



Structures Fund template

This template is for local authorities proposing schemes for investment from the Structures Fund. Before completing the template, local authorities should read the [Structures Fund guidance and associated documents](#). Alongside the template, local authorities must also complete the economic toolkit for the proposed scheme.

Part 1 – Details of the Structure Being Promoted

1.1 Scheme Information

This section captures the key information on the scheme that is being proposed to the Structures Fund.

- a) Local highway authority (LHA) name: Bristol City Council
- b) Scheme / structure name and LHA bridges number: Coronation Road New Cut River Walls (New Cut Walls)
- c) Location (OS Grid Reference) of the scheme/structure (to identify location on map):
- Easting: 357979
- Northing: 172120
- d) Name of Project Manager: Jacob Pryor
- e) Email address: jacob.pryor@bristol.gov.uk
- f) Phone number: 07837 006 372
- g) What type of eligible structure would your scheme address? (select all that apply)

☐	Bridges	☐	Cutting/embankment
☐	Fly-overs	☐	Tunnels
☒	Retaining walls	☐	Local highway repairs due to landslip
☐	Culverts	☐	Local highway repairs due to collapse
☐	Other structure type (please specify): Click or tap here to enter text.		

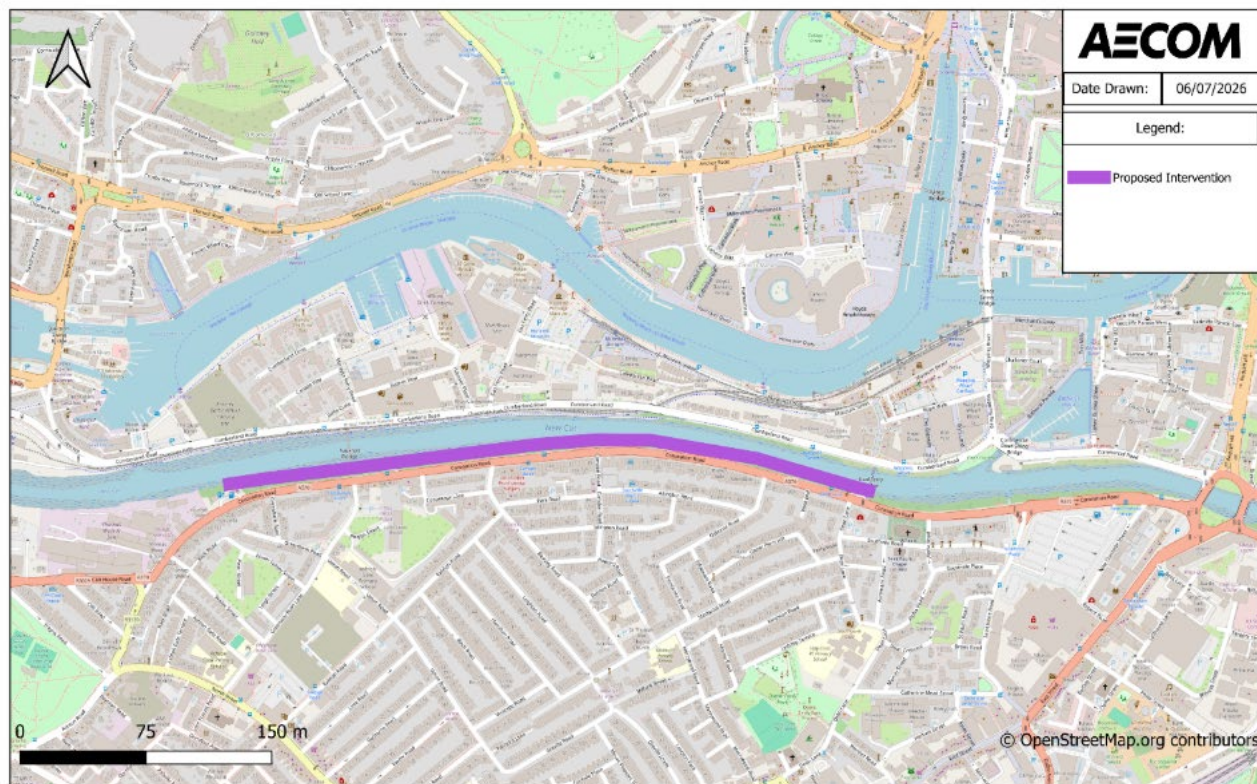
- h) Provide an overview of the structure proposed for intervention and the nature of the problem. (Maximum 250 words)

This could include, for example, the age, construction type, feature carried and feature crossed of the relevant structure and if the structure has listed heritage status.

The New Cut is a 1.5 mile artificial waterway that reroutes the River Avon around Bristol's city centre, creating its Floating Harbour. The New Cut Walls were built over 200 years ago and have been showing concerning signs of degradation and failure. A survey in 2019/2020 found ¼ of the river wall assets are in a critical or serious condition, risking the loss of adjacent roads.

This application focuses on the New Cut Walls along the A370, Coronation Road – A key A-road facilitating east-west movements along the southern bank of the River Avon. The south bank has ageing historic assets and geological concerns. The river bank consists of a rock face overlying a softer, muddy substrate. Its stability is being compromised by two main factors: tidal activity in the Avon is washing away the underlying mud and undercutting the rock face, while vegetation and tree roots are weakening the rock from above. As assets along Coronation Road have already failed in sections, an extreme weather event could lead to collapse of the south river bank and closure of Coronation Road.

The scheme will reinforce approximately 1km of bank along Coronation Road by installing a sheet-pile retaining wall between the riverbank and carriageway. This intervention would prevent a road collapse, safeguarding the critical infrastructure that underpins economic activity in the area. The map illustrates the proposed intervention. Doing nothing would risk the loss of the road into the river, causing service disruption, emergency costs, and a safety risk to transport users.



i) Provide an overview of the proposed intervention and how the works will address the problem.

This should set out the method of resolving the issue that is to be addressed.

The scheme will involve sheet piling, rock pinning and scour protection along approximately 1km of the New Cut Walls adjacent to Coronation Road. This will stabilise the south bank of the River Avon, helping to ensure the continued operation of the corridor. As a number of existing assets along Coronation Road are in a 'Poor' or 'Very Poor' condition (map above) there is a substantial risk of collapse which would result in a road closure.

Previous failures of the New Cut Walls have already caused significant disruption to nearby road infrastructure. In 2020, a section of the wall on the north bank failed, resulting in the partial collapse of Cumberland Road. This incident led to prolonged closures (from January 2020 until September

2023) and substantial emergency costs, including an additional £8.2 million approved in July 2025 on top of an existing £10.5 million repair budget. Emergency work and long-term repairs have also been required on York Road as a result of heavy rains and high tides increasing river bank erosion. Intervention was required on both sides of Langton Street Bridge (Banana Bridge). The New Cut River Walls Stabilisation Project is therefore seeking further investment to strengthen high-risk sections of this ageing infrastructure to mitigate this increasing risk.

This scheme is a preventative measure to avoid an asset failure scenario. This scheme will replace the aging infrastructure, reinforce the south bank and provide infrastructure to keep Coronation Road operational whilst also avoiding escalating emergency spending.

- j) Is any part of the relevant structure owned by a third-party (e.g. the Canal and River Trust or Network Rail)?
- No
- k) If the structure is on a diversion route for the SRN provide a clear description/commentary.
- No

1.2 Understanding the Condition of the Structure

Please set out the current condition of the structure in this section.

