

# Decision Pathway – Report

**PURPOSE:** [Key decision](#)

**MEETING:** [Cabinet](#)

**DATE:** 06 June 2023

<b>TITLE</b>	<b>Refurbishment Works to Existing “New Cut River” Bridges, and Future Feasibility Studies to Manage Other Assets</b>		
<b>Ward(s)</b>	Various affected: Central, Hotwells & Harbourside, Bedminster, Southville, Lawrence Hill, Brislington East and Saint Georges West		
<b>Author:</b> Chris Dooley	<b>Job title:</b> Bridges and Highway Structures Manager		
<b>Cabinet lead:</b> Mayor Rees	<b>Executive Director lead:</b> John Smith, Interim Executive Director Growth and Regeneration		
<b>Proposal origin:</b> <a href="#">BCC Staff</a>			
<b>Decision maker:</b> <a href="#">Cabinet Member</a>			
<b>Decision forum:</b> <a href="#">Cabinet</a>			
<b>Purpose of Report:</b>	<ol style="list-style-type: none"> <li>To seek approval to accept and spend CRSTS funding on the existing New Cut Bridges during the next 5 years.</li> <li>To seek approval to proceed to programme, plan and procure these proposed Capital Programme of Works over the next four years, using the CRSTS Challenge Funding grant mechanism.</li> </ol>		
<b>Evidence Base:</b>	<ol style="list-style-type: none"> <li>Bristol City Council’s ongoing statutory bridge inspection regime and the recent overall Harbour Asset Study of overbridges along the New Cut have identified serious areas of concern which need repair. The condition 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 known as the “New Cut” as described follows: <ul style="list-style-type: none"> <li>Vauxhall Footbridge (57137)</li> <li>Gaol Ferry Footbridge (57153)</li> <li>Bedminster New Bridge (57067)* *Twin Bridges used in a roundabout configuration</li> <li>Langton Street (Banana), Footbridge (57151)</li> <li>Bath New Bridge (57069)* *Twin Bridges used in a roundabout configuration</li> <li>Sparke Evans Footbridge (67106)</li> </ul> </li> <li>Repair work has already commenced on Gaol Ferry Footbridge. Capital costs are forecasted to be approximately £1.50m. The funding was previously approved in a cabinet report in May 2022.</li> <li>Feasibility and inspection work has commenced on Sparke Evans Footbridge in May 2023, and these works are forecasted to be in the region of £1.50m - £2.00m. To undergo the repair works, this Footbridge will be closed to the public and a full condition assessment and then a full structural refurbishment will be undertaken by Council Framework Contractors.</li> <li>The proposal is to spend the CRSTS Capital funding, using the following Asset Management and Risk Management prioritised maintenance approach: <ul style="list-style-type: none"> <li>Gaol Ferry Footbridge (already commenced on site). <b>£1.50m</b></li> <li>Sparke Evans Footbridge (due to commence in 2023). <b>£2.0m</b></li> <li>New Brislington Bridge (feasibility Studies). <b>£0.50m</b></li> </ul> </li> </ol>		

- Saint Phillips Causeway (feasibility Studies). **£0.50m**
- Remaining New Cut Bridges – Langton Street (Banana) footbridge, Vauxhall footbridge, Bedminster New Bridge, Bath New Bridge.  
(Full Refurbishment Works over four years). **£11.50m**

5. 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 listed in above.

6. 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 (£0.50m) 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 overbridge 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) Installation of temporary VRS to protect the vertical concrete hangers, this restriction was completed in March 2023.
  - b) Place the bridge under a full monitoring regime in accordance with CS470, (Adopted Monitoring Protocol).

7. 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).

**Cabinet Member / Officer Recommendations:**

**That cabinet:**

1. Authorise the Executive Director Growth and Regeneration in consultation with the Mayor, to take all steps required to accept and spend the grant of up to £16m from the City Region Sustainable Transport Settlement (CRSTS) challenge fund grant on a capital programme of works to refurbish and repair all 6 key bridges over the cut during the next 4 years including procuring and awarding contracts which may be above the key decision threshold, in-line with the procurement routes and maximum budget envelopes and as outlined in this report.

