

HRE major work review template

Proforma for SAF consideration



Purpose – to document the results of the lens review undertaken for the identified structure and, based on this, offer recommendations for the proposed engineering solution for the structure.

The Structures

This section outlines the background to the structure and the issues identified with it.

Structure name	Asset ID	NH Priority Rank
Malt Kiln Road, Little Smeaton, North Yorkshire	HBR3/124	P1

Structure Type	Grid Reference	Date of last assessment	Date of construction	Date of decommission
Bridge	SE532165 453200 , 416500	2026	c1885	1955

Brief description of structure

HBR3/124 is a single span overbridge carrying Malt Kiln Road over the former Hull and Barnsley Line within Little Smeaton, North Yorkshire.

The structure is a skewed, single span overbridge, comprises two longitudinal wrought iron edge girders supporting 18no. girders spanning transversely which in turn support brick jack arches.

The substructure comprises abutments and wingwalls constructed from brick.

Identified issues with structure

The structure is in bad condition with extensive corrosion, loss of sections and delamination at various locations of edge girders and transverse beams.

Latest BE4 assessment carried out by Jacobs Engineering in Oct 2023 concluded that bridge marginally passes its 24T assessment and suggested that there is minimal surplus capacity in the edge girders (between 70% and 90% utilisation) and the assessment is reliant upon judgement of the extent of corrosion, therefore, should there be any deterioration in the condition of the girders it may result in a reduction in the capacity of the structure.

Recent inspection reports on the structure show there is ongoing deterioration particularly to the steel elements of the structure and hence would result in BE4 assessment failure.

Lens Review

This section documents the results of the lens review undertaken for the identified structure

 New operational rail	Are there any identified linkages with English, Welsh or Scottish government new rail restoration programmes? The RYR scheme has now been discontinued by the current Government. There appears to be no planned/proposed schemes associated with the former track-bed.																
 Heritage Rail	Are there any identified linkages with heritage rail restoration programmes? There appear to be no planned/proposed schemes associated with the former track-bed.																
 Active Travel	Does the structure have potential to be repurposed for active travel use? Initial Assessment Report on HRE structures carried out by Sustrans in 2021 confirmed structure is not part of NCN (National Cycle Network) future vision. A request has been sent to LA to check and response is awaited now. The former railway line has already been severed both north and south of HBR3/124 at several locations and so is unlikely to be considered as part of viable sustainable transport route at any point Structure has known possible future use within a 20 year time span – Yes ☐ No ☒																
 Environment and Ecology	Does the structure hold significant value in ecological terms? Part of Site of Special Scientific Interest – Yes ☐ No ☒ Within a conservation area – Yes ☐ No ☒ Within or near to a locally designated wildlife site – Yes ☐ No ☒ Within or near to a local network recovery site – Yes ☐ No ☒ Any priority habitats in the vicinity – Yes ☒ No ☐ Any European Protected Species present – Yes ☒ No ☐ Ecological survey outcomes – <table border="1" data-bbox="459 1451 1433 1803"> <tr> <td>ELR within any designated sites</td> <td>No</td> </tr> <tr> <td>Risk of ELR impacting nearby designated site</td> <td>No</td> </tr> <tr> <td>Priority Habitats present</td> <td>Yes – within 100m</td> </tr> <tr> <td>Biodiversity Net Gain required</td> <td>Likely yes (as of May 2026)</td> </tr> <tr> <td>Ecological Surveys completed (dates)</td> <td>Various, most recent August 2025</td> </tr> <tr> <td>Protected species confirmed present? (Not confirmed absent, precautionary ecological measures and timings likely still required)</td> <td>Yes – roosting bats (common pipistrelle)</td> </tr> <tr> <td>Protected species licence requirements</td> <td>Yes – bat licence</td> </tr> <tr> <td>Other</td> <td>Other</td> </tr> </table>	ELR within any designated sites	No	Risk of ELR impacting nearby designated site	No	Priority Habitats present	Yes – within 100m	Biodiversity Net Gain required	Likely yes (as of May 2026)	Ecological Surveys completed (dates)	Various, most recent August 2025	Protected species confirmed present? (Not confirmed absent, precautionary ecological measures and timings likely still required)	Yes – roosting bats (common pipistrelle)	Protected species licence requirements	Yes – bat licence	Other	Other
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Heritage

Does the structure hold significant value in heritage terms?

