

# Decision Pathway Report



**PURPOSE:** Key decision

**MEETING:** Cabinet

**DATE:** 09 March 2021

<b>TITLE</b>	<b>Floating Harbour and New Cut River – Condition Assessment Survey Report</b>	
<b>Ward(s)</b>	Various Wards affected – Hotwells and Harbourside, Southville Central , Bedminster, Lawrence Hill, Brislington West, Brislington East and Easton wards.	
<b>Author:</b> Chris Dooley	<b>Job title:</b> Bridges and Highway Structures Team Manager	
<b>Cabinet lead:</b> Cllr Dudd	<b>Executive Director lead:</b> Stephen Peacock – Executive Director, Growth and Regeneration	
<b>Proposal origin:</b> BCC Staff		
<b>Decision maker:</b> Cabinet Member <b>Decision forum:</b> Cabinet		
<b>Purpose of Report:</b>		
<ol style="list-style-type: none"> <li>To identify high priority “At Risk” immediate conclusions for 11 No. critical strategic harbour and New Cut assets, derived from the Harbour and New Cut asset condition assessment work, carried out in 2019-2020.</li> <li>Recommend Capital funding of <b>£2.50m</b> over the next two years;               <ol style="list-style-type: none"> <li>£1.0m to replace footbridge structure at Underfall Yard Sluices (Asset No NCN03a).</li> <li>£500k to undertake immediate monitoring of all identified critical structures within the next two years.</li> <li>£1.0m to undertake further structural and geotechnical investigations within the next two years.</li> </ol> </li> <li>To note that this is just the first tranche in the “Asset Condition overview” investigation process for the whole of the Floating Harbour and the New Cut River and that further continuing detailed investigations and financial costings will need to be undertaken to provide a more exact and clearer overall asset condition risk register position, both to enable a more accurate and complete Risk Register in terms of Health and Safety compliance, as well as identify future financial risks and commitments.</li> </ol>		
<b>Evidence Based:</b>		
<u>Executive Summary of Findings</u>		
<ol style="list-style-type: none"> <li>From the floating harbour and river asset condition survey undertaken in 2019/20 there are <b>194</b> retaining wall assets identified within the Harbour and New Cut waterways. This paper focuses only on <b>11</b> highest priority retaining wall assets of 68 retaining walls assets that were found to be in a critical or serious structural condition. See Appendix B.</li> <li>Any failure of the identified 11 No. Harbour retaining wall assets (in the event of a failure), would result in potential loss of life or serious injury, major flooding, adjacent property damage and immediate closure of the strategic highway network in the vicinity of failure with knock on Citywide traffic congestion, and resultant financial, environmental and reputational damage to the Council and the local economy and South West region.</li> <li><b>Appendix A</b> sets out the overall findings of the full Harbour asset study and <b>Appendix B</b> for the 11 no. identified critical transport assets together with structural estimates to stabilise the assets.</li> </ol>		
<u>Proposed Recommended Action Plan Timeline Plan and Programme</u>		
<ol style="list-style-type: none"> <li>Early initial estimate capital requirement for the next 5 years to repair/replace <b>11 No.</b> highest priority assets is assessed at being <b>£14.35m</b> (includes additional 40% contingency). Substantiation of this <b>£14.35m</b> estimate are contained within Appendix B of this paper. This estimate is to be heavily caveated due to the further need for structural/geotechnical investigations carried out before designs can be undertaken to inform detailed stabilisation.</li> <li>The immediate need is for £2.5m to carry out certain works, monitoring and investigation, detailed below.</li> <li>Asset <b>NCN03a</b> requires immediate replacement of this steel Girder beam footbridge supporting the Chocolate Path and associated PROW, this is to be done concurrently with Cumberland Road Stabilisation Contract, but must be designed and procured as a matter of urgency. BCC will not be able to reopen the Chocolate path following the Cumberland Road works due to the severity of the corrosion on this bridge. This work now requires <b>£1.0m</b> capital funding in 2021/2022.</li> </ol>		

