

Decision Pathway Report



PURPOSE: Key decision

MEETING: Cabinet

DATE: 10 May 2022

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| TITLE | Gaol Ferry Footbridge Full closure for complete Bridge Refurbishment commencing in early June 2022 | | |
| Ward(s) | Southville and Central | | |
| Author: Chris Dooley | Job title: Bridges and Highway Structures Team Manager | | |
| Cabinet lead: Cllr Donald Alexander, Cabinet Member for Transport | Executive Director lead: Stephen Peacock, Executive Director: Growth and Regeneration | | |
| Proposal origin: BCC Staff | | | |
| Decision maker: Cabinet Member | | | |
| Decision forum: Cabinet | | | |
| Purpose of Report: | | | |
| <ol style="list-style-type: none"> 1. To inform Cabinet of the proposed June 2022 commencement date and the estimated 6 to 9 month duration of Bridge closure to undertake works. 2. To seek approval from Cabinet for the estimated Capital expenditure for Funding up to an estimated One Million pounds to fully execute these urgent critical safety critical works. | | | |
| Evidence Base | | | |
| Introduction | | | |
| <ol style="list-style-type: none"> 1. Gaol ferry footbridge was constructed in 1935 (87 years old) by David Rowell Construction, London based firm and replaced the old Gaol ferry boat crossing from slipways at this location. 2. The bridge has an overall cumulative span of 9.90m (South), main span 38.40m and 8.80m (North), totalling 57.10m overall, with the width between parapets being 3.04m inner and 3.96 outer. The bridge main span is supported on slender masonry piers with further steel support towers of lattice girder construction with outreached suspension cables to parapet midspan and cable fixed at anchorages points on North and South banks. (Refer to Appendix 1). 3. The footbridge is a lightweight steel stranded cable suspension bridge supported on two independent masonry tower piers set within the New Cut river. The steel parapets are of lattice steel girder construction and the lightweight deck is constructed of steel supporting cross members with diagonal deck bracing. The surfacing boards are of now of lightweight GRP construction material fixed to longitudinal timber bearers secured to longitudinal steel beams. Original decking was timber planking and then subsequently changed to resin encapsulated boarding to the now to the existing installed GRP boarding. The decking to this bridge has been replaced on numerous occasions, last being in 2016 to lightweight GRP boarding. (Refer to Appendix 1). | | | |
| Overall Background | | | |
| <ol style="list-style-type: none"> 4. As this is such an extremely well-used footbridge and is comparatively of a lightweight lattice steel construction, this structure has been subject to a high degree of general overall condition depreciation that would normally have been expected, of this structure type and construction. 5. The bridge is now in a very poor structural condition and requires a full closure to replace structural steel cross members and diagonal cross bracing to also fully replace all timber bearers and also many localised steel lattice works repairs, (See Appendix 2). | | | |
| Impact to the General Public during programmed works | | | |
| <ol style="list-style-type: none"> 6. In the past BCC have managed to partially close the bridge longitudinally and keep the bridge partially open, but this also lead to numerous conflicts between cyclists and pedestrians. The extensive structural works now required will require a full closure of bridge as some structural cross members will need full replacement or | | | |

extensive repair. The proposed diversion route is via Bedminster Road Bridge and Bathurst Bridge is now shown on (Appendix 2). Options to install a temporary bridge have been considered and set aside as the cost and engineering complexity negate this being a viable option. To undertake this option, we would need to build bespoke abutments either side thus closing Cumberland Road and Coronation Rd and more than double the cost of the project. Therefore this option is not viable. Piling in both the carriageways of Coronation Road and Cumberland Road, Service diversion to facilitate this and also ground investigations for the design of any piling design solution.

7. A floating pontoon was also considered, but again this would not be a viable option due to the tidal range of the river within the New Cut and Health and Safety issues.
8. It is fully recognised and acknowledged that the proposed closure of Gaol Ferry Footbridge to undertake these urgent structural works will impact negatively on the wider local community and also local businesses. The BCC Project Management Team will therefore undertake very close and continuing communications with all parties to keep all stakeholders, local businesses and residents informed in advance of these works and also to update all parties on progress and to deal with any reasonable requests to try to mitigate for the disruption caused by these proposed works. The proposed footway diversion route, which is all at grade will be improved in terms of accessibility and well signed and advance on the route itself and this will be regularly checked and monitored during the course of these works.