- a) Provide evidence that the relevant structure is in need of repair either now or by the end of the 2029/30 financial year. (Maximum 250 words)

Provide details of the process used for determining whether this structure is in need of repair and the timescale in which the repair is needed..

Mott MacDonald (2020) and Hydrock (2024) conducted qualitative assessments highlighting the state of failures (Appendix A1 and A2). The south bank of the river is characterised by a combination of rock face and mud, with evidence of undercutting to the rock and deterioration of historic assets, including missing stonework and mortar. The table below summarises the key assets identified as being in concerning condition, with Hydrock classifying several as ‘Poor’ or ‘Very Poor’, requiring intervention within three years of the report’s publication. Mott MacDonald assessed both the likelihood and consequence of asset failure.

Report	Asset ID	Likelihood of failure	Consequence of failure	Condition of feature
Hydrock	T01-04	N/A	N/A	Poor
Hydrock	T01-05	N/A	N/A	Poor
Hydrock	T01-06	N/A	N/A	Very Poor
Hydrock	V04	N/A	N/A	Very Poor
Mott MacDonald	NCS08	Medium	Medium	N/A
Mott MacDonald	NCS09	Medium	Medium	N/A
Mott MacDonald	NCS11	Medium	Medium	N/A
Mott MacDonald	NCS13	High	High	N/A

A recent Drone Survey conducted by BCC along the south bank has confirmed the continued deterioration of the asset along Coronation Road and highlighted the need for intervention - see Appendix A2 for the report of the failure. While some sections are in worse condition than other parts, the entire south bank is in need of intervention. The New Cut River Walls Stabilisation project recognises the entire New Cut requires investigation and this stretch along Coronation

Road has been prioritised for this funding opportunity, recognised in the short term and medium term as a high-risk river wall.

- b) Please indicate if the relevant structure is **currently** subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use.

No current traffic restriction along Coronation Road as a result of the assets condition.

- c) Please indicate if the relevant structure is **not currently** but **by the end of the 2029/2030 Financial Year is expected** to be subject to traffic restriction as a result of its condition.

Reference should be made to closures, weight limits, width restriction, limits on use that are anticipated.

While it is difficult to forecast traffic restrictions as a result of this asset failure, it is expected a 'do nothing' scenario of road closure is likely by the end of 2029/30. In the event of the river bank collapse, BCC will initially implement a full carriageway closure as a precautionary measure. Following a safety assessment, It may be possible for a single lane to be reopened with appropriate traffic management measures in place. This is expected to be a single lane closure with a 2-way light control. However, continued river bank destabilisation would result in a full closure which is expected by 2030.

- d) If the answer to c) above is yes, then please estimate the likelihood of this occurring: (select box that applies):

- ☐ Low confidence in restriction occurring
☐ Medium confidence in restriction occurring
☒ High confidence in restriction occurring

- e) Please indicate if the relevant structure is **currently** subject to other temporary measures to manage risk.

Reference should be made to measures such as propping, etc.

No current measures

- f) Please indicate if the relevant structure is **not currently** but **expected by the end of the 2029/2030 Financial Year** to be subject to temporary measures to manage risk.

Reference should be made to measures such as propping, etc. that is anticipated.

While the structure has no planned temporary measures to mitigate collapse (if collapse, measure would be road closure), the structure will experience enhanced monitoring as part of the risk management plan, which will require traffic management by the end of 2029/30. Should this enhanced monitoring identify any significant changes, further temporary measures may need to be put in place. Additionally, BCC has planned ground investigations along Coronation Road which will be used to inform the design of the intervention. This initial work will require temporary traffic management measures during July, August, and September 2026 and will include a single lane closure with a 2-way light control.

- g) If the answer to f) above is yes, then estimate the likelihood of this occurring:

- ☐ Low confidence in temporary measures being required
- ☐ Medium confidence in temporary measures being required
- ☒ High confidence in temporary measures being required

h) If available and applicable, what is the current Bridge Condition Indicator score (average and critical) of the relevant structure?

BCI Crit: N/A – no Bridge Condition Indicator score. .

BCI Ave: N/A – no Bridge Condition Indicator score.

i) Which elements of the structure are negatively contributing to the BCI scores and how has this changed in the last 5 years.

Reference should be made to recent inspections and highlight the type and extent of the defects.

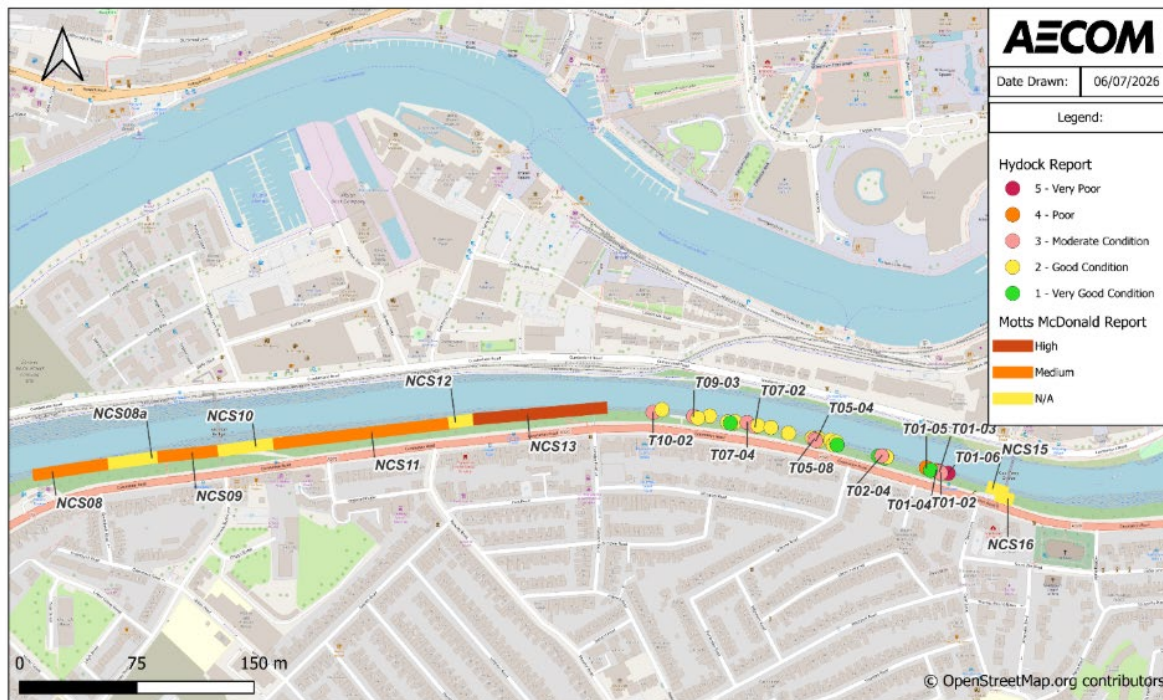
The entire stretch of the 1km New Cut Walls is in a poor condition, as sections require immediate or future intervention. While the scheme has no quantitative scoring, the two condition assessments undertaken in 2020 and 2024 indicate that several sections are in a critical condition. The map highlights the varying asset conditions along Coronation Road with the critical assets labelled with ID names. Assets that have already failed include:

NCS13 - masonry is in poor condition. Scour is affected rock outcrops which is beneath the asset. Asset has collapsed in sections and any additional collapse to the eastern section will result in Coronation Road closure.

T01-06 - the buttress has significant displacement and is missing stonework and is now providing limited structural support.