Structure has significant Engineering / Architectural / historic merit - Yes ☐ No ☒

Listed – Yes ☐ No ☒

Locally listed – Yes ☐ No ☒

Has the Historic Environment Record been consulted – Yes ☒ No ☐

Rapid Heritage Assessment conducted – Yes ☒ No ☐

Rapid Heritage Assessment outcomes –

Overall value is low. While HBR3/124 retains some limited historical and evidential interest as a vestigial element of the former Hull and Barnsley Line, it lacks any significant architectural or engineering merit to warrant any formal heritage designation.

A sufficient photographic record of the bridge exists from the historic inspection reports to negate the need for any heritage mitigation.

This photographic record could be shared with the North Yorkshire HER if necessary.

Other factors and considerations

This section documents any additional factors or considerations that have been taken into account as part of the review for the identified structure

Are there any other factors that affect the structure or the proposals for it?
No

Have transfer opportunities been considered? If yes, with who and why discounted
Has the structure been offered to the local authority? Yes ☒ No ☐ Is there another suitable owner for the structure? Yes ☐ No ☒

Is the structure protected under any Local Planning policies?
No

Any significant Stakeholder comments	
Local Planning Authority	Not contacted at this stage.
Local Highways Authority	No
Sub-national Transport Body	No
Community	Selby District Council was contacted in the past and no objections were raised on proposed bridge infilling option.
Other interested parties e.g. MP, Bat Group, local active travel groups, heritage groups etc	Not contacted at this stage.

Engineering Proposals

Based on the review work conducted, this section documents proposals for engineering solutions for the structure and highlights the recommended solution by HRE Engineers

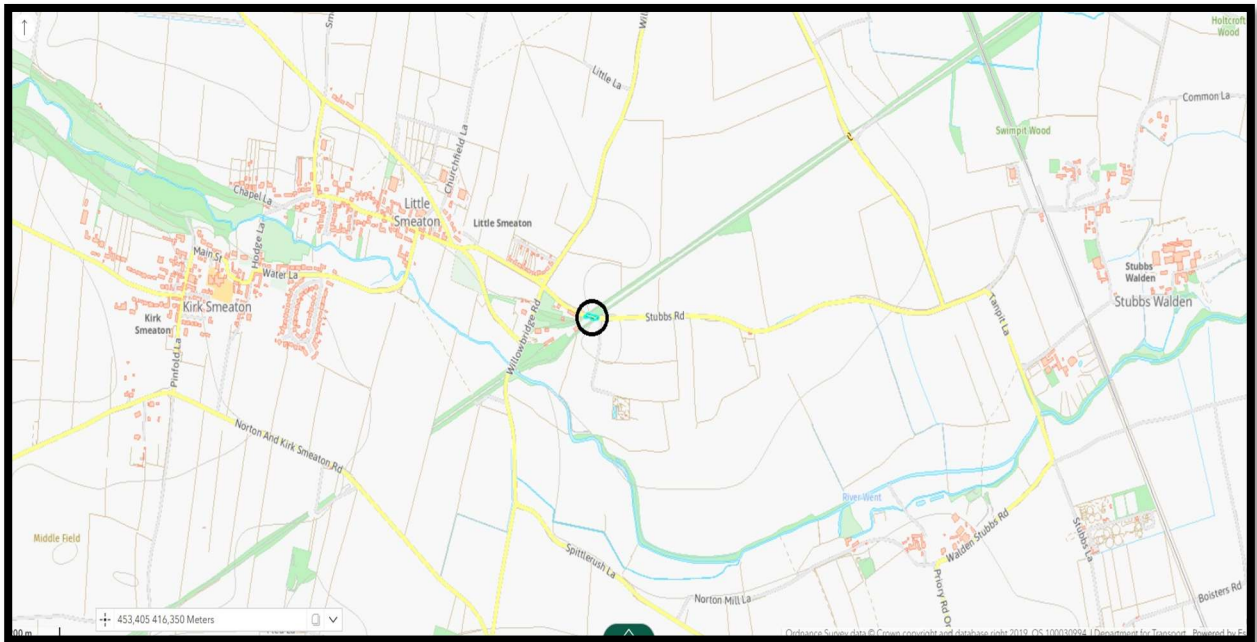
Sustainable management considerations	
Structure forms a current transport link	Yes ☒ No ☐
Structural deterioration issues	Yes ☒ No ☐
Health, safety and/or environmental concerns	Yes ☒ No ☐

Engineering options	Pro's	Con's	Estimated cost* of remedy
Do Nothing / do minimum	Lowest capital cost	Presents an ongoing risk to the travelling public as the bridge condition is continuously deteriorating.	£0
Repair	Retains access Retains elements of historic structure/fabric	High capital cost with ongoing maintenance liabilities. Repairs would not achieve full required bridge strength	£650k*
Deck replacement	Full strength bridge that broadly meets modern standards.	High capital cost Does not retain original structure	£1.4m*
Infill with opening	Retains access Full strength bridge	High capital cost with ongoing maintenance liabilities High design costs	£750k*
Infill	Full strength bridge Retains element of historic structure / fabric Minimal future maintenance costs	No access	£500k*

**Prices are intended as rough estimates only*

Responsible NH Engineer	Muhammad Musa
Date of proforma completion	14/05/2026

Map and photos of site:



Location of Little Smeaton Bridge between Carlton Towers and Kirk Smeaton

Some photos to show the current bridge condition:





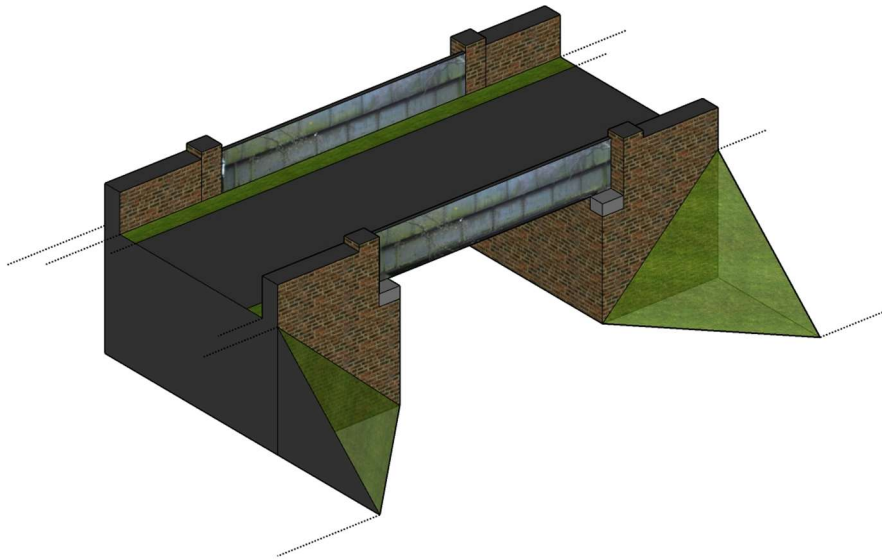




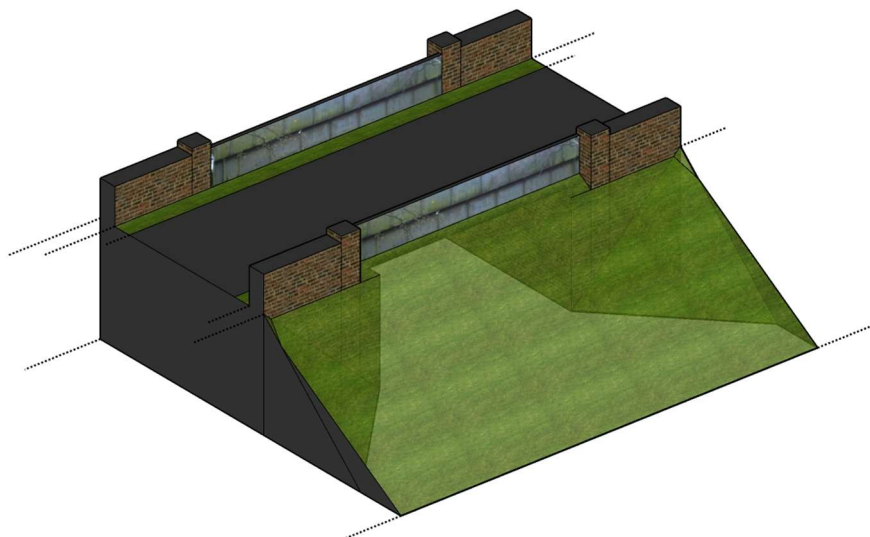




Sketches showing existing bridge arrangement & infill option



Existing



Proposed