

## **NOTE OF THE 23<sup>rd</sup> MEETING OF THE UK BRIDGES BOARD.**

**Meeting held at Great Minster House, London, 20<sup>th</sup> June 2007.**

### **Present:**

Richard Fish	CSS/Cornwall CC (Chair)
Greg Perks	CSS/Northumberland CC
Dana Skelley	Transport for London
Awtar Jandu	Highways Agency
David Mackenzie	SCOTS
Jim Moriarty	London Underground Ltd
Paul Foskett	Department for Transport
Bill Valentine	Transport Scotland
Tudor Roberts	Welsh Assembly Government
Brian Bell	Network Rail
Ronny Wilson	DRD (Northern Ireland)
Paul Long	LOBEG (LB Hillingdon)
David Elbourne (for item 8)	DfT TRANSEC
Bob Flitcroft	CSS/Lancashire County Council
Graham Cole	CSS/Surrey County Council
Dave Ambrose	CSS Wales/Neath Port Talbot CBC
Stuart Molyneux	Metropolitans / Salford MBC
Andrew Oldland	Department for Transport
Chris Hudson	Department for Transport

### **1. Apologies**

Apologies were received from Edward Bunting and Rod Howe.

### **2. Note of last meeting and matters arising**

#### **Note of last meeting**

Item 2 - The first paragraph referring to the Asset Management Sub Group should be deleted. The later paragraph under this heading covers the issue correctly.

Item 2 - There was discussion, following on from the February 2007 Board meeting, concerning Bridgeguard 3, and how it had been recorded in a previous note of the UKBB (see note of October 2006 UKBB meeting). On reflection the Board agreed that certain comments recorded in the minutes had been made without the benefit of supporting data and were in fact

erroneous. It was agreed, therefore, that paragraphs 3, 4 and 5 of this item (in the October 06 note) should be deleted and replaced with the following:

***“More generally, the Board is concerned that bridge assessments are normally conservative in nature and hence bridges, whether owned by highway authorities or others, may be failing assessments when they are actually in acceptable condition. This means that all bridge owners could be needlessly spending money on bridge repair or replacement. Some Board members were in favour of an independent investigation covering all failed bridges.”***

Item 5 - There was *supposed to be* a review of the operating protocol in 2006. It did not actually take place.

Item 9 - A small typo: “at ever(y) other meeting of the Board

### **Matters Arising**

Tunnel Operators Forum - It was agreed that at future meetings of the Board, until further notice, there would be a standing item on this.

### **ACTION: Secretariat**

Track Possession Seminar - Paul Long will clear the relevant document with the person from Network Rail who is responsible for it, and report back to the Secretariat.

It was noted that track possessions are becoming more difficult. Network Rail has set a target of no more than 8 hours for any one track possession.

**ACTION: Paul Long will report back to the Board at the next meeting and set up an option for the seminars.**

### **3. UK Roads Liaison Group Feedback**

The UKRLG minutes have not yet been issued. Most of the debate at the last meeting was about the UKRLG review and proposed reorganisation. This is covered at item 5.

### **4. CSS/Network Rail Liaison**

See also **UKBB 10/07, 11/07 and 12/07**

Bridgeguard 3 - Progress was reported on Network Rail’s Bridgeguard 3 programme and an accurate position including cost estimates was requested.

Some work has taken place in the NW region which, if extrapolated, would assume a total cost of about £450m.

A "Position Statement" was presented that clarified the procedure for processing assessments of bridges within the Bridgeguard 3 programme, thus:

*Bridgeguard 3 assessments of Network Rail structures are subject to a formal technical approval process in accordance with Network Rail's requirements, which are broadly similar to those specified in DMRB, and are arranged in one of two ways, normally referred to as "Joint Venture" (JV) and "General Conditions" (GC). There are nationally agreed template agreements to cover both arrangements. Under the JV arrangement the highway authority undertakes the BD21 assessment using its own staff and then informs Network Rail of the result, whilst under the GC arrangements Network Rail employs an external consultant to do the work, who reports directly to Network Rail. Independent checking of assessments is carried out in accordance with the requirements of BD2. A different consultant then undertakes reviews of the assessments for Network Rail. GC assessment results are always shared with the appropriate highway authority, since they are responsible for implementing "interim measures". In the event of a preliminary assessment failure (a "provisionally sub-standard structure" in BD79 terminology) discussions take place between Network Rail and the highway authority to determine whether it is economically feasible to undertake a more sophisticated analysis with a view to obtaining a pass and also to agree who should undertake the analysis. On final completion of the BD21 assessment process Network Rail arranges for all sub-standard bridges to be "liability" checked against the requirements of section 117 of the Transport Act 1968, either by its own staff or consultants. Once again the results of these liability checks are shared with the highway authority and financial adjustments made in accordance with the relevant agreement completed between Network Rail and the highway authority.*

Vehicle Incursions - (see also **UKBB 12/07**) DfT are having discussions with the Office of the Rail Regulator about this matter. The intention is to write to DfT Ministers, asking them to write to Local Authorities, pointing out the work that needs to be done. It was difficult, at the time of the meeting, to say when this would take place because of the recent change in Ministers at DfT and the re-ordering of ministerial portfolios. In the meantime Paul Foskett would be very grateful for any information that the Board could provide on the current vehicle incursion situation.

It was agreed that the UKBB would continue to raise the profile of this subject and work towards identifying where the potential vehicle incursion hotspots are to be found. Bob Flitcroft will coordinate the data collection with help from Brian Simcoe at Network Rail.

**Action: DfT/Bob Flitcroft**

## **5 UKRLG Review Update**

The note of the 28 March 2007 UK RLG was not ready for circulation, but would be circulated to the UKBB with this note.

RF was of the opinion that the future of the UK RLG and its four Boards would not be decided until at least the Autumn (14 November) meeting of the UK RLG.

## **6. Research**

Bridge Performance Indicators - Awtar Jandu reported that it hadn't yet been decided what route publication of the final documents should take, but they are now ready and have been circulated to the CSS Bridges Group.

Assessment of Dry Stone Retaining Walls (See **UKBB 14/07**)

Management of Older Metal Bridges - The final document has now been formally approved by the CIRIA steering group and is now being