V04 is identified as 'Very Poor'. The asset includes the Malago Outfalls and is founded on mudstone which is being undercut below the invert.

There are a number of other concerning assets which can be found in the attached documents. The less critical assets, classified as 'Moderate' or 'Good' require reinspection in 3 or 5 years (from 2024) and the assets classified as 'N/A' were not considered to be at risk in the 2020 Mott MacDonald assessment; however, as the south bank has continued to age and erode, highlighted by the 2025 Drone survey, there is the case for proactive intervention to ensure stability along the entire south bank.



- j) Submit, alongside this submission template, the most recent, dated copy of the structural inspection proforma or a report summarising this.

Part 2 – Understanding the Case for Investment

2.1 Strategic Case

This section of the template captures the wider need for the scheme and how it aligns to the objectives of the Structures Fund.

- a) Provide a summary of how this scheme contributes to the Government's economic growth mission (Maximum 250 words)

Describe how the proposal will support economic growth (e.g. by creating jobs, attracting investment, improving productivity, or enabling new business activity) and set out the mechanisms through which these benefits will be delivered.

Coronation Road is a key strategic A-road carrying approximately 16,000 vehicles per day and forms part of the wider A370 corridor. The A370 is a gateway for east-west movements into Bristol city centre, with routes to Long Ashton, Nailsea, Bristol Airport, and Weston-super-Mare. It also links commuters in South Bristol (Southville, Bedminster, Knowle West) with key employment areas.

The scheme is located in proximity to Bristol's city centre, recognised as a key Growth Zone within the West of England Mayoral Combined Authority (WECA). WECA's Growth Strategy recognises the transport network as the backbone of sustainable growth as the region aims to deliver a network 'fit for the future'. There are planned developments using the A370 including Paynes Shipyard on Coronation Road (154 apartments) and the Mead Street Development located on York Road, A370, York (1,500 homes and 500 jobs).

The scheme aligns with the West of England Strategic Economic Plan 2015–2030 by maintaining the integrity of the A370 Coronation Road corridor to create the right conditions for businesses to thrive and for a resilient economy. The scheme mitigates the risk of asset failure and associated disruption, thereby maintaining journey time reliability and network resilience. This supports productivity by limiting delays and improving travel time certainty. By preventing deterioration of a key transport asset, the scheme ensures that the corridor does not become a constraint on economic activity. It therefore supports wider economic objectives by sustaining access to employment, enabling business continuity, and maintaining effective connectivity between key economic centres.

- b) Explain how the scheme supports other Government policy objectives. (Maximum 250 words)

Provide a summary of the scheme's alignment to UK Government policy objectives as represented by the remaining missions.

Severance: Gear Change (2020) highlights the priority to reduce rat-running and the goal for low traffic neighbourhoods. Without intervention, the closure of Coronation Road would result in significant disruption, with approximately 16,000 daily vehicles re-allocated through surrounding South Bristol communities, leading to increased traffic in neighbourhoods and community severance. This would undermine BCC South Bristol Liveable Neighbourhoods aiming to create safer, quieter streets.

Climate: The scheme aligns with the National Flood and Coastal Erosion Risk Management Strategy for England, which sets out practical measures to build long-term resilience to flooding by:

- a) **Creating Climate Resilient Places** – The scheme enhances the resilience of the A370 corridor to extreme weather events. Without intervention, there is a risk of road closure, undermining network reliability and adversely affecting accessibility for communities and commuters.
- b) **Today's Infrastructure for Tomorrow's Climate** - Climate change is increasing the frequency, intensity, and duration of extreme weather events, including storms, heavy rainfall, and heatwaves.

As a result, Bristol's infrastructure must adapt to a changing climate. This scheme represents a critical intervention to enhance the resilience of the road network, ensuring it remains robust and operational under future climate conditions.

Safer Streets: The UK Road Safety Strategy (2026) prioritises a safer road network. This historic asset is ageing and threatens the collapse of Coronation Road, posing a serious safety risk for road users including residents and businesses. The scheme will replace the asset, ensuring long-term stability of the highway and maintaining a safe and reliable transport network.

c) Explain why this scheme is a local priority. (Maximum 250 words)

Provide a summary of the scheme's alignment to local priorities and policies.

The Bristol Infrastructure Plan advocates an asset management strategy to improve network resilience, protect public safety, and support economic growth by maintaining reliable infrastructure. BCC faces a £250m funding shortfall and risks economic impacts should the New Cut Walls fail.

Lessons from previous projects, e.g. Cumberland Road, demonstrate the risks associated with deferred investment, which led to prolonged road closures and emergency costs. Karin Smyth highlights this risk and social impact in her letter of support (Appendix LoS). This scheme safeguards the A370, avoiding social and economic costs of emergency intervention, and supports the Council's wider asset management objectives.

West of England Joint Local Transport Plan aims to deliver a sustainable transport network but a do-nothing scenario will see the A370 closure impacting 600 daily cyclists. The A370 connects to Bedminster Bridge Roundabout and its planned realignment of active travel infrastructure, however this road closure and network failure will undermine the effectiveness of this new sustainable transport network.

The Bristol Transport Strategy seeks to deliver a resilient transport network that supports Bristol's economy. The strategy identifies congestion as a major issue that reduces the city's attractiveness as a place to live and work. Under a do-nothing scenario, asset failure and road closure will increase congestion on Bedminster Bridges, a key route into the city centre, and negatively affect Bedminster's economy, recognised as a key regeneration area (Bedminster Green Regeneration Framework). This scheme will help maintain a resilient transport network, reducing congestion and supporting consumer and investor confidence in Bristol.

d) Summarise engagement with local stakeholders, any joint-owners, levels of support for the scheme and explain any controversial elements. (Maximum 250 words).

Summarise support from relevant stakeholders such as the Local MP, Elected Members relevant combined authorities, National Highways, Network Rail, neighbouring LHAs, or important utility providers.

The project team has been engaging with a number of key stakeholders including local government representatives, WECA, National Highways, The Environment Agency (EA) and Marine Management Organisations (MMO).

BCC's Transport Engagement Team engages with local community groups such as Friends of the Avon New Cut (FrANC), a local group with an interest in the New Cut and its natural environment.

The scheme has received support from government representatives including Carla Denyer, MP for Bristol Central, and Karin Smyth, MP for Bristol South. Karin Smyth is concerned that closure of Coronation Road would result in significant impacts to her constituents' mobility and local

economy with no adequate alternative routes. All received letters of support can be found in the Appendix LoS.

The EA is a key statutory stakeholder as the works require close engagement throughout the planning, design, construction and post-construction stages. EA would review the proposal via a FRAP application to ensure the works, such as temporary works do not increase flood risk.

BCC will continue to engage with these parties and ensure their inputs are accounted for in the onward scheme development process.

- e) Provide a summary of the local approach to prioritisation of structural maintenance work.
(Maximum 250 words)

Set out any weighting, scoring or other methodology which explains why this scheme has not been subject to work prior to this point.

In 2024, BCC commenced the the New Cut River Wall Stabilisation Project - an initiative aimed at securing and reinforcing high-risk river cut walls along the New Cut of the River Avon. As the New Cut Walls is a historic asset, large sections of the structure are now in poor condition and require significant structural maintenance. The scale and extent of deterioration across the asset is considerable. To better understand and prioritise maintenance, BCC commissioned Mott MacDonald to deliver a Harbour Condition Surveys Asset Prioritisation report (2020). This report assessed both the likelihood of structural failure, the potential consequences of asset failure and any immediate or 3-year asset recommendations. This assessment enabled a risk-based approach to identifying assets in serious and critical condition.

