

Equality Impact Assessment [version 2.9]



Title: Structural Repairs to Floating Harbour and New Cut River Walls	
<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 checked="" type="checkbox"/> Already exists / review <input type="checkbox"/> Changing
Directorate: Growth and Regeneration	Lead Officer name: Shaun Taylor
Service Area: Highways and Traffic	Lead Officer role: Highway Service 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 Base:

Main Introduction

The purpose of this overarching proposal is to deal with the ongoing extremely poor existing structural condition of the identified River retaining walls within Bristol which not only support the Adopted Public Highway, harbourside, verges, quayside but also support the infrastructure contained within, including all services, embankments and tree lined footways and cycleways along the harbourside and the "New Cut" river.

Any potential structural failure Harbour and "New Cut" retaining river wall assets, could 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 associated Citywide traffic congestion impacts, with resultant financial, environmental, and corporate/reputational damage to the Authority and the overall full local economy and Southwest region.

Previously Capital funding was approved to undertake further research and investigation into the overall number and structural condition of these river walls with indication of level risk of potential failure and loss of the above riverwall and harbour assets. Below is a detailed history and summary of the previous condition reports undertaken in 2019/20 as well as further investigations undertaken by our Strategic Partner (SP) in 2023. These have been included here to give an overall detailed background on how this project has progressed to date in its scoping and investigatory phase, which is now enabling BCC to get a much better picture of the existing level of remaining risk, the strategic risk based approach and the overall likely long-term Capital costs and programme to resolve this issue and for BCC to comply with its overarching statutory duty in the matter.

The overall objective in this Overarching EQIA to progress with the overall Cabinet approval to continue with this Project to deal with these failing assets in a controlled and risk assessed priority manner. Below is a further detailed description of the Project to date and the previous levels of Cabinet Approvals already granted and for our new proposed tranche of work to progress with this ongoing Major Capital Project.

Overleaf is the background and executive summary to give the reader the extent of research and investigation that has brought this EQUIA to this point and to gain the required approval to proceed with this project.

Executive Summary of Findings from previous Decision Pathway (DP) Report Papers on this Project

From the original Floating Harbour and river asset condition survey undertaken in 2019/20 there are **194** retaining river wall assets identified within the Floating Harbour and New Cut waterways. The second Cabinet Decision paper further focused only on **11** highest priority retaining wall asset structures of **68** river retaining walls that were found to be in a critical or serious structural condition.

Ongoing deterioration of the New Cut River Walls and potential additional structural issues and failures

The “New Cut” river was constructed between 1804 and 1809 using materials and methodologies available at that time, which were mainly masonry and using hydraulic lime mortar, and these assets have endured and performed remarkably well, considering the lack of ongoing preventative maintenance undertaken over the many decades. It is however now highly apparent that the masonry Facing River Walls are deteriorating very rapidly, with three new breaches in recent years to the south bank, just East of Vauxhall Footbridge being noted since the issue of the original (SP) Condition Report in June 2023.

Therefore, in general all these New Cut River walls support Coronation Road and Cumberland Road, which are both major strategic highway routes, so as part of the current investigation works, which our Term Maintenance Contractors have been additionally commissioned to carry out a full-length de-vegetation and provide further estimate costs for a new photogrammetry/hands-on condition survey and further investigation/assessment to determine overall condition.

Consultant Strategic Partner (Asset Condition Report on New Cut River Walls – June 2023)

The BCC overview, considered, that this Condition Report, whilst being relatively generalised regarding the subject matter and providing no direct immediate recommendations, was very much biased towards creating ongoing investigatory workstreams and further ongoing investigations, through to the ongoing recommendation of further high-tech monitoring and geotechnical investigations, for the vast bulk of the high risk structures identified. It was immediately deemed by BCC as not being of good “Engineering Value” at this time, and was not dealing with the immediate real risk to the overall road Transport Network, thereby prolonging the ongoing continuing risk without putting in place suitable timely mitigation measures.

The BCC preference route here would be to intervene now with timely suitable proportional stabilisation measures (including targeted streamlined suitable investigations), to enable an appropriate proportional reduction of immediate river wall failure risk, rather than prolonged further ongoing investigations and monitoring.

