

**Report of Director of City Development**

**Report to Executive Board**

**Date: 22 June 2016**

**Subject: DESIGN AND COST REPORT FOR THE REPAIR OF LINTON BRIDGE AND OTHER HIGHWAY INFRASTRUCTURE ASSETS DAMAGED DURING WINTER STORMS OF 2015**

**Capital Scheme Number: 32459**

Are specific electoral wards affected? If relevant, name(s) of ward(s): Harewood	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-In?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**Summary of main issues**

1. Leeds aspires to be a compassionate city with a strong economy, supported by an efficient and enterprising local authority that works effectively with partners and communities. The response to December's flooding in Leeds was a testament to this compassion and joined-up working and the reinstatement of infrastructure damaged by the floods will help to alleviate the effects of the flooding on individuals, businesses and the wider economy of Leeds.
2. The flooding during Storm Eva caused an estimated £4.85m worth of damage to council infrastructure assets. The single most expensive damage was caused to Linton Bridge.
3. The council has been awarded £4.5m by government towards the cost of local highway repairs, listing Linton Bridge as a priority. This report recommends the continuation of expeditious repairs to Linton Bridge. The repairs are expected to be completed by the Summer of 2017.
4. The closure of Linton Bridge is causing significant inconvenience to the residents and businesses of Linton and Collingham. A shuttle bus has been provided and a temporary footbridge has been considered. Public opinion about a temporary

footbridge seems evenly divided for/against provision. The cost and environmental impact of installing and removing a temporary bridge outweighs the potential benefit. This report therefore recommends that a temporary footbridge is not provided.

5. Essential repairs to the remaining infrastructure have been completed. Further repairs and permanent reinstatement will be prioritised within the limits of departmental funding or subject to further consideration.

## **Recommendations**

6. Members of Executive Board are requested to:
  - i. Note the content of this report;
  - ii. Approve the proposal not to pursue the provision of a temporary bridge between Linton and Collingham;
  - iii. Approve the injection of and give authority to spend the £4.5m government grant for local road repairs into the Bridge Maintenance Capital Programme for the sole purpose of expeditious repairs to Linton Bridge. Any remaining funding at completion of the repairs to be distributed proportionally to the cost of repairs to other Leeds City Council infrastructure assets;
  - iv. Agree that the Permanent Works be procured and delivered in line with the dates identified in section 3.11 of this report;
  - v. Support an approach to be made to Central Government to make additional funds available for broader infrastructure works;
  - vi. Note that the Chief Officer Highways and Transportation is responsible for the implementation of these recommendations.

## **1 Purpose of this report**

- 1.1 To inform Members of Executive Board on the cost of repairs to council owned infrastructure as a result of the flooding in December 2015 and the grant award funding from government to effect repairs.
- 1.2 To seek approval from Members of Executive Board not to pursue the provision of a temporary footbridge between Linton and Collingham whilst the main bridge is being repaired.
- 1.3 To seek approval from Members of Executive Board to inject the grant award into the Leeds Bridges Capital Programme and seek authorisation to allocate the government funding to the design and construction of the repair of Linton Bridge with any remaining allocation thereafter to be used to reimburse costs of other repairs on the infrastructure list shown in Appendix A on a pro-rata basis.
- 1.4 To seek support from Members of Executive Board to approach Central Government to make additional funds available for broader infrastructure works.