Mott MacDonald was commissioned following a failure along the New Cut Walls near the Cumberland Basin, which resulted in disruption to the transport network and significant emergency costs. The Mott MacDonald report sought to direct attention to the most vulnerable sections of the New Cut as a preventative measure against further failures. The continued monitoring in 2024 and 2025 have highlighted the need for this scheme and evidenced its suitability for the Structures Fund. This includes a Hydrock condition assessment in 2024 and a drone survey in 2025, both of which identified ongoing deterioration and confirmed the critical condition of several assets. These findings provide clear evidence that prioritises this scheme for investment and demonstrate the suitability of these works for the Structures Fund.

- f) Provide a summary of why this scheme has been selected for this application to the Structures Fund. (Maximum 250 words)

Provide a brief summary of the specific need for this structure is advanced to the Structures Fund.

BCC recognises the need for asset maintenance through the New Cut River Walls Stabilisation project. However, these project costs exceed council funding allocations and drives the need for alternative funding options. The findings from Mott MacDonald in 2020, Hydrock in 2024, and recent monitoring of the riverbank using the drone surveys confirm the need for interventions, identifying existing failures and an increasing risk of further deterioration if no action is taken. The Structure Fund provides a funding option which allows the BCC to deliver proactive asset renewal and avoid reactive maintenance once the asset has failed which will be vastly more expensive and disruptive to the transport network, as well as protecting council funding that is allocated to maintaining other assets across the city.

As the New Cut River Walls Stabilisation Project covers a large study area, BCC undertook a workshop with contractors and consultants to identify a scheme that addresses the priority areas and can be delivered within the Structures Fund timeframe. The riverbank along Coronation Road

was selected as the priority location due to the severity of the risk and the strength of the supporting evidence.

This scheme has been put forward as BCC's secondary submission. The Cumberland Basin Complex is the primary application due to the number of local, regional and national trips and the consequence of its do-nothing scenario. This scheme continues to be a priority with over 16,000 daily trips - the continuing deterioration of the riverbank in Bristol City Centre will cause network-wide disruptions.

g) Summarise the impacts of not delivering this scheme (Maximum 250 words).

The response should consider the impact of not delivering the scheme, such as community severance, lengthy diversion routes or impacts on other infrastructure.

Without the scheme, a complete failure and closure of Coronation Road would occur, requiring significant diversions. Traffic modelling indicates average journey impacts of an additional 0.35 km and 1.96 minutes for eastbound trips, and 1.25 km and 2.59 minutes for westbound trips (Appendix B1). Traffic would be displaced onto alternative routes, causing congestion and increasing the likelihood of rat-running through residential streets. Vehicle access to properties along the affected section of Coronation Road would also be lost.

The closure could have wider consequences for nearby transport and development schemes. In particular, it may affect the deliverability of the approved Bedminster Bridges Roundabout scheme, which reallocates road space to support bus and cycle infrastructure. Access to key developments, including Paynes Shipyard and Mead Street (York Road), could also be constrained by diversion routes and increased congestion.

Coronation Road is located close to the East Bedminster Regeneration Area, where there are plans to reduce private car use and encourage walking, cycling and public transport. Proposed measures such as modal filters are intended to reduce through traffic and help create a low-traffic neighbourhood. However, closure of Coronation Road could divert additional traffic onto surrounding streets, undermining these objectives, reducing the effectiveness of planned measures, and potentially threatening the success of the wider regeneration strategy.

h) If applicable, explain how the scheme helps prevent the likelihood of community severance for all transport modes and the impact that this severance would have or already has. (Maximum 250 words)

Answers should explain the impact on connecting local people to facilities, services, employment, education and local communities. The response should also summarise the extent of diversions for communities, which modes are impacted and how. Applicants may wish to use the guidance in TAG A4-4 Social Impact Appraisal.

Under a 'do nothing' scenario, continued asset failure would result in road closure and suppressed trips. The West of England Transport Model (WERTM) forecasts that general traffic would be reallocated onto a combination of B-roads and other minor roads. Appendix B1 includes traffic reallocation output maps. This reassignment of traffic to lower-capacity routes would increase congestion, extend journey times and reduce network performance across the surrounding area.

Diversions would affect communities in Southville, Bedminster and the city centre area by increasing traffic volumes on local streets that are not designed to accommodate significant through traffic or HGV movements. As a result, local amenities (such as high streets on North Street and East Street), pedestrian accessibility and road safety conditions are likely to worsen. The disruption would impact access to key services and facilities including Bridge View Medical Practice in Southville and schools within the local area will face congestion.

Ward	Number of jobs located in the ward (2024)	Population (2024)	Number of Houses (2021)	Schools (GIS)	Colleges (GIS)	Community Centre/ Social Club (GIS)
Bedminster	10,000	13,243	5,772	4	0	2
Southville	600	13,338	5,764	6	0	2

Continued failure of NC09 could also create additional disruption to Vauxhall Bridge, increasing pedestrian severance. Vauxhall Bridge has been closed since October 2023 and is currently expected to reopen in early 2027. However, further deterioration of the New Cut Walls and any road closure could exacerbate pedestrian disruption in the area and potentially delay the bridge's reopening.

In WERTM's do nothing scenario, Cumberland Road opens to allow for disrupted general traffic. Cumberland Road currently acts as a bus gate for the Metro Bus service 2 – removing this bus gate would increase passenger journey times and reducing service reliability.

- i) Summarise the volumes of traffic by mode that are impacted as a result of any community severance (Maximum 250 words).

Explain the impacts on non-motorised and motorised traffic flow. Describe how diversions may differ by mode.

The table below details the number of vehicles forecast in the model. The strategic routes the model forecasts vehicles will divert to in the New Cut Walls Not Installed scenario is shown in the Figure 3 and 4 in Appendix B1. The appendix summarise the modelled alternative routes used by vehicles that would otherwise travel on Coronation Road when it is closed. The scheme includes both the closure of Coronation Road and the opening of Cumberland Road Bus Gate to vehicles; however, the maps do not reflect the impact of vehicles unaffected by the Coronation Road closure but whose routes change due to the opening of Cumberland Road Bus Gate.

The model forecasts that, of the 11,400 eastbound vehicles forecast to be impacted in the New Cut Walls Not Installed scenario, most reallocate onto the strategic corridors of Hotwell Road, Cumberland Road, North Street, St. John's Lane, West Street, Bedminster Road and Winterstoke Road.

In the westbound direction, 8,988 vehicles travelling on Coronation Road in the New Cut Walls Installed scenario, reallocate to the nearest strategic diversions in the New Cut Walls Not Installed scenario. The forecast route changes in the westbound direction are consistent with those forecast by eastbound vehicles.

AADT		Eastbound	Westbound
New Cut Walls Installed (Do-something)	Car	8,672	7,093
	LGV	2,184	1,628
	HGV	555	267
	Total	11,410	8,988

2.2 Economic Case

This section sets out the assessment for Value for Money of the project. Applications must use the provided economic toolkit, but if alternative methods have also been used to support the economic case, this section provides the opportunity for the results to be reported.

- a) Set out the key sources for the economic benefits (e.g. journey-time savings, carbon, etc.) of the scheme. (Maximum 250 words)

Describe the main benefits the scheme is expected to deliver.

