigglestone Junction passed. For some reason the tunnel was allocated to the Royston to Dewsbury Line which passes over the tunnel.
20	Shropshire & Montgomeryshire	Abutments & Piers	Operational Railway	Shropshire	Abutment forms the boundary of, and is located immediately adjacent to, the operational railway between Shrewsbury and Hanwood
21	South Wales Mineral Railway	Underbridge	Operational Railway	Neath and Port Talbot	The bridge supports the abandoned South Wales Mineral Railway over the operational Rhondda and Swansea Bay Railway. Bridge required for the reasonable safety of the operational railway.
22	Swinton West Curve	Underbridges	Adjacent to the Operational Railway	Rotherham	SWW/1 lies parallel to the Sheffield to Doncaster via Mexborough operational railway. The bridge soffit is lower than the adjacent operational railway bridge and is often struck by road vehicles, leading to significant delays on the railway. The adjacent Burdensome Land and bridge over the Yorkshire Navigation would be land-locked by the transfer of the road bridge, and hence are included in the transfer