



Title of Report:	Castlerock Footbridge
Committee Report Submitted To:	Environmental Services
Date of Meeting:	14th September 2021
For Decision or For Information	Information

Linkage to Council Strategy (2021-25)	
Strategic Theme	Protecting, promoting and enhancing our unique natural environment and assets
Outcome	Reinstatement of listed rail bridge
Lead Officer	Head of Estates

Budgetary Considerations	
Cost of Proposal	Unknown
Included in Current Year Estimates	YES
Capital/Revenue	capital
Code	
Staffing Costs	

Screening Requirements	Required for new or revised Policies, Plans, Strategies or Service Delivery Proposals.		
Section 75 Screening	Screening Completed:	N/A	Date:
	EQIA Required and Completed:	N/A	Date:
Rural Needs Assessment (RNA)	Screening Completed	N/A	Date:
	RNA Required and Completed:	N/A	Date:
Data Protection Impact Assessment (DPIA)	Screening Completed:	N/A	Date:
	DPIA Required and Completed:	N/A	Date:

1.0 Purpose of Report

The purpose of this report is to update members on the status of the proposed repairs to Castlerock Footbridge.

2.0 Background

In 1996 Coleraine Borough Council entered into a 10,000 year lease with NI Transport Holding Co. (NITHC) for the upkeep of the footbridge at Castlerock Railway Station. In 2017 Council approved the contract for the removal and assessment of the bridge with a view to ascertaining can it be restored and at what cost. Note NIEA has been actively involved in this decision process.

Members asked for a timeline of activity and a verbal update will be provided on the evening.

3.0 Timeline

Oct 15	Report to Council making them aware that there are issues with bridge and there will be extensive costs repairing it
Dec 15	Report to Council on meetings held with local Community Association, NIEA & Translink updating them on views of these parties and possibility of permanent removal and/or handing bridge back to Translink
Apr 16	Report to Council confirming that Council will remain responsible for the bridge and its upkeep and as a listed structure will be expected to repair and continue to maintain. Approval given to assess what the possible costs for repair.
Sept 16	Report to Council on estimated costs for assessment, removal, repairs etc asking approval to proceed with phase 1 (remove and assess)
Oct 16 May 17	Consultant appointed and removal tender prepared
Jun 17	Approval given to proceed with removal and assessment
Dec 17	Bridge removed
Jan 18 Mar 18	Bridge assessed by Council's consultant – concern that bridge not fit to be re-instated, even with repairs which will be extensive and costly

Jun 19	Report from NIEA consultant Mann Williams (MW) saying bridge only needs cosmetic repairs. Translink (and our own consultant – Dorans) not in agreement.
Oct 19	MW carried out innovative load test. Results sent to Translink who had concerns over both the method and the results (some loading aspects failed)
Nov 19 Feb 20	Ongoing correspondence between ourselves, MW, Dorans & Translink over bridge. In short Translink not accepting MW report as a basis for repair & reinstatement
Mar 20 Dec20	Due to Covid no additional work done on bridge (Furlough by consultant etc)
Jan 21 now	Further to several meetings/correspondence, Translink will only accept a full Cat 2 assessment on bridge. Both they, Dorans exasperated by MW who cannot provide the information required to prove bridge is sound enough (even with repairs – not detailed) to be re-instated.

4.0 **Recommendation**

It is recommended that the Committee notes the above information