The Present Value Benefits (PVB) is summarised in the table below. The proposed scheme is forecast to generate a PVB of £272.8 million over a 60-year appraisal threshold with the main benefit coming from journey time. The scheme includes both the closure of Coronation Road and the opening of Cumberland Road; however, the benefits do not reflect the impact of vehicles unaffected by the Coronation Road closure but whose routes change due to the opening of Cumberland Road.

Benefits (£2023, Present Value)	Impact
Journey Time	£ 182,139,233.00
Vehicle Operating Costs	£ 20,340,409.00
External Impacts	
Decongestion	£ 53,910,083.00
Accidents	£ 10,047,029.00
Local Air Quality	£ 394,035.00
Noise	£ 1,153,850.00
Greenhouse Gases	£ 5,716,598.00
Indirect Taxation	£ 65,940.00
Infrastructure Carbon -	£ 931,806.00
Private Sector Capital Costs	£ -
Private Sector Operating, Maintenance and Renewal Costs	£ -
Present Value Benefits (PVB)	£ 272,835,371.00

- b) Summarise the estimate of the present value of costs and benefits (in 2023 present values, market prices) and the benefit cost ratio of the scheme from the economic toolkit.

Present Value Costs (PVC)	£	£ 44,717,825
Present Value Benefits (PVB)	£	272,835,371
Benefit to Cost Ratio (BCR)	6.1	

- c) Explain assumptions used in the economic toolkit to estimate the present value scheme costs. (Maximum 250 words)

Describe the basis of the costs input to the economic toolkit and provide justification for the risk and optimism bias values that have been used.

In accordance with TAG Unit A1-2, an optimism bias of 44% has been applied in the Structures Fund appraisal tool. A capital cost risk of 30% has been calculated and is also stated in the appraisal tool. However, only the capital cost optimism bias of 44% is included in the calculation of Present Value Costs (PVC). Operating, maintenance and renewal costs have also been calculated for the scheme. These have been included in the calculation of the PVC alongside an optimism bias of 44% for both with and without scheme costs.

Operating, Maintenance and Renewal Costs (exclusive of optimism bias)	Total 2039 to 2092
Without Scheme £ nominal prices – with inflation	£6,731,260
With Scheme £ nominal prices – with inflation	£1,162,127

A carbon assessment was undertaken inline with PAS2080 lifecycle stages. The assessment accounts for carbon during operation, scheme's embodied carbon, the emissions associated with transportation, construction, maintenance and replacement of assets over the 60-year assessment period. Given the high-level nature of the data in the calculation, a 15% uplift factor has been applied to the emissions calculated to account for uncertainties in the data. This is in line with the WICS whole life carbon assessment (WLCA) standard.

The toolkit assumes the average congestion band of the key strategic diversion routes has been applied derived from the volume over capacity ratios obtained from the WERTM modelling.

- d) Explain the sources of data and assumptions used to complete the Scheme Details section of the economic toolkit. (Maximum 250 words)

Provide details of the source of all data and associated assumptions (e.g. provenance, data checks, etc).

The Toolkit uses outputs from WERTM, a strategic transport model developed in accordance with DfT's TAG for the purpose of assessing transport schemes in the region. The model consists of a highway assignment model, public transport assignment model and variable demand model. To align with the limitations of the Economic Tool, set out in the User Guide, the highway assignment model has been used in isolation.

WERTM's 2029 forecast year has been used for this study as this is the closest year to the scheme opening year of 2030 and is the closest year to the range specified in the traffic flow year requirement of the Economic Tool.

Two scenarios were modelled. The modelling's do-nothing, 'New Cut Walls not installed', assumes closure of both lanes on Coronation from 2030. This do-nothing scenario also assumes Cumberland Road bus gate is removed with no formal signed diversion route provided. The WERTM assigns origin-destination demand to the lowest-cost path, which assumes users have full knowledge of the network conditions and associated journey times (see Appendix B1 for details of the modelling methodology).

The number of vehicles has been extracted from a 2029 forecast run of WERTM. Coronation Road has then been banned to all vehicles in both directions and another assignment run using the same demand. As the appraisal tool requires journey time and route length inputs, origin–destination data for both scenarios have been extracted and demand-weighted to better represent the overall strategic impact.

e) Describe significant non-monetised impacts of the scheme. (Maximum 250 words)

Consider any economic, environmental and social impacts that have not been monetised to fully describe the impacts of delivering the scheme.

Severance: The scheme ensures that this key A-road asset remains protected and operational, maintaining vital east–west connectivity. Without the scheme, road users would be allocated through Southville and Bedminster, increasing traffic pressures and causing community severance within these neighbourhoods.

Regeneration: The scheme is located in close proximity to the Bedminster East regeneration area. Ensuring that this route remains open is critical to supporting both existing and future residents, maintaining access to employment, services, and wider transport networks.

Investment confidence: The scheme is also situated close to North Street and East Street, two of South Bristol's key high streets. Closure of the route would have both reputational and direct economic impacts on the local economy. Should the road fail as a result of instability along the south bank, investment confidence in the area could be significantly undermined, constraining future growth, regeneration, and economic resilience.

Heritage: The New Cut Walls are a 200-year-old asset that was constructed as part of the creation of Bristol's Floating Harbour allowing ships to dock safely. The New Cut Walls are now recognised as a heritage asset, providing cultural, environmental, and recreational benefits. Local groups, including FrANC, advocate for its integration into the city's cultural landscape as it supports riverside habitats and incorporates historic features such as Bathurst Basin, contributing to Bristol's distinctive identity and heritage.

f) Where an alternative economic assessment has been undertaken to support a case for investment, please summarise the data used, the assumptions made and the results obtained (in 2023 present values, market prices). (Maximum 250 words)

Some schemes may have been subject to economic assessment to support previous cases for investment. Summarise the key details of these here, including details of the data, assumptions and results (e.g. present value of costs and benefits and benefit cost ratio).

No alternative economic assessment was undertaken.

Present Value Costs (PVC) [Click or tap here to enter text.](#)

Present Value Benefits (PVB) [Click or tap here to enter text.](#)

Benefit to Cost Ratio (BCR) [Click or tap here to enter text.](#)

To enable the assessment of the economic case, please submit the supporting information listed below to StructuresFundTAB@dft.gov.uk

- Economic Toolkit
- Any supplementary reports which support the economic case

2.3 Commercial Case

This section captures information on the commercial viability and procurement strategy for the planning and delivery of the scheme being promoted.

- a) Explain the LHA capacity and experience delivering comparable schemes. (Maximum 250 words)

Where capacity is challenging for local authorities, explain how any capacity gaps may be addressed to ensure delivery of the scheme.

The proposed scheme represents a continuation of the ongoing New Cut River Wall Stabilisation Project which BCC has been delivering for the past 4yrs. The council therefore has a team of project managers and engineers already in place, available and with experience of delivering comparable schemes. BCC are currently finalising the stabilisation of the New Cut along York Road and Cumberland Road, using CRSTS Maintenance Challenge Fund, part-funded alongside BCC capital budgets, demonstrating BCC's relevant and ongoing experience in managing this type of asset.

BCC have a working relationship with the contractor, Walters, who have been appointed through its framework to support with the delivery of the scheme. Walters have experience delivering the Cumberland Road New Cut project, demonstrating live knowledge of the River Avon and its tidal and environmental constraints. Other relevant projects they have worked on include the South Road retaining Wall refurbishment in North Somerset (retaining wall on highway, temporary works, access constraints) with additional schemes in See Appendix C1.