2. Authorise the Executive Director Growth and Regeneration to take all steps required to spend the CRSTS Capital funding, using the following Asset Management and Risk Management prioritised maintenance approach:

- Gaol Ferry Footbridge (already commenced). **£1.50m**
- Sparke Evan Footbridge (due to commence in 2023). **£2.0m**
- New Brislington Bridge (Ongoing Condition and feasibility Studies). **£0.50m**
- Saint Phillips Causeway (Ongoing Condition and feasibility Studies). **£0.50m**
- Remaining New Cut Bridges: Langton Street (Banana) footbridge, Vauxhall footbridge, Bedminster New over Bridge, Bath New over Bridge.  
(Full Refurbishment Works over 4 years). **£11.50m**

3. Authorise the Executive Director Growth and Regeneration to make any amendments to the Asset Management and Risk Management prioritised maintenance approach allocations within the overall budget envelope.

**Corporate Strategy alignment:**

The corporate strategy objectives of this specific project would be fulfilment of some of the corporate strategic themes with regards to Theme 6, Transport and Connectivity and business as usual functions. The project will specifically meet the Physical infrastructure strategy 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 Council's main overall statutory duties, as Highway Authority and will benefit the local community.

**City Benefits:**

Refurbishment works, monitoring and further feasibility studies will allow these bridges to continue to operate in an effective manner, meeting the Council's statutory duty to maintain the public highway. It would also address the concerns of Corporate Council Insurers, regarding providing related corporate insurance cover for the operational performance aspect of these strategic highway bridge assets.

VRS concrete barrier installation along with further monitoring and feasibility studies, will reduce the impact and further significance of future Bridge strike impacts by HGV's on these assets. These Capital Works will also reduce risk of increased repair costs and operational costs due to attendance and additional mitigation measures, should there be significant delay in undertaking refurbishment work. Significant investment in updating the operational aspects of the bridge will produce overall future savings and performance reliability, as well as a reduction in staff resources currently needed in engaging in specialist inspection and further reactive short-term measures.

**Consultation Details:**

As each Project is planned and programmed, there will be the normal full engagement with all relevant stakeholders and other local community groups to explain why these critical works are required and to update them in relation to any Project Specific issues that may impact on these stakeholders. Similarly, all transport stakeholders will be kept well informed and updated through the life of these projects, as well as ensuring the appropriate comms are published well in advance of each Project and also that all Ward Councillors and Members of Parliament are also informed and updated.

**Background Documents:**

Cabinet report 5 April 2022 [Cabinet report - City Regions Sustainable Transport Settlement CRSTS Funding 2022-2026 006.pdf \(bristol.gov.uk\)](#)

Appendix B. of this paper for copy of WECA approved Maintenance Challenge Fund Letter.

<b>Revenue Cost</b>	N/A	<b>Source of Revenue Funding</b>	
<b>Capital Cost Refurbishment Works</b>	£16m	<b>Source of Capital Funding</b>	<b>Capital Funding Bid:</b> City Region Sustainable Transport Settlement (CRSTS) Challenge Fund Grant
<b>One off cost</b> <input checked="" type="checkbox"/>	<b>Ongoing cost</b> <input checked="" type="checkbox"/>	<b>Saving Proposal</b> <input type="checkbox"/>	<b>Income generation proposal</b> <input type="checkbox"/>

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

1. The Council has been successful in obtaining Capital grant funding of up to £16m from West of England

Combined Authority (WECA). The grant is in-relation to CRSTS Maintenance Challenge Fund for work on New Cut Bridges.