7. Probable resultant Failure of this steel girder (**NCN03a**), will potentially result in extensive damage to Underfall Sluice Outfall resulting in a flooding event or possibly the loss of the Floating Harbour, due to water loss into the New Cut river.
8. All retaining walls except for (NCN03a) above, require immediate baseline monitoring regimes to be installed to establish current location position/condition, prior to ongoing systemic regular monitoring observations and measurement. This cost is estimated to be in the region of **£500K**. This monitoring regime should be put in place and commenced immediately in 2021, or as soon as funding is made available.
9. The remaining **£1.0m** will be used to overall to determine a coherent and detailed Action Timeline Plan within the next five years. To achieve this it would be necessary to undertake further detailed structural investigations and geotechnical assessments to determine the overall extent of full corporate strategic risk and the assessed priority of intervention and the extent thereof.
10. It is expected that the proposed £500k monitoring regime(s) and the findings of the detailed investigations will, during the first two years enable a more accurate forecast of the necessary capital funding that will be required to address the 11 No assets referred to (**and which will be subject to a further report to Cabinet for approval of funding**).
11. Of the previously estimated **£14.35m** (Refer to Appendix B), It is currently being suggested that the remaining recommended **£11.85m** (£14.35m - £2.50m), would be required to be further profiled through the remaining following 3 years, subject to investigation outcomes for the critical structures identified in this Report.
12. It should be noted however, that the £11.85m will only deal with the clearly identified 11 No. critical strategically identified Harbour and New Cut assets, and will not deal with the full extent of Harbour assets clearly continuing to remain at risk
13. There still remain the 57 No. additional retaining wall assets which the Survey identifies as needing further structural consideration, due to their critical condition and which may have a major City-wide impact on transportation in the event of structural failure. A further detailed comprehensive report is to be prepared within the next 6 months which will outline the criticality of these remaining 57 No. retaining wall structures in conjunction with the wider overall highways structures pressures.

#### **Cabinet Member / Officer Recommendations:**

##### **That Cabinet:**

1. Approve the allocation of £2.5m from the Capital Programme to address the following
  - (a) £1.0m to replace footbridge structure at Underfall Yard Sluices ;
  - (b) £500k to undertake immediate monitoring of all identified critical structures within the next two years; and
  - (c) £1.0m to undertake further structural and geotechnical investigations within the next two years.
2. Authorise the Executive Director Growth and Regeneration (in consultation with the Cabinet Member for Transport and Energy) to take all steps required to procure and commission contractors to undertake the necessary services / works.

#### **Corporate Strategy alignment:**

Both the floating Harbour and the New cut support the Adopted Highway in all the 194 locations identified, BCC, as the Local Highways Authority, has a statutory duty to maintain and keep in use and open for the public. The overall Corporate strategy alignment of this project would be fulfilment of some of the corporate strategic themes with regard to Wellbeing, well connected and business as usual.

#### **City Benefits:**

Stabilisation of all these critical identified 11 highway structures will ensure the overall safety of these strategic assets, meeting the Council's overall statutory duty, obligations. It would also address the concerns of Corporate Council Insurers, in regard to providing related corporate insurance cover for the operational aspect of the City Docks. It will reduce the risk of asset failure, which could affect the operation of the surrounding highway network, including Metrobus. It will reduce risk of any potential financial claims from owners of vessels in the Floating Harbour, who require constant notifiable maritime access in accordance with the legalisation. It will reduce risk of increased repair costs and operational costs due to any additional mitigation measures, should there be significant delay in undertaking the urgent asset stabilisation work. Significant investment in stabilising these identified failing assets will produce overall future operational savings and performance reliability.

#### **Consultation Details, including External Stakeholder Consultation**

The Cabinet Member for Transport, executive Director and Ward councillors will be briefed on the proposed additional costs to this Capital project.

The Harbourmaster will be consulted and involved in the scheme developments.

The Environment Agency (EA) will require details of the proposed activities, as the proposed works are next to a main watercourse and will require the appropriate Consents from the EA.