## **2 Background information**

- 2.1 A report on the consequences of Storm Eva and the resulting recovery was brought to the Executive Board in January and March 2016. A further report entitled Storm Eva – Strategic Recovery Plan is included at Agenda Item 25 to this Executive Board meeting.
- 2.2 This report expands on the local highway infrastructure damage items within that report and seeks approval to proceed with the design and construction of the repairs to Linton Bridge funded from the £4.5m award from Central Government for the repairs of local highway damage
- 2.3 The total cost of damage to infrastructure in Leeds as a result of storm Eva is estimated to cost £9.02m. The estimate includes costs of £4.85m for council highway assets; £3.0m for Canals and River Trust assets and £1.17m for repairs to areas within the ongoing flood alleviation scheme. A list of the repairs required to council assets is included at Appendix A to this report.
- 2.4 The largest single cost is the repair of Linton Bridge over the River Wharfe between the villages of Collingham and Linton in the Harewood Ward. The repair of this Grade 2 listed structure is estimated to cost in the region of £4m. The bridge was closed to all users on 27<sup>th</sup> December 2015 and is unlikely to be re-opened until summer 2017.
- 2.5 Officers have been reporting on a weekly basis to the Ministerial Recovery Group at a UK Government level. On the 17 March 2016 the Minister of State for the Department of Transport announced an award of £4.5m to Leeds City Council for the repairs of local highway damage, listing Linton Bridge as a priority.
- 2.6 In addition to the funding from the Department for Transport the Environment Agency have opened positive negotiations with the council to contribute towards the total cost of the £1.17m damage to the Leeds Flood Alleviation Scheme.

- 2.7 These grant awards fall short of the estimated cost of the repairs to council assets by £350,000 and by a further £3m to the Canals and River Trust assets. Discussions are continuing with government departments in this regard.

### **3 Main issues**

#### **Linton Bridge**

- 3.1 The repairs to Linton Bridge were reported to the Ministerial Recovery Group as the number one priority for the council. Linton Bridge is a substantial grade 2 listed triple masonry arch bridge that is over 100 years old. Linton Bridge connects the two communities of Linton and Collingham and serves as an important alternative route to the A58 between Collingham and Wetherby. The two communities rely heavily on each other for schools, shops and business.
- 3.2 The community is currently suffering severance as a result of the total closure of the bridge (including pedestrians) due to its precarious nature. A minimum diversion of around 4 miles is available via Wetherby. A diversion of such a distance brings significant disruption to pedestrians and cyclists. The closure of the road has a significant reduction in traffic in Linton which is affecting passing trade at the local shops and public house.
- 3.3 A free shuttle service bus has been provided since the end of December between Linton and Wetherby between the hours of 7am and 7pm, Monday to Saturday. The service has been provided by Metro at no cost to the council.
- 3.4 Officers have made the reinstatement of Linton Bridge a priority and have been working at pace since its closure on 27 December 2015. The contractors working on the Flood Alleviation Scheme were immediately drafted in to assist with the stabilisation of the bridge. Work is now continuing with the design and implementation of the permanent repairs
- 3.5 The cost to repair the bridge is currently estimated to be in the region of £4m. As with any listed structure of this age the estimate is not without risk and any additional work identified as a result of the on-going repairs has the potential to add to the cost. For that reason it is recommended that a reasonable contingency sum be anticipated until the repairs are well advanced.
- 3.6 It is therefore recommended that the whole of the £4.5m government award be ring fenced to the repair of Linton Bridge and any savings that can be made on the scheme be distributed proportionally to the remaining repairs to Leeds infrastructure assets.

#### **Programme**

- 3.7 The flooding undermined the southern pier, causing it to subside which in turn has cracked the adjacent arch. The cracked arch has deformed sufficiently to stop it acting as an arch and is therefore in danger of collapse. This situation makes it very difficult to undertake any detailed work on the bridge as it is unsafe for personnel to be on or around the structure. This concern also keeps the bridge closed to pedestrians until a full repair can be undertaken.

- 3.8 Concrete has been placed in and around the sunken pier to reduce the potential for further settlement. Further grouting beneath the pier may be required and the final solution will require a piled foundation down to firmer ground about 3m beneath the river bed.
- 3.9 Whilst the pier has been partially supported the arch remains at risk of collapse. Work is now ongoing off-site to fabricate an arch support that can be installed without putting personnel at risk on or near to the structure. This is planned to be installed early in July 2016.
- 3.10 Once the arch is supported work will continue with the removal of pipes and cables from the bridge, piled foundation to the pier, removal of the road surface, repairs to the arch from above and below, take down and rebuild the parapets, install concrete arch support above and a new foundation for the road, re-install the pipes and cables and reinstatement of parapets, road and footway. The bridge is planned to be re-opened in Summer 2017.
- 3.11 Subject to approval of this report the permanent repairs will be subjected to competitive tender in July/August 2016 with completion of the work and reopening of the bridge in Summer 2017.