BCC will apply lessons learned from delivering previous schemes on the New Cut, including EA permits requirements for working on the River Avon, to ensure the efficient delivery of this project.

Where capacity gaps are identified, BCC has access to frameworks which enable the appointment of technical consultants and contractors, providing additional technical resources and expertise. BCC has developed a strong working relationship with a range of delivery partners, ensuring that additional capacity and technical skills can be mobilised efficiently to support successful project delivery.

- b) Explain the delivery plans and procurement strategy for the scheme. (Maximum 250 words).

This section should include explanation of the various stages of the scheme that are required for completion. This may include design, consents and construction processes.

Walters and AECOM have been commissioned to support this application to help prepare the scheme for delivery. The contractor has created a programme to deliver the scheme by March 2030 deadline. The programme has been designed using the contractor's technical experience as well as engagement with third party specialists. This programme, Appendix D, will be used to shape the delivery plans and procurement strategy. BCC plans to procure the construction contract through NEC Option E Lot 8: Structural and Steel Maintenance, Repairs and Reconstruction Works to Bridges & Highway Retaining Walls Structures over £500,000 of BCC's Highways Asset Management and Civils Framework 2025-2029.

The delivery programme includes pre-start activities, procurement of third parties, material supply, design, construction sequencing, and health, safety and environmental considerations.

Walters will also conduct ground investigations in Summer 2026 which will be used to inform the scheme design. As part of the scheme's feasibility study, Walters undertook an options assessment based on technical experience and supply chain partners. The preferred option is to split the corridor into distinct working sections based on asset form, ground conditions and stabilisation requirements for efficient delivery (see Appendix C1 for details).

- c) Describe the delivery risks associated to the project delivery. This should include risks which may challenge the end date for the Structures Fund.

Explain what risks have been identified and how might these be mitigated.

A risk review workshop highlighted the following delivery risks:

Proximity to Highway: The Wall Cut is in close proximity to the highway, which means that construction activities will require a lane closure to ensure safe working space. Walters engaged a third party to assess the feasibility of an eastbound lane closure.

Tidal constraint: The river Avon has a daily tidal variation of 12m between low and high tide. The tidal river directly influences the construction methodology and programme, such as gaining access to river edge, installation of sheet piles / soil nails and concrete repairs.

Existing drainage and outfalls: the location of existing outfalls may influence the alignment of sheet piles.

Environmental constraints: River Avon is an ecological corridor to a number of sensitive habitats. Previous project experience has identified ecological receptors including otters, badgers, bats, nesting birds and aquatic species. Environmental surveys will be required. This environmental consideration may affect the construction programme in relation to seasonal working restrictions and licensing requirements.

The existing programme assumes the approval and release of DfT funds in January 2027, with works completing in by March 2030, but does not include any terminal float or allowance for winter working risks. If DfT are able to confirm award of fundingn sooner than this then design tasks can be progressed (via BCC local contributions) sooner than this, derisking the programme. Alternatively, additional slack can be achieved by assuming a notional reduction in scope (say 5%).

- d) Explain whether liaison with any applicable third-party organisations present a particular risk to delivery and whether those organisations have agreed to support the scheme's delivery.
(Maximum 250 words)

In this section set out if the scheme requires support from other organisations, and the nature of any engagement undertaken to date.

BCC has commenced communication with third parties and will continue to liaise throughout the project. The Environment Agency (EA) and Marine Management Organisation (MMO) are key parties given the scheme's proximity to the River Avon as approval/ permits will be required for delivery. BCC has experience of working with these organisations through recent delivery of adjacent sections of the New Cut Walls. To mitigate approval risks, BCC will deploy the same working methods which have previously been agreed for previous sections of the New Cut (Cumberland Road, York Road). The proposed contractor Walters will assist with managing stakeholders. BCC and Walters have experience in managing stakeholders on similar infrastructure projects using a proactive approach to target communications around milestones and potential disruptions ahead of time, rather than reactively once work commences.

2.4 Financial Case

a) Provide estimated outturn costs (£million) for the scheme in the table below. The table should be completed with total costs, requested DfT investment, LHA contribution and third-party contributions. Only capital funding costs should be included in the table.

To note, the prospectus sets out that:

- schemes should be delivered by end-2029/30.
- schemes with early delivery (i.e. in 2026/27) may be prioritised.
- schemes should not be affordable from existing LA budgets.
- local contributions are required for proposed schemes.
- preference will be given to schemes with higher local contributions and/or those where there is a high percentage of local contribution.
- preference will also be given where the local contribution is:
 - not from other central government funding sources.
 - partially funded from other third-party sources.

	2026/27	2027/28	2028/29	2029/30	Total
Requested DfT investment	£	£9,585,779.28	£19,171,558.55	£19,171,558.55	£47,928,896.38
LA contribution	£	£1,000,000.00	£2,000,000.00	£2,000,000.00	£5,000,000.00
Other contribution	£	£	£	£	£
Total costs	£	£10,585,779.28	£21,171,558.55	£21,171,558.55	£52,928,896.38

b) Outline how the LHA has sought to manage this scheme from existing budgets and why that has been unsuccessful.

Explain the local approach to managing the existing DfT contribution across its highway assets and what specific challenges have meant that this structure was not repaired earlier.

BCC Bridges and Highway Structures receives an annual budget of around £800k to conduct structural maintenance across the city's asset portfolio. As noted in Question A, the estimated cost of this scheme far exceeds this allocation, making delivery through existing budgets unviable.

Funding the scheme locally would require diverting resources from safety-critical maintenance elsewhere in the asset portfolio and/or creating an unsustainable pressure on the capital programme. The Council has already used existing budgets to develop the evidence base, undertake monitoring, commission surveys and progress early design, but external funding is required to deliver the full capital intervention. This has been demonstrated by previous interventions along the New Cut, including works at York Road and Cumberland Road.

To date, BCC has adopted a proactive approach, inspecting the 1.5-mile asset and prioritising investment in the most critical sections of the New Cut where deterioration presents the greatest risk. Ongoing monitoring enables emerging defects and structural issues to be identified at an early stage, allowing interventions to be planned and delivered before conditions deteriorate further.

BCC has utilised its existing budgets to develop the evidence base and business case for intervention at Coronation Road. Structural assessments undertaken by Mott MacDonald and Hydrock, together with findings from the 2025 drone survey, have confirmed progressive deterioration and strengthened the case for investment. In response, BCC has funded the

necessary ground investigations and scheme design development through internal budgets to ensure that a deliverable solution is ready when external funding becomes available.

c) Describe the whole life costs anticipated without the proposed scheme. Explain how the proposed scheme mitigates costs from a whole life perspective. (Maximum 250 words)

Explain maintenance considerations for maintaining the structure and compare these to the scheme cost to demonstrate the financial benefit of delivering this scheme.

Previously, BCC had taken a reactive maintenance approach to the New Cut, repairing the asset once it had failed, which resulted in high emergency costs. However, lessons from Cumberland Road demonstrated this approach was more costly in the long run. SAVI analysis highlighted that while the initial cost is more, over a 30-year appraisal period the capital cost to BCC of a proactive approach is less disruptive and more financially efficient, demonstrating the financial risk of waiting until the failure occurs. A planned intervention would allow BCC to manage cost, programme and scope with a strategic vision.

However, a reactive approach to this asset could result in a similar scenario to the Cumberland Road collapse. In 2020, a section of the north bank wall failed, causing the collapse of Cumberland Road. The incident led to prolonged closures (January 2020 to September 2023) and substantial emergency costs, including an additional £8.2 million approved in July 2025 on top of the existing £10.5 million repair budget. As this scheme is located on a strategic highway section, the costs and impacts of a reactive approach are likely to be greater.

The whole life costs without the scheme would require long term closure of the A370 and require BCC to undertake extensive re-signage across the city centre road network to help minimise congestion. AECOM have estimated the cost ongoing traffic management due to the closure of Coronation to be approximately £2.84m. See Appendix E.

d) Summarise how the cost estimate for the scheme has been developed.

Set out the basis for the estimate. For example, is it based on an estimate from similar work, developed by a quantity surveyor or a contractor quotation. Describe the inflation assumptions used and the rationale for these.

BBC commissioned the contractor Walters to estimate high-level costs for scheme delivery. The cost estimates are based on engagement with third-party suppliers to reflect current market rates as well as their previous experience in this type of scheme. Walters' estimates are expected to be robust and well-informed, reflecting their recent experience working on the River Avon scheme and delivering projects for BCC. The scheme costs are presented in full in Appendix C2-3. Walters cost estimates includes the preliminaries, construction activities and an allowance for inflation (4.98%) informed by a review of historic construction inflation. The construction activities include, but are not limited to, temporary works, site access, and site clearance, sheet piling, reinforced concrete works.

e) Explain the financial risks that have been considered and factored into the estimate and what contingency is allowed for.

Explain the key risks and their impact on the cost and programme, including how these link to the overall contingency allowed for in the estimate.

The cost estimate has been developed by the proposed contractor, Walters, who have recent experience in delivering improvements to nearby sections of the New Cut Walls and have included input from third party suppliers to ensure the estimate is reflective of market prices. Because of this, known risks associated with working in a constrained marine environment and requirements for environmental mitigation have been factored into the estimate directly. Typically, BCC would apply a 40% contingency for risk factors at this early (concept design) stage of scheme

development as a conservative approach. However, a lower 30% contingency has been agreed here due to the higher level of understanding of likely risks and the early involvement of the contractor to ensure that known risks are directly accounted for in the estimate.

The 30% contingency is based on Walter's cost estimates using third-parties, outputs from risk workshop such as the scheme risk register, the known tidal and environmental risks (of which the contractor has experience working in this environment), known statutory undertaker assumptions (including Wessex Water and Bristol Water), traffic management assumptions, and current level of scheme design.

As stated in the DfT funding criteria, any costs exceeding the approved funding will be met by BCC through its own funding arrangements and governance processes.

- f) Provide details of the local and other contributions, including the relevant funding sources and the certainty of whether these contributions are available. (Maximum 250 words)

Describe the various sources of funding and their availability.

BCC will contribute to scheme costs, and the project team have received internal confirmation that it will receive funding through the Prudential Borrowing Framework in line with BCC Treasury Management Strategy.

BCC will contribute £5 million for this scheme.

2.5 Management Case

Outlines how the project will be delivered and managed effectively.

- a) Select the option which best describes the current stage of the project:

- ☐ No design, benchmarked against other schemes only
- ☐ Design concept only, no supplier yet engaged
- ☒ QS estimate / early supplier engagement, stable design

- b) What is the anticipated start date for construction for the scheme?

04/01/2027

- c) What is the anticipated end date for construction for the scheme?

28/02/2030

- d) Summarise the approach to the management of the delivery of the scheme. This should be from the current point of development to completion.

This should include the management of resources, including the supply chain, to ensure delivery and an explanation of any evidence that provides certainty of delivery within the timescale.

BCC has commissioned Walters to undertake early-stages of delivery which include a feasibility study, ground investigations (Summer 2026) and a scheme design for the intervention. A contractor will then be procured to undertake the construction. Walters have defined their key activity milestones required for the scheme in Appendix C1. On 4/01/2027, Walters will start the pre-construction phase including design development, stakeholder engagement, planning and project assurance (Appendix C1 for details of tasks). The programme allows 9 months for these activities to de-risk the construction phase which is assumed to commence 20/09/2027 and completed by 28/02/30. The programme is informed by Walters' supply chain and provides a

realistic assessment of how the scheme can be delivered. Management of the scheme is overseen by the BCC Bridges and Highway Structures team, led by Chris Dooley with a dedicated project team comprising an NEC Project Manager (Maduabuchi Ani), NEC Supervisor, Quantity Surveyor, and Assistant Engineer, providing full-time resource to manage the scheme through design, procurement, and construction. The project team will be supported by the Transport PMO and a series of monthly programme and portfolio boards that provide oversight, escalation routes, and decision-making. Progress, risks, and programme delivery will be monitored through regular meetings and monthly dashboard reporting, with a formal change control process in place for managing scope, cost, and schedule adjustments.

- e) Explain the key delivery risks and challenges and how the local authority intends to address them. Answers should also explain any financial risks and how any cost overruns will be addressed by the local authority. (Maximum 250 words)

Explain how key financial risks are being managed and mitigated. Explain how other risks are being managed (e.g. are there any points of complexity or requirements regarding planning or land ownership?).

Delivery of the scheme involves working in a constrained marine environment close to residential properties, where an extreme tidal range and unstable ground conditions restrict construction activities. However, these challenges are well understood by BCC and its contractors and, drawing on experience from previous New Cut Walls projects, proven approaches and processes will be adopted to manage risks and ensure delivery to programme and budget. A risk workshop session was undertaken to collate known risks and identify suitable mitigation, summarised in Appendix F. Key risks identified included: Risk: Delays to EA or MMO approval of permits to work near River Avon Action: Early engagement with EA and MMO. Methods proposed for New Cut Walls works will be adopted here, as these have been agreed and accepted. Risk: The New Cut Walls requires traffic management measures with a lane closure during construction. When considered alongside other planned projects, this could result in cumulative impacts on the capacity and performance of the transport network. Action: To minimise any cumulative impacts, BCC will undertake a review and modelling of planned construction works and develop a mitigation strategy – BCC has recently appointed a dedicated officer to consider the cumulative impacts and sequencing of the various transport schemes and developments. A contingency of 30% has been identified which is considered, based upon previous experience, appropriate to cover anticipated risks on this project. Should costs escalate beyond this additional funding would be secured through increasing the size of the BCC contribution via additional Prudential Borrowing.

- f) Describe the key project controls that will be employed by the local authority to ensure that schemes are delivered on time and in budget. (Maximum 250 words)

Provide details of the methods that the authority uses to ensure timely delivery within budget.

A detailed risk register has been developed by the PM with inputs from the project team including the ECI contractor. The register will be regularly reviewed and updated throughout the project lifecycle. Risks are categorised, assigned owners, and supported by defined mitigation measures. Each risk is assessed using probability and impact to generate an initial rating, with residual risk scores applied following mitigation. BCC's risk management strategy adopts a proactive and systematic approach, seeking to avoid, mitigate, transfer or accept risks as appropriate. Mitigation measures include surveys, technical investigations and early stakeholder engagement to reduce uncertainty. Risk controls are implemented through preventive, corrective, directive and detective actions, with delivery teams responsible for managing and escalating risks to the PM. For example, BCC and Walters will manage potential stakeholder risks through their stakeholder strategy which includes a Power-interest Matrix. Appropriate stakeholder engagement will ensure delays are avoided and the Scheme programme is kept on schedule.

- g) Set out if the scheme requires permission from other bodies, and how this permission can be obtained to ensure delivery.