New Cut Bridges – Programme of Improvements and Refurbishments 5 Year Programme

9. It must also be understood that Gaol Ferry Footbridge is the first bridge on the New Cut River corridor to now be dealt with in terms of targeted priority structural Works and that there is now a wider ongoing 5 year targeted improvement programme to refurbish the identified bridges and areas of river walls on and over the New Cut River, which will mean further resultant disruption to the Network, but this overall planned programme will ultimately improve the New Cut Bridges overall Asset condition and that this will ultimately guarantee improved benefits in keeping the existing Network fully fit for purpose and to deliver the full outcomes of the Mayor’s Office. The New Cut river spanning bridges that have now been identified for improvements and refurbishments in this programme are as follows:

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| • Bath New Bridge | Joint Repairs and Resurfacing. |
| • Bath New Bridge | Joint Repairs, Resurfacing and Parapet Strengthening. |
| • Langton Street Footbridge (Banana Bridge) | Full Refurbishment and Repainting. |
| • Bedminster New Bridge | Joint Repairs, Resurfacing and full repainting. |
| • Bedminster Old Bridge | Full Refurbishment and Repainting. |
| • Vauxhall Footbridge | Full Refurbishment and Repainting. |

10. Whilst the actual works to Gaol Ferry footbridge will not be commencing on site until June 2022, work has already commenced in relation to an appropriate communication plan and Advance notifications to be put in the public realm to help develop the narrative regarding these works and also to mitigate the disruption’s as is reasonably possible.
11. The future Capital funding required for the wider bigger picture in relation to the New Cut River Bridges and river Wall corridor will ultimately be programmed and planned using the normally funding streams through WECA and also the CRSTS Funding route for bid submissions.

Project Progress to Date

12. Traffic count census and survey journey investigations were undertaken in late January 2022 by our Engagement and Active Travel colleagues in order to determine the general split, numbers and various modes of transport of the footbridge users, different journey types, times, commencing journey location, frequency and reasons for commute, all to enable BCC to determine and quantify the full negative impact of the closure of this footbridge. This was also to inform Network Management and the overall Project team of the most appropriate diversion route and the required advance warning signage also identify other alternative available diversion routes. This information will also help to inform the Council on the overall impact of this bridge closure and to further reasonably mitigate this in order to begin early comms to the general public and all relevant Stakeholders of this forthcoming bridge closure. A graphical representation of these survey’s findings “Heat Map” are also shown in Appendix 2.

Project Expenditure

13. Currently the estimated cost for the full refurbishment of this bridge along with associated Network Management diversion route(s) signage measures and other mitigation and PR notifications is estimated overall to be up to £1,000,000.00, This will be clarified once old decking is removed and full condition inspected, and a more accurate figure can be calculated.

Cabinet Member / Officer Recommendations:**That Cabinet:**

1. Approve to the full closure of Gaol Ferry Footbridge to undertake structural and safety works from June 2022 and the associated mitigation and measures as outlined in this report.
2. Authorise the Executive Director, Growth and Regeneration in consultation with the cabinet member for transport to take all steps necessary to procure and award contracts (including any over £500K), up to the cost of £1.0 million on the refurbishment of Gaol Ferry Footbridge subject to confirmation of funding as outlined in this report.

Corporate Strategy alignment:

The corporate strategy objectives of this specific project would be fulfilment of some of the corporate strategic themes with regard to Wellbeing, Well Connected and business as usual and specifically to:

Plan, prioritise and begin a refreshed and long-term (25-year+) programme of maintenance, repair and renewal of the city's infrastructure, such as roads and bridges. This will help make sure that the city is safer, more climate-resilient, nature-friendly and able to grow its economy in an inclusive and sustainable way."

The scheme will also fulfil the Councils main statutory duties, as the Local Highway Authority and ensure the long term benefit of sustainable transport modes using the bridge into the future.

City Benefits:

Maintaining our highway assets is not only essential to meet our statutory obligations as a local authority but also to achieve our corporate goals. Improving the condition of our bridges, roads and footways will ensure we are a well-connected city linking people with jobs and services through well maintained and high quality transport connections. A well maintained highway assets will also encourage our residents to walk and cycle more which will improve wellbeing, help us meet our climate change obligations and reduce our carbon footprint. Our Corporate Strategy explicitly mentions a need for the council to focus on 'planned long-term outcomes not short-term fixes, prioritising early intervention and prevention.' By improving and maintaining our highway assets now we will increase the resilience of our transport network, encourage sustainable modal use, reduce disruption and potential elevated costs in the future through a well-planned programme of early interventions.

Consultation Details:

The Cabinet Member for Transport, Executive Director for (G&R) and Ward councillors will be fully briefed.