The Marine and Maritime Organisation (MMO) will be consulted on this project as they license, regulate and plan marine activities in the seas around England to ensure that this project proposal is carried out in a sustainable way.

Local neighbouring Interest groups such as FRANC, will be kept informed of Project and planned works

#### **Background Documents:**

'BCC Harbour Condition Surveys Serious & Critical Asset Prioritisation report' as the background paper for the Floating Harbour and New Cut River – Condition Assessment Survey Report. Can be found using Link below: <https://bristolcouncil.sharepoint.com/sites/Harbourassetconditionassess>

Revenue Cost	NA	Source of Revenue Funding	NA
<b>Floating Harbour and New Cut River Capital Cost</b>	£2.50m of the approved capital program		The scheme is funded by prudential borrowing under the Approved Capital Programme
One off cost <input checked="" type="checkbox"/> Ongoing cost <input type="checkbox"/>		Saving Proposal <input type="checkbox"/> Income generation proposal <input type="checkbox"/>	

**Required information to be completed by Financial/Legal/ICT/ HR partners:**

**Finance Advice:**

This report seeks to allocate £2.5m funding to high priority repairs of harbour assets. The total estimated pressure is £14.35m, including 40% contingency. The 5 year capital programme for 21/22 includes £10m capital for Essential Highways and Harbour Infrastructure, phased over 21/22 to 22/23. The Highways team have reviewed this available funding and allocated £2.5m to the harbours pressures identified in this report.

The £2.5m costs that are identified are stand-alone projects and will not contractually commit BCC to further spend. The further capital funding for the full identified pressures will need to be secured in 21/22. The surveys commissioned as part of the £2.5m spend will inform the estimates of required urgency and profiling of any further required spend.

**Finance Business Partner:** George Palmer, Finance Business Partner,

**Date:** 24/02/21

**2. Legal Advice:**

The commissioning/procurement of all services and works contracts required to implement the proposed bridge repairs and the monitoring and investigation arrangements, will need to comply with the Public Contracts Regulations 2015 (so far as applicable) and the Councils own procurement rules. Authority is also sought to for the Executive Director proceed with the necessary procurements without further reference to Cabinet notwithstanding that contract values may exceed the key decision threshold.

**Legal Team Leader:** Eric Andrews, Team Leader,

**Date:** 03/02/21

**3. Implications on ICT:** There is no ICT Implications evident

**ICT Team Leader:** Simon Oliver, Director Digital Transformation:

**Date:** 03/02/21

**4. HR Advice:** There is no HR implications evident

**HR Partner:** Celia Williams, HR Business Partner

**Date:** 05/02/21

<b>EDM Sign-off</b>	Stephen Peacock	3 <sup>rd</sup> Feb 2021
<b>Cabinet Member sign-off</b>	Cllr Dudd	8 <sup>th</sup> Feb 2021
<b>For Key Decisions - Mayor's Office sign-off</b>	Mayors Office	8 <sup>th</sup> Feb 2021

<b>Appendix A – Full Main Harbour Asset Condition Survey of all 164 identified structures</b>	<b>YES</b>
<b>Appendix B – 11 No. Priority identified structures with appropriate draft cost estimates</b>	<b>YES</b>
<b>Appendix C – Summary of any engagement with scrutiny</b>	<b>NO</b>
<b>Appendix D – Updated QRA Risk assessment</b>	<b>NO</b>

<b>Appendix E – Equalities screening / impact assessment and Checklist of proposal</b>	<b>NO</b>
<b>Appendix F – Eco-impact screening/ impact assessment of proposal</b>	<b>NO</b>
<b>Appendix G – Financial Advice</b>	<b>NO</b>
<b>Appendix H – Legal Advice</b>	<b>NO</b>
<b>Appendix J – Exempt Information – Commercially Sensitive Information</b>	<b>NO</b>
<b>Appendix – HR advice</b>	<b>NO</b>
<b>Appendix K – ICT</b>	<b>NO</b>