2. This report is seeking approval to accept and spend the WECA Capital grant on a series of bridge projects along the New Cut route in the City.
3. The grant funding covers up to five years of capital expenditure on these projects and needs to be completed by March 2027. Table 1 outlines the profile of the grant funding:
4. Table 1:

Financial year	Maximum Grant
2022/23	£1,500,000
2023/24	£3,500,000
2024/25	£3,500,000
2025/26	£3,500,000
2026/27	£4,000,000

5. Cabinet in May 2022 approved £1.50m of the £16.00m to be spent on Gaol Ferry Footbridge, and work has since commenced on that. As part of this approval, work will commence on Sparke Evan Footbridge, expecting to use £2.00m of the grant funding.
6. Table 2 overleaf how a breakdown of the spending plan for the £16.00m CRSTS funding that Cabinet is asked to approve:

Project Site	Design Costs	Project Management Costs	Construction Costs & Contingency	Project Total Expenditure	Level of Risk
Gaol Ferry Footbridge	£40,000	£130,000	£1,330,000	£1,500,000	Low
Sparke Evans Footbridge	£50,000	£180,000	£1,770,000	£2,000,000	Medium
New Brislington Overbridge	£350,000	£45,000	£105,000	£500,000	Medium
Saint Phillips Causeway	£350,000	£45,000	£105,000	£500,000	Low
Bath New Bridge	£37,500	£30,000	£1,800,000	£1,867,500	High
Langton St. bridge (Banana Bridge)	£150,000	£55,000	£3,150,000	£3,355,000	High
Bedminster New Bridge	£37,500	£30,000	£1,800,000	£1,867,500	High
Vauxhall Bridge	£150,000	£60,000	£4,200,000	£4,410,000	High
<b>Full Total</b>	<b>£1,165,000</b>	<b>£575,000</b>	<b>£14,260,000</b>	<b>£16,000,000</b>	

Table 2:

7. It should be noted that in addition to the 6 planned New Cut bridges refurbishment, £1.00m will be spent to do further condition assessment, work prioritisation and costing proposals for two major assets, Saint Phillips Causeway and New Brislington Bridge – both assets require feasibility studies, expected to use £0.50m each of the grant funding – it is expected that this work can enable the authority to progress future bids to the Department of Transport (DfE) to refurbish these assets.
8. Further investigation needs to be undertaken to firm up the estimates. As the service develops plans and firms up the design costings for each of the Capital project works, they need to ensure the Executive Director meeting is briefed on the outcomes to ensure that the projects can still progress as assumed and that contingencies remain adequate. This is in addition to the financial reviews and discussions that are scheduled with Finance, including at all the grant claim stages of the project.
9. The Capital expenditure is fully grant funded from WECA, so should not present a financial risk or pressure on BCC.
10. 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, 11 May 2023

**2. Legal Advice:** 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 regarding the conduct of the procurement process and the resulting contractual arrangements.		
<b>Legal Team Leader:</b> Husinara Jones, Team Manager/Solicitor, 22 March 2023		
<b>3. Implications on IT:</b> I can see no implications on IT regarding this activity.		
<b>IT Team Leader:</b> Alex Simpson (Senior Solution Architect), 22 March 2023		
<b>4. HR Advice:</b> I can see no implications on HR regarding this activity.		
<b>HR Partner:</b> Celia Williams, HR Business Partner, 9 May 2023		
<b>EDM Sign-off</b>	John Smith, Interim Executive Director Growth and Regeneration	29 March 2023
<b>Cabinet Member sign-off</b>	CLlr Donald Alexander, Cabinet Member for Transport	13 April 2023
<b>For Key Decisions - Mayor's Office sign-off</b>	Mayor's Office	5 May 2023

<b>Appendix A – Further essential background / detail on the proposal</b> Location Plans of all Highway Bridges Referred to in this Paper	<b>YES</b>
<b>Appendix B – Approved Maintenance Challenge Fund Letter</b>	<b>YES</b>
<b>Appendix C – Summary of any engagement with scrutiny</b>	<b>NO</b>
<b>Appendix D – Risk assessment</b>	<b>NO</b>
<b>Appendix E – Equalities screening / impact assessment of proposal</b>	<b>YES</b>
<b>Appendix F – Eco-impact screening/ impact assessment of proposal</b>	<b>YES</b>
<b>Appendix G – Financial Advice</b>	<b>NO</b>
<b>Appendix H – Legal Advice</b>	<b>NO</b>
<b>Appendix I – Exempt Information</b>	<b>NO</b>
<b>Appendix J – HR advice</b>	<b>NO</b>
<b>Appendix K – ICT</b>	<b>NO</b>
<b>Appendix L – Procurement</b>	<b>NO</b>