The EA may require details of the proposed work activities and may require to the appropriate Consents.

Household Frontage's, Sustrans, local businesses and other local interest groups such as FRANC will be informed of the works and the proposed traffic management diversion routes that affects the local network, peds and cyclists.

Background Documents: Corporate Strategy

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| Revenue Cost | £ | Source of Revenue Funding | |
| Capital Cost | £500K to 1 million | Source of Capital Funding | CRSTS Challenge Funds |
| One off cost <input type="checkbox"/> | Ongoing cost <input checked="" type="checkbox"/> | Saving Proposal <input type="checkbox"/> | Income generation proposal <input type="checkbox"/> |

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| Capital Cost | Funding initially from P13498 – 1012 then seek CRSTS funding | Source of Revenue Funding | CAPITAL & CRSTS Fund |
| | Use £500K to commence works in June 2022, once full extent of the works is then known, the additional Capital funding will then be sought and sourced through CRSTS funding Streams. | | It is proposed that we use existing budget to start and implement the project, to seek funding already proposed and agreed with WECA to complete scheme once the CRSTS funding has been secured from DFT. Thus |

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| | <p>Funding</p> <p>There is already £500k secured for New Cut bridges in the current highway's capital budget. The funding has cabinet approval and was established to fund design and structural assessments to progress larger works. Funding has been secured subject to DFT approval in CRSTS maintenance challenge fund for all New cut bridges. Access to the CRSTS funding is required to complete the project. It is proposed that we use existing budget to start and implement the project</p> | | replacing the budget and using the fund to then start the next New cut Bridge. |
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One off cost Ongoing cost Saving Proposal Income generation proposal

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

1. Finance Advice:

The report is requesting approval to spend and fund up to £1m of urgent safety capital works on Gaol Ferry footbridge. This is the first bridge on a planned five-year programme of targeted improvements and refurbishment of bridges along the New Cut river corridor.

The initial estimated cost of the works is £1m, funding will be made up from £0.5m in the capital programme identified for New Cut Pedestrian Bridges, which will involve an initial investigation to assess the full extent of the work needed. Once this known, the balance will be funded from City Region Sustainable Transport Settlement (CRSTS): Integrated Transport Block (ITB) and maintenance funds of which there is £8.772m proposed for the next five years to 2026/27. Like all major capital projects, there is the risk that the initial work identifies issues that result in higher costs than estimated, which will reduce the funds available for other maintenance and general transport works needed. Comprehensive project planning is required to ensure procurement, cost and time management of the capital programme remains on schedule, as any potential increases would need to be found from funding within the Highways capital programme.

Finance Business Partner: Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration – 25 April 2022

2. Legal Advice: To secure the closure of Goal Ferry footbridge it will be necessary to make a temporary traffic regulation order under the Road Traffic Regulation Act 1984 and this can be in place for up to 18 months while the necessary works to the footbridge are undertaken. The procurement process must be conducted in line with the 2015 Procurement Regulations and the Councils own procurement rules. Legal services will advise and assist officers with regard to the conduct of the procurement process and the resulting contractual arrangements

Legal Team Leader: Joanne Mansfield, Team Leader, 8 April 2022

3. IT Team Leader: I can see no implications on IT in regards to this activity

IT Team Leader: Gavin Arbuckle, Head of Service Improvement and Performance, 13 April 2022

4. HR Advice: There is no HR implications evident

HR Partner: Celia Williams, HR Business Partner, 6 April 2022

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| EDM Sign-off | Stephen Peacock, Executive Director Growth and Regeneration | 30 March 2022 |
| Cabinet Member sign-off | Cllr Donald Alexander, Cabinet Member for Transport | 7 April 2022 |
| Mayor's Office | Mayor's Office | 11 April 2022 |

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| Appendix A – Further essential background / detail on the proposal Refer to Appendix 1 and 2 for views and condition of structure, location plan and proposed diversion route and Traffic Census Heat Map Results | YES |
| Appendix B – Details of consultation carried out - internal and external | NO |
| Appendix C – Summary of any engagement with scrutiny | NO |
| Appendix D – Risk assessment | NO |
| Appendix E – Equalities screening / impact assessment of proposal | YES |
| Appendix F – Eco-impact screening/ impact assessment of proposal | YES |
| Appendix G – Financial Advice | NO |
| Appendix H – Legal Advice | NO |
| Appendix I – Exempt Information | No |
| Appendix J – HR advice | NO |
| Appendix K – ICT | NO |
| Appendix L – Procurement | NO |