Further failure “Risk Profiling” has been undertaken by BCC, based primarily on the information within the Condition Report, but also using BCC’s own extensive experience and expertise on these matters. BCC believe that there can now be a controlled “Risk Based” acceleration of the actual Works programme with the ultimate removal of the various identified critical risks by undertaking differing structural stabilisation routes, rather than to continue to monitor/investigate as recommendations in the Report, thereby removing each targeted critical structural risk as deemed appropriate, in good and appropriate time.

This is now the preferred project delivery route and BCC are recommending this route is taken, as this will allow the Authority, having now just critically risk reprofiled 8 of the 11 critical structures, BCC is then be left with three remaining high-priority River Wall structures as listed below:

1. NCN28 Langton Street Bridge/Banana Bridge River Retaining Wall – Retains York Road
2. NCN16 The Gateway/Slipway (Adjacent to Gaol Ferry Entrance Gate) – Retains Cumberland Road
3. NCN21/23 Bedminster Bridge wingwall (Adjacent to Bedminster Old Bridge) – Retains Coronation Road

Other Options available for the BCC as to reduce or remove overall risk to the Strategic Transport Network

Summary of Possible Options

	<u>Capital Cost</u>	<u>Overall Risk Level</u>
Option 1 – Do Nothing	Zero Cost	High & unacceptable risk.
Option 2 – Do Minimum - (2023 into 2024) Over 1 Year (Per annum)	£80k	High but monitored risk.
Option 3 – Short term option – (2023 through to 2028), Over 5 years	£10.90m	High\Med controlled risk.
Option 4* – Medium Term Option – (2023 to 2028), Over 5 years	£11.00m	Med\Low Controlled risk.
Option 5 – Long term Consideration – (2023 –33), Over 10 years (Per annum)	£1.00m	Low controlled risk.

Overall Forecast Project Programme Finances

Identified Capital Funding Requirement to complete the New Cut River Walls Project - Recommended Option 4*

This (DP) Report has now identified Option 4 as the recommended option, and as noted under that option, there is now a forecast cost of **£10.90m**, which allows for the works to the three High Priority critical assets as identified in the Condition Report, and a preliminary sum for the anticipated works to the Gaol Ferry River Wall Rock Faces, along with further additional other priority 2 river facing wall structural investigations.

However, it has also now become apparent that the Underfall Sluice Bridge (originally descope from the River Walls Project), will now need to be re-introduced back into the scope of this project, as BCC Docks have been granted a **£1.80m** Grant from the Environment Agency (EA), to undertake flood defence mitigation works, which encompass this currently sub-standard structure. These works are due to commence in 2024, therefore the structural works to the Underfall Bridge will need to be rescope back in and included within the forecasted costs, with an anticipated cost of **£1.00m** (Including the full assessment, design, and construction).

Final Summary of Capital Budget now required to complete full Programme of New Cut River Wall Works

- | | |
|--|-----------------|
| • Recommended Option 4. | £10.90m* |
| • Reintroduction of Underfall Sluice footbridge bridge | £1.00m |

Total Estimated Costs at this juncture of the project

£11.90m

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 checked="" type="checkbox"/> Commissioned services	<input checked="" type="checkbox"/> City partners / Stakeholder organisations	

Additional comments:

As this overall major Project progresses, Various distinct individual sites will be prioritised and dealt with as separate Sub Projects, so in affect the potential of EQIA effect will be variable in term of programme time and extent. It is therefore proposed to undertake separate EQIA's for each sub-Project on an ongoing basis, as the overall major Project progresses.

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]

BCC have not yet identified any major overall Project specific distinct and clear Equality Impact criteria at this stage of this overall major Project as the current Project is now only at an "enabling scoping Investigatory phase", so as such at this point of progress each separate river wall structure as is described within the overall Project Reporting will have to have a site specific separate Structure sub Project EQIA undertaken, purely based on the unique site specific river wall conditions, specific design and construction requirements, which have yet to be fully understood, developed, designed and further detailed.

Currently this Project is very at an early Project enabling and investigation stage, so therefore there is no generic overarching Project Equality Impact Assessment at this present time as currently there are too many unknown "variables" yet to be detailed and Project specific decisions made on how BCC are to progress overall Main Project.

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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>	Director Sign-Off: 
Date: 9/1/2024	Date: 9 Jan 2024

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.