Provide details of the permission required, the likely timescale for obtaining permission and any potential barriers to obtaining that permission.

While the structures are owned by the Council and do not require third-party consent for intervention, the complexity of the site will require the following permissions for delivery: To facilitate delivery on the highway, BCC will secure a Temporary Traffic Regulation Order (TTRO). In accordance with the relevant legislation, BCC will undertake consultation with the police, emergency services, and other key stakeholders, and will notify the public through advertisements in the local press to provide advance warning of disruption to Coronation Road. The scheme is in close proximity to the River Avon, recognised by the EA as a 'main river' and will therefore require their permission. BCC has planned early engagement with the EA in line with the Environmental Permitting Regulations, as temporary works will be required during construction, including the installation of temporary structures. BCC will also require permission from the MMO. Bristol will obtain the required MMO licence/order following the engagement approach proven on previous Wall Cut schemes.

- j) If applicable, explain how the scheme development has included consideration of climate adaptation and ensures the future resilience of the highway network (Maximum 250 words).

Describe how climate related risks (e.g., flooding, heat, extreme weather) have been assessed and incorporated into design measures to improve the long term resilience of the highway network. This may include evidence of risk assessments, adaptive design features, and how the scheme will maintain network performance under future climate conditions.

Strengthening and enhancing the walls of the New Cut are essential to ensuring Coronation Road is resilient to future climate change. As experienced elsewhere on Bristol harbourside a combination of high tides and extreme weather events can leave roads and properties exposed to flooding and land slip. Improving the walls of the New Cut would alleviate that risk for Coronation Road. The project team will use the Capital Portfolio Sustainability Framework to ensure that climate adaptation considerations are made throughout the development of the scheme. The BCC corporate strategy and sustainable policy is ENV4, Climate resilience, investing in infrastructure that helps the city adapt to the effects of climate change. The framework defines climate resilience as the ability to adapt and maintain essential functions in response to climate change. The scheme will make a positive contribution to Bristol's climate resilience objectives as it replaces an essential asset on the New Cut. To date, this asset has been critical to the resilience of Coronation Road, keeping the road open. The need for the asset continues to be critical in the future as the pressures of climate change will increase the frequency and intensity of heavy rainfall events and storm surges, both of which contribute to the erosion and destabilisation of the River Avon's riverbank. The scheme will provide essential infrastructure resilience, helping to safeguard the transport network and support the long-term adaptation of the city to future climate conditions.

- h) Explain the considerations have been made or will be developed to account for the management of carbon for the development of the scheme.

This may include development of a carbon management plan dealing with whole life carbon (e.g. using low carbon construction measures to deliver the scheme or reducing emissions through reducing vehicle miles).

In accordance with BCC guidance a Carbon Management Plan (CMP) process will be followed for the scheme, with input from BCC's sustainability officer at key points. The CMP will be developed in line with BCC's Capital Portfolio Sustainability Framework (Appendix G). The framework provides objectives for infrastructure schemes through the project lifecycle, from Stage 0 (pre-start up) to Stage 5 (operational phase). The Framework includes an objective to minimise Embodied Carbon. In line with policy, the One City Climate Strategy vision is for Bristol to be carbon neutral by 2030, ahead of the UK target of 2050. This scheme will assess embodied carbon as a key emissions factor, representing 40-70% of lifecycle emissions

from new buildings. An assessment of baseline embodied carbon has been calculated for the scheme based upon current estimates of quantities (3064 tCO₂e). The assessment is based on the materials quantities covering: Reinforced concrete capping beam, Kerbs, Type 1 for temporary works (underneath bogmats), Gabion stone (scour protection), 6n for new footway. The carbon assessments account for emissions from material transportation, embodied carbon from material production, and construction activities (based on benchmarks from similar schemes). During operation, embodied carbon, transportation and construction activities associated with asset maintenance and replacement over the 60-year assessment period have also been included. A carbon management workshop will be held during the detailed design phase to identify opportunities to reduce scheme carbon. Key considerations will include limiting the use of carbon intensive materials, considering locally sourced supplies and the efficiency of plant equipment.

- i) What statutory undertakers affect the proposed scheme? Has any engagement been undertaken and how has this been accounted for within the delivery approach?

Set out the relevant statutory undertakers, the impacts they may have on the programme – including planning – and how this part of the programme will be managed. If applicable, describe how deterioration of the structure has or may impact utilities services and the extent of this disruption.

An ongoing C3 enquiry is being undertaken with Wessex Water regarding the large Victorian sewer that runs along Coronation Road. BCC commissioned Solum Survey Ltd and Walters to undertake drone-based survey works to map the existing infrastructure, including the foul sewer and surface water sewer networks within the study area. BCC is also engaging with Bristol Water, which has assets (water mains) within the scheme area that require protection. Further engagement with the statutory undertakers will be conducted through the design stages to identify and manage asset-related constraints and risks. Any resulting risks will be captured, monitored, and managed through the BCC project risk register.

Part 3 – Governance and Declarations

3.1 Equality Analysis

a) Has analysis of the equality impacts of the scheme been undertaken by the LHA in line with the Public Sector Equality Duty? Select below:

☒ Yes

☐ No

b) Explain how the equality impacts of the scheme have been considered or will be considered. Identify the relevant affected groups with protected characteristics, and any planned measures to mitigate these impacts. (Maximum 250 words)

An initial Equality Impact Assessment was undertaken for the scheme which commits the council to develop a full Equality Impact Report should the bid be successful. This has been signed off by our Equalities Team and Director. The full assessment will need to be responsive to the final scheme design and any temporary measures during the construction phase. Of the nine groups with protected characteristics Disabled people are most at risk from disproportionate impacts. Specifically this around the management of temporary traffic arrangements during the construction phase. The team will ensure that mitigations are in place so that diversionary routes for disabled people who walk, wheel or cycle are fully accessible and Equality Act compliant. Circuitous diversionary routes can also create challenges for older people, pregnant people and those in maternity for whom longer distances can create barriers to essential services. We will ensure we effectively communicate the details and duration of any diversionary routes via different media and channels so that our residents can prepare in advance.

Disproportionate impacts to groups with protected characteristics are more likely to occur under a reactive maintenance scenario as design options, time and funding are likely to be more pressured than if the works were planned. In this way receiving investment from the Structures Fund will help the council meet its statutory obligations around Equalities more effectively

3.2 Public Sector Transparency

When LHAs submit proposals for funding to DfT, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final proposal to DfT.

a) Please specify the weblink where this proposal will be published.

<https://www.bristol.gov.uk/residents/streets-travel/transport-plans-and-projects>

3.3 Declarations

Senior Responsible Owner declaration

As Senior Responsible Owner for [Coronation Road New Cut River Walls], I hereby submit this request for approval to DfT on behalf of [Bristol City Council] and confirm that I have the necessary authority to do so.

I confirm that [Bristol City Council] will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in this proposal can be realised.

a) Name: Shaun Taylor



b) Signed:

c) Date: 31/07/26

d) Email: shaun.taylor@bristol.gov.uk

Section 151 Officer declaration

As Section 151 Officer for [Bristol City Council], I declare that the scheme cost estimates quoted in this proposal are accurate to the best of my knowledge and that [Bristol City Council]:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution.
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties.
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme.
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided after 2029/30.
- confirms that the authority has the necessary governance and assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

e) Name: Andy Rothery

f) Signed: 

g) Date: 31/07/26

h) Email: andy.rothery@bristol.gov.uk