#### **Disruption and economic impact**

- 3.12 The closure of the bridge to all traffic and pedestrians results in a minimum of a 4 mile diversion by road through the centre of Wetherby. This is resulting in reports of increased congestion and is an impractical diversion for most pedestrians.
- 3.13 The economic impact of the closure of the bridge is difficult to determine as there are no statistics of the previous number of users of this route. Locally there are 1,115 households and 42 businesses on both sides of the bridge that had the potential to benefit from use of the bridge. The economic impact of their loss is difficult to estimate due to the lack of data but over a 12 month period, could be in the region of £290,000.
- 3.14 Businesses affected by the bridge may be able to obtain temporary reductions in the rateable value of their property, and consequently a reduction in the rates payable, for the duration of the closure, and the Council will assist them wherever possible in this process. Additionally the Council has the discretion to award relief from rates on the grounds of hardship, and will consider such relief for any business which is suffering significant financial loss as a result of the bridge.

#### **Alternative Provision**

- 3.15 The feasibility of a temporary structure to allow at least pedestrians across the river has been under consideration since the bridge was closed. A simple structure over the top of the existing bridge has been discounted as it would need to be removed for long periods to allow for the repairs to be undertaken. A site approximately 30m downstream of the main bridge has been identified where a temporary footbridge could be located.

- 3.16 The installation of a temporary bridge is estimated to cost in excess of £450,000 and in addition would require lengthy access paths to and from the proposed site. The installation would involve the removal of around 150 trees of varying sizes from saplings to mature trees. Environment Agency approval has been granted. Indications are that Tree Preservation Order consent would be forthcoming if the proposal were to go ahead. There are understandable liability issues with the adjacent golf course that would need to be resolved.
- 3.17 Local public opinion appears divided over the provision of a temporary bridge. Letters and emails received present a relatively even split between the number of people supporting and objecting to a temporary bridge proposal. At a public meeting attended by officers in Collingham on the evening of 26<sup>th</sup> April 2016, Collingham with Linton Parish Council reported “The meeting was evenly split between those that support a temporary bridge and those that are against”
- 3.18 The cost and environmental impact outweigh the economic benefits of providing a temporary bridge. For this reason and due to the balanced local desire for a temporary bridge at the location proposed it is recommended that a temporary bridge is not provided. The disruption and economic impact of the closure of the main bridge should not be underestimated however and officers recognise the need to re-instate the bridge as soon as possible and to help mitigate any disruptive effects by looking at alternative options.

### **Shuttle bus**

- 3.19 A shuttle bus has been provided to maintain bus services between Linton and Wetherby since 4 January 2016. The service provided by Metro is free to use and runs hourly between 7am and 7pm Monday to Saturday, from Linton to Wetherby Bus Terminus. It became clear at the public meeting that the service was welcomed but largely ineffective at making any real link between both sides of the closed bridge as it relied on connecting services between Collingham and Wetherby. Since the end of May 2016 the service has been extended to travel directly from Linton to Collingham along the diversionary route and remains free of charge. Proposals to extend the operating hours longer into the evening and to include Sunday are now being considered.

### **Other Leeds Assets**

- 3.20 The list in Appendix A shows the repair costs to all other assets damaged by the flooding and the current status of repairs.
- 3.21 There is a funding shortfall to complete all of the repairs listed. Essential repairs (those that affect safety) have been completed using existing departmental funding. This has put pressure on departmental budgets.
- 3.22 Non-essential, but nevertheless necessary repairs are being considered but the funding shortfall means that Departments are having to prioritise work which may then take some time to complete, or not at all.
- 3.23 Notable pressures on departmental budgets that mean that repairs may have to wait a considerable time or that may not be completed at all are the repairs to

Back Bridge Avenue in Otley that requires a full resurfacing at a cost of £100,000 and the Public Rights of Way Network which has been washed away in numerous locations at an estimated repair cost of £193,000. The funding stream for these will require further consideration.

