

Equality Impact Assessment [version 2.9]



Title: Refurbishment Works to Existing “New Cut River” Bridges, and Future Feasibility Studies to Manage Other Assets	
<input type="checkbox"/> Policy <input checked="" type="checkbox"/> Strategy <input type="checkbox"/> Function <input checked="" type="checkbox"/> Service <input type="checkbox"/> Other [please state]	<input checked="" type="checkbox"/> New <input type="checkbox"/> Already exists / review <input type="checkbox"/> Changing
Directorate: Growth and Regeneration	Lead Officer name: Chris Dooley
Service Area: Highways and Transportation	Lead Officer role: Structures Manager

Step 1: What do we want to do?

The purpose of an Equality Impact Assessment is to assist decision makers in understanding the impact of proposals as part of their duties under the Equality Act 2010. Detailed guidance to support completion can be found here [Equality Impact Assessments \(EqIA\) \(sharepoint.com\)](#).

This assessment should be started at the beginning of the process by someone with a good knowledge of the proposal and service area, and sufficient influence over the proposal. It is good practice to take a team approach to completing the equality impact assessment. Please contact the [Equality and Inclusion Team](#) early for advice and feedback.

1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Describe who it is aimed at and the intended aims / outcomes. Where known also summarise the key actions you plan to undertake. Please use plain English, avoiding jargon and acronyms. Equality Impact Assessments are viewed by a wide range of people including decision-makers and the wider public.

Evidence Based:

Ongoing statutory Bridge Inspections as well as the recent overall Harbour Asset Study has now identified serious areas of condition concern regarding the following Structures River Road and Pedestrian overbridges along the New Cut in Bristol. These inspections were done by BCC Inspectors, external procured Specialist Inspection and Testing Consultancies as well as using other technological tools such a Drone and GIS techniques. These Bridges have been identified from West to East along the flow route of the old excavated navigable tidal river channel route now known as the “New Cut” river as described follows:

- Vauxhall Footbridge (57137)
- Gaol Ferry Footbridge (57153)
- Bedminster New Bridge (57067)* Twin Bridges used in a roundabout configuration
- Langton Street Footbridge (57151)
- Bath New Bridge (57069)* Twin Bridges used in a roundabout configuration
- Sparke Evans Footbridge (67106)

Work has already commenced on Gaol Ferry Footbridge in August 2022 and these works are due to be completed hopefully in September 2023. Capital costs are forecasted to be approximately £1.50m. The funding was previously approved in cabinet report in May 2022.

Work is now programmed to commence on Sparke Evans Footbridge in early May 2023, and these works are forecasted to be in the region of £1.50m - £2.0m. Again, this bridge will be fully closed to the public and a full condition assessment and then a full refurbishment will be undertaken by Framework Contractors.

The proposal is to spend the CRSTS Capital funding, using the following Asset Management and Risk Management prioritised maintenance approach:

- | | |
|---|---------------|
| • Gaol Ferry Footbridge (already commenced on site). | £1.50m |
| • Sparke Evan Footbridge (due to commence in 2023). | £2.0m |
| • New Brislington Bridge (feasibility Studies). | £0.50m |
| • Saint Phillips Causeway (feasibility Studies). | £0.50m |
| • Remaining New Cut Bridges - Banana bridge, Vauxhall Bridge, Bedminster New Bridge, Bath New Bridge. | |
| • (Full Refurbishment Works over 4 years). | £11.5m |

There is also a requirement to do further condition assessment, work prioritisation and costing proposals for two major assets other than the eight New Cut bridges identified in the Paper.

These additional strategically important structural assets are as follows:

- Saint Phillips Causeway (67033 - Spine Road): This is a 1km long elevated Viaduct structure which a recent Principal Inspection has identified now needs a major structural refurbishment and it is proposed to spend half a million pounds (£0.5m) in doing further feasibility studies, costings and a detailed design package to allow the Authority to fully prioritise the works required and procure these works out to external market and ultimate execution of these strategic maintenance works on site.
- New Brislington Bridge (67103): The bridge is in very poor condition with significant major concrete defects. The vertical bridge hangers are also at risk from vehicle impact due to their slender nature and lack of Vehicle Restraint System (VRS) protection. In the short term in order to provide a short-term solution to be identified and implemented:
 - a) Install temporary VRS to protect the hangers as a matter of urgency, this is due to commence in March 2023.
 - b) Place the bridge under a full monitoring regime in accordance with CS470, (Adopted Monitoring Protocol).

The outcome of the two feasibility studies for the above assets, is to enable the authority to progress significant refurbishment or replace, in relation to New Brislington Bridge, in future bids to the Department of Transport (DfE). This EqIA is to progress to the enabling and investigation stages at which stage when decisions are being made further EqIA will be submitted.

1.2 Who will the proposal have the potential to affect?

<input checked="" type="checkbox"/> Bristol City Council workforce	<input checked="" type="checkbox"/> Service users	<input checked="" type="checkbox"/> The wider community
<input type="checkbox"/> Commissioned services	<input checked="" type="checkbox"/> City partners / Stakeholder organisations	

Additional comments: All as this is a statutory duty which currently is not being done properly, due to lack of staff resources.

1.3 Will the proposal have an equality impact?

Could the proposal affect access levels of representation or participation in a service, or does it have the potential to change e.g. quality of life: health, education, or standard of living etc.?

If 'No' explain why you are sure there will be no equality impact, then skip steps 2-4 and request review by Equality and Inclusion Team.

If 'Yes' complete the rest of this assessment, or if you plan to complete the assessment at a later stage please state this clearly here and request review by the Equality and Inclusion Team.

Yes **No** [please select]


We have not currently identified any Project specific overall encompassing Equality Impact from the this proposal as the current Project stage is such that each specific structure as described within the overall Project will have to have a Structure Site specific Project Equality Impact assessment undertaken, purely based on the ultimate design requirements, which have yet to be fully designed and detailed. Each specific Project would be as follows:

- | | |
|---|---------------|
| • Gaol Ferry Footbridge (Exists, already commenced on site). | £1.50m |
| • Sparke Evan Footbridge (due to commence in 2023). | £2.0m |
| • New Brislington Bridge (feasibility Studies). | £0.50m |
| • Saint Phillips Causeway (feasibility Studies). | £0.50m |
| • Remaining New Cut Bridges - Banana bridge, Vauxhall Bridge, Bedminster New Bridge, Bath New Bridge. | |
| • (Full Refurbishment Works over 4 years). | £11.5m |

As this Project is at an early Project enabling and investigation stage there is no generic overarching Project Impact Assessment as currently there are too many variables yet to be detailed and decisions made on how we are to progress.

Step 5: Review

The Equality and Inclusion Team need at least five working days to comment and feedback on your EqIA. EqIAs should only be marked as reviewed when they provide sufficient information for decision-makers on the equalities impact of the proposal. Please seek feedback and review from the Equality and Inclusion Team before requesting sign off from your Director¹.

Equality and Inclusion Team Review: <i>Reviewed by Equality and Inclusion Team</i> <i>Megan Belcher</i>	Director Sign-Off:  Director Management of Place
Date: 10 May 2023	Date: 10 May 2023

¹ Review by the Equality and Inclusion Team confirms there is sufficient analysis for decision makers to consider the likely equality impacts at this stage. This is not an endorsement or approval of the proposal.