

AGENDA MANAGEMENT SHEET

Name of Committee Nuneaton and Bedworth Area Committee

Date of Committee 25th July 2007

Report Title Footbridge Off Celandine Way, Bedworth

Summary
 The ownership and maintenance liability of the structure are currently in dispute. However, surveys have been undertaken to determine what remedial works are required.
 The surveys have determined that although less than pleasing to the eye, the structure is more than adequate for pedestrian use. It is therefore recommended that remedial works are confined to replacing the surface of the bridge. The new surface will connect to the existing metalled paths each side of the bridge.

For further information please contact Geoff Treadwell
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 Countryside Recreation
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Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers None

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees

Local Member(s) Councillor J Haynes - I am happy about the re-surfacing of the footway but I am concerned (With brief comments, if appropriate) that nothing is being done to make safe the area where the buttresses were originally which are a danger to anyone who should fall over.

Other Elected Members

Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

Councillor M Heatley – for information

Chief Executive

.....

Legal

I Marriott – comments incorporated.

Finance

C Holden – comments noted.

Other Chief Officers

.....

District Councils

.....

Health Authority

.....

Police

.....

Other Bodies/Individuals

.....

FINAL DECISION

YES/NO (If 'No' complete Suggested Next Steps)

SUGGESTED NEXT STEPS :

Details to be specified

Further consideration by this Committee

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To Council

.....

To Cabinet

.....

To an O & S Committee

.....

To an Area Committee

.....

Further Consultation

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Nuneaton and Bedworth Area Committee - 25th July 2007

Footbridge Off Celandine Way, Bedworth

Report of the Strategic Director for Environment and Economy

Recommendation

The Area Committee is recommended to agree that only minor repairs should be carried out to the bridge until the liability for maintenance has been determined.

1. Background

- 1.1 The ownership and maintenance liability of this bridge have been disputed by local elected Members.
- 1.2 The purpose of the bridge is to carry Public Footpath B5 across the old mineral line. It is therefore, proposed that until the ownership and maintenance liability can be determined, any remedial works are limited to providing a well maintained public footpath across the bridge.
- 1.3 Surveys have determined that for the structure to perform in the long term, it will be necessary to either undertake extensive remedial works or replace the bridge. Both options will require considerable funds.

2. Location

- 2.1 The bridge crosses the disused mineral railway cutting between Celandine Way and Heather Drive in Bedworth. The structure carries a public right of way, Public Footpath B5 over the route of the old mineral line, which is not a public right of way. See **Appendix A**.
- 2.2 The bridge is well used by walkers as a means of access between the two housing estates. In addition Public Footpath B5 forms part of the popular walking route 'A Coventry Way'.

3. Maintenance Liability

- 3.1 The bridge was originally constructed by the Newdigate Colliery when the railway was built to move coal from the Newdigate Colliery to the canal arm at Bedworth Hill.

- 3.2 It is considered by County Council Officers that the structure is privately maintainable. The Council's Legal Services Department are currently trying to resolve the issue of ownership.
- 3.3 Warwickshire County Council hold no records relating to the bridge but by inspection it appears that the structure is 100 – 150 years old.

4. Bridge Report

- 4.1 General inspections were carried out on 24th June 2003 and 8th February 2006 and the structure has been monitored regularly by Warwickshire County Council (WCC) bridge engineers since the Summer of 2003.
- 4.2 After the inspection in June 2003, WCC initially removed vegetation on the bridge which obscured parts of the structure and erected fencing at the top of the cutting. The fencing disappeared sometime later and brickwork was subsequently vandalised on the bridge. It was considered necessary to take down the section of brickwork made unsafe and install metal railings on the approach as protection at one end.
- 4.3 By inspection, the current load bearing capacity of the bridge is more than adequate for pedestrian use.
- 4.4 The existing bridge super-structure requires a major overhaul to guarantee long-term durability and performance. Work required to refurbish the bridge deck would include replacement of some structural elements and strengthening at a number of points. Reconstruction of some of the brickwork is also required together with measures to stabilise the cutting adjacent to the abutments. A conservative estimate to carry out these works would be in the region of £150,000 - £200,000.
- 4.5 An alternative to maintaining the existing structure would be to demolish the bridge and replace it with a new bespoke pedestrian footbridge. This option would cost in the region of £180,000.
- 4.6 The disused mineral railway is to be transferred to Nuneaton and Bedworth Borough Council as part of the planning consent. Nuneaton and Bedworth Borough Council may wish to open up the disused mineral railway and make it available to the public. However, if this did not happen a third option would be to remove the existing structure and infill the cutting to provide a level footpath on the embankments. This would cost in the region of £100,000.

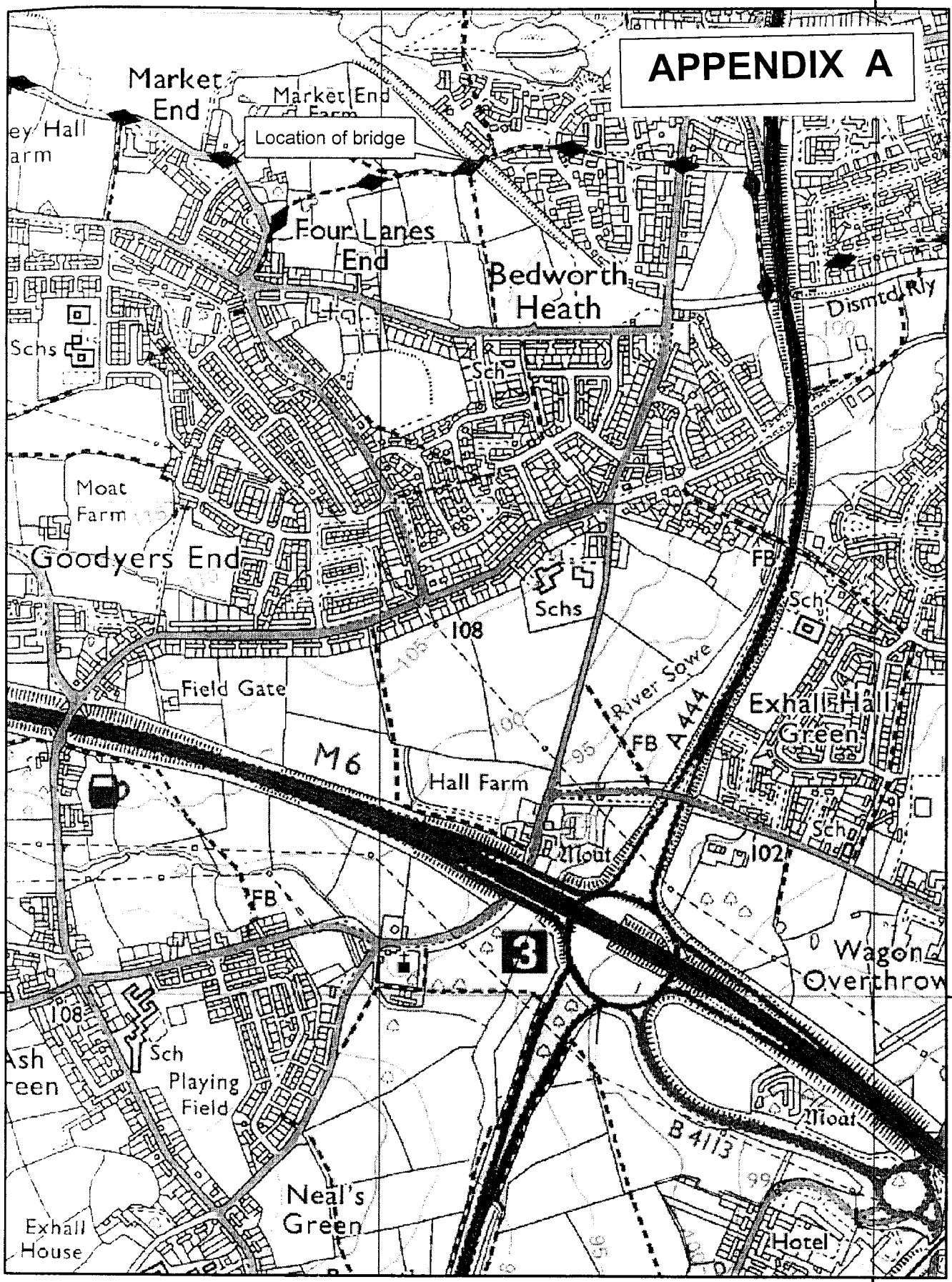
5. Conclusion

- 5.1 At present, there are no outstanding safety concerns with regard to the condition of this bridge in general or any particular structural element. Pedestrian safety is not compromised at this site and each part of the bridge is secure and currently does not pose a hazard to the public. WCC bridge engineers are aware of the potential for vandalism and they will continue to monitor the bridge and address any safety concerns which may arise.
- 5.2 Given the uncertainty relating to issue of ownership, it is not recommended that significant funds be directed to maintain the existing structure. The requirement at this location is for a footbridge and the existing bridge is wider and more substantial than currently needed. A Principal Bridge Inspection or Assessment of Capacity is not considered necessary at this time, however, general inspections and monitoring should continue.
- 5.3 The sections of Public Footpath B5 that lead up to the bridge have previously been surfaced by developers of the areas crossed by these paths. It is currently proposed to clear the surface vegetation from the bridge and lay a rolled stone surface to provide a firm, drained walking surface. In addition bollards will be installed at the Celandine Way end of the bridge to safeguard the structure from inappropriate vehicular use. Barriers are already in place on the Heather Drive approach.
- 5.4 The cost of carrying out these works, estimated at around £500 for materials, can be funded by the Countryside Recreation revenue budget. Surface vegetation will be cleared from the bridge and a compacted stone surface applied to provide a firm well drained walking surface. The stone surface will connect to the existing metalled surface each side of the bridge and bollards will be installed on the Celandine Way side of the bridge.

JOHN DEEGAN
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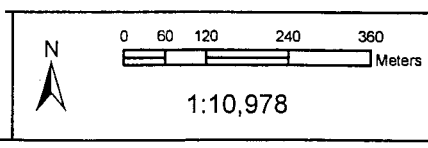
9th July 2007

APPENDIX A



NUNEATON & BEDWORTH AREA
COMMITTEE 25th JULY 2007

FOOTBRIDGE OFF CELEDINE WAY
BEDWORTH



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