## **4 Corporate considerations**

### **4.1 Consultation and engagement**

4.1.1 Consultation has been on-going with Ward Members, Parish Council, schools and businesses in the area of Linton Bridge. Officers have attended the Collingham with Linton Parish Council public meeting and regular progress notices have been mailed to 18 stakeholder organisations and 61 local private and business addresses. Consultation continues with Metro, Environment Agency, Historic England and internal departments.

4.1.2 Officers have engaged with Canals and River Trust to provide an estimate to Government of the damage suffered to their assets. So far there has been no award of funding to assist them in their repairs and dialogue continues in this respect.

### **4.2 Equality and diversity / cohesion and integration**

4.2.1 There are no specific equality and diversity issues in relation to the damage to infrastructure. The closure of Linton Bridge has an impact on cohesion and integration which will be mitigated as far as possible by expediting repairs and providing alternative measures such as a shuttle bus where appropriate.

4.2.2 A screening document has been prepared and an independent impact assessment is not required for the approvals requested. The screening document is attached as an appendix.

### **4.3 Council policies and best council plan**

4.3.1 Under the council's renewed Best Council/Best City ambition agreed by the Executive Board in September 2015, Leeds aspires to be a compassionate city with a strong economy, supported by an efficient and enterprising local authority that works effectively with partners and communities. The response to December's flooding in Leeds was a testament to this compassion and joined-up working and the reinstatement of infrastructure damaged by the floods will help to alleviate the effects of the flooding on individuals, businesses and the wider economy of Leeds.

### **4.4 Resources and value for money**

4.4.1 In line with the council value of 'spending money wisely', the council is committed to using its resources in the best possible way in both the initial response and longer-term recovery stages from a flooding incident.

4.4.2 To date, the council has received £4.5m of grant from the Department of Transport for the repairs of local highway damage with a priority given to the repairs of Linton Bridge.

4.4.3 The total cost of repairs to Leeds City Council infrastructure assets is estimated to be £4.85m.

4.4.4 The recommendations within this report are to inject and authorise the spending of the £4.5m government grant into the Bridges capital programme for the repair of Linton Bridge and for any funding not used for that purpose to be invested proportionately across all other Leeds City Council infrastructure assets damaged listed in Appendix A

4.4.5 Capital Funding and Cashflow :

Previous total Authority to Spend on this scheme	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	0.0						
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	0.0						
OTHER COSTS (7)	0.0						
<b>TOTALS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Authority to Spend required for this Approval	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
LAND (1)	0.0						
CONSTRUCTION (3)	3550.0	237.6	2360.0	952.4			
FURN & EQPT (5)	0.0						
DESIGN FEES (6)	900.0	83.3	600.0	216.7			
OTHER COSTS (7)	50.0	3.7	40.0	6.3			
<b>TOTALS</b>	<b>4500.0</b>	<b>324.6</b>	<b>3000.0</b>	<b>1175.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Total overall Funding (As per latest Capital Programme)	TOTAL £000's	TO MARCH 2016 £000's	FORECAST				
			2016/17 £000's	2017/18 £000's	2018/19 £000's	2019/20 £000's	2020 on £000's
Government Grant	4500.0	324.6	3000.0	1175.4			
Total Funding	4500.0	324.6	3000.0	1175.4	0.0	0.0	0.0
<b>Balance / Shortfall =</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

## 4.5 Legal Implications, access to information and call In

4.5.1 There are no specific legal implications or access to information issues with this report. This report is subject to call-in.

## 4.6 Risk management

4.6.1 All corporate risks and action plans are in place to mitigate and review risks arising from the damage to infrastructure as a consequence of the flooding of December 2015.

4.6.2 The risks associated with repair of the bridge include working over a live river, partial demolition and rebuilding of a grade 2 listed structure, associated building consents and complex access over private land due to a constrained site. These risks will be monitored and mitigated as with any construction project but make it advisable and prudent to anticipate cost and time contingencies for the repairs.

- 4.6.3 The cost to repair Linton Bridge is currently estimated to be in the region of £4m. For the reasons stated above this report recommends the allocation of the entire government allocation of £4.5m to the repair of Linton Bridge until there is a greater cost certainty as the repairs advance.

## **5 Conclusions**

- 5.1 The flooding of December 2015 caused damage to Leeds City Council infrastructure assets with estimated repair costs of £5.5m. Linton Bridge is the most expensive repair at an estimated £4m and its closure is causing the most inconvenience and disruption. Government have awarded the council £4.5m towards repair costs of local highways listing Linton Bridge as a priority. The repair of Linton Bridge is a priority for the local communities and officers are working on a repair process as quickly as possible. This report recommends the most expeditious repair of Linton Bridge and that the government grant be allocated solely to that task until works are completed and any remaining funding may be redistributed proportionally towards the other damaged infrastructure.
- 5.2 Officers are aware of the impact that the closure the bridge is having on the local area. However, the Council has to also give consideration to the value for money of installing a temporary bridge in the context of other flood damage in Leeds which will need a permanent solution to be financed and delivered. Accordingly, on balance, it is proposed that the Council considers mitigation to affected businesses through discretionary rate relief for the period the bridge remains closed. This relief would be determined on application basis and is considered to be a more cost effective way of supporting businesses as opposed to the cost of providing a temporary structure.
- 5.3 The repairs to Linton Bridge are complex and extensive. It is anticipated that the work to reopen the bridge fully will take until Summer 2017 to complete.

## **6 Recommendations**

- 6.1. Members of Executive Board are requested to
- i. Note the content of this report;
  - ii. Approve the proposal not to pursue the provision of a temporary bridge between Linton and Collingham;
  - iii. Approve the injection of and give authority to spend the £4.5m government grant for local road repairs into the Bridge Maintenance Capital Programme for the sole purpose of expeditious repairs to Linton Bridge. Any remaining funding at completion of the repairs to be distributed proportionally to the cost of repairs to other Leeds City Council infrastructure assets;
  - iv. Agree that the Permanent Works be procured and delivered in line with the dates identified in section 3.11 of this report;
  - v. Support an approach to be made to Central Government to make additional funds available for broader infrastructure works;

- vi. Note that the Chief Officer Highways and Transportation is responsible for the implementation of these recommendations.

**7 Background documents<sup>1</sup>**

7.1 None

---

<sup>1</sup> The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

## Storm Eva Flood Recovery – Infrastructure Damage

## Appendix A

### Estimated financial commitment

Location	Area	Damage	Estimate
Linton Road Bridge, Linton	Harewood Ward	Unsafe road over river bridge due to pier subsidence	£4,000,000
150 road/pedestrian over river bridges in various locations.	Rivers Wharfe, Ouse, Aire	Underwater inspection of structural integrity.	£95,000
Back Bridge Avenue	Otley, Leeds	Extensive carriageway surface	£100,000
Various locations - traffic signals	Leeds	Traffic signal controllers and equipment written off by water ingress.	£78,093
Public Rights of Way Network	Leeds	Surface damage and erosion restricting access.	£193,100
Various locations culvert screen damage and cleaning	Leeds	Culvert screen damage and clearing	£149,000
Carlton Lane	Guiseley, Leeds	45m of low height retaining wall failure	£25,000
A659 Pool Road Otley	Otley, Leeds	Footway damage from vehicle override avoiding flooded carriageway.	£2,000
A58 Wetherby Road Bardsey	Bardsey, Leeds	Overflowing watercourse discharging onto the highway. Remedial drainage measures required.	£5,000
Various locations, carriageway, footway and drainage damage reports.	All flooded areas	Isolated damage to highway infrastructure coming to light as inspections progress.	£150,000
East Chevin Road Otley	Otley, Leeds	200m carriageway channel edge/soft margin washout.	£10,000
Cycle Network	Leeds	Various damage/erosion to cycle tracks lanes	£14,500
Kirkstall Road area	Leeds	Illuminated bollards and street lighting electrical damage.	£12,000
Various locations	Leeds	Flood clean up and minor repairs to carriageways and footways in flooded areas.	£15,200
<b>Total</b>			<b>£4,848,893</b>

# Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

<b>Directorate: City Development</b>	<b>Service area: Highways and Transportation</b>
<b>Lead person: Andrew Molyneux</b>	<b>Contact number: 2475316</b>

## 1. Title: REPAIR OF LINTON BRIDGE AND OTHER HIGHWAY INFRASTRUCTURE ASSETS DAMAGED DURING WINTER STORMS OF 2015

Is this a:

Strategy / Policy

Service / Function

Other

**If other, please specify;** Authorisation of expenditure to commit to repairs of infrastructure damaged by winter flooding.

## 2. Please provide a brief description of what you are screening

The authorisation of expenditure and commitment to undertake permanent repair to highway infrastructure, principally Linton Bridge in the Harewood Ward that is currently closed to all users.

### 3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?		X
Have there been or likely to be any public concerns about the policy or proposal?	X	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"><li>• Eliminating unlawful discrimination, victimisation and harassment</li><li>• Advancing equality of opportunity</li><li>• Fostering good relations</li></ul>		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

<b>4. Considering the impact on equality, diversity, cohesion and integration</b>	
If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.	
Please provide specific details for all three areas below (use the prompts for guidance).	
<ul style="list-style-type: none"> <li><b>How have you considered equality, diversity, cohesion and integration?</b></li> </ul> <p>The decision to repair existing infrastructure damaged by storm Eva has no impact on equality, diversity, cohesion and integration. A specific element of the proposal is not to provide a temporary river crossing during the period when the road bridge remains closed to all users. The alternative diversion route is approximately 4 miles long which impacts on the ease by which some groups will have access to shops, social and integration activities.</p> <p>There have been public concerns over cohesion presented by the lack of provision of temporary alternatives to the closed bridge. The topography around the bridge makes a temporary bridge a costly and environmentally damaging proposal. There has been equal public concern over the cost and environmental impact of a temporary facility.</p>	
<ul style="list-style-type: none"> <li><b>Key findings</b></li> </ul> <p>Repairing the bridge will return the ease of access to shops and social and integration activities to all pedestrians, and will especially benefit those with mobility issues, disabled people, parents supporting pushchairs and young and old people.</p> <p>It is therefore important to repair and reopen the bridge as soon as possible.</p>	
<ul style="list-style-type: none"> <li><b>Actions</b></li> </ul> <p>The proposal is not to provide a temporary crossing due to cost and environmental impact. This proposal has been mitigated by the provision of a free shuttle bus at peak travel times. Extension of the operation of the shuttle bus is being considered but demand is currently low.</p> <p>To expedite the permanent repair of the bridge to reopen to all users as soon as possible.</p>	

<b>5. If you are <b>not</b> already considering the impact on equality, diversity, cohesion and integration you <b>will need to carry out an impact assessment.</b></b>	
Date to scope and plan your impact assessment:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

<b>6. Governance, ownership and approval</b>		
Please state here who has approved the actions and outcomes of the screening		
<b>Name</b>	<b>Job title</b>	<b>Date</b>
Gary Bartlett	Chief Officer Highways and Transportation	
<b>Date screening completed</b>		20 May 2016

<b>7. Publishing</b>	
<p>Though <b>all</b> key decisions are required to give due regard to equality the council <b>only</b> publishes those related to <b>Executive Board, Full Council, Key Delegated Decisions</b> or a <b>Significant Operational Decision</b>.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> <li>• Governance Services will publish those relating to Executive Board and Full Council.</li> <li>• The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.</li> <li>• A copy of all other equality screenings that are not to be published should be sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a> for record.</li> </ul> <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to <b>Governance Services</b>	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate <b>Directorate</b>	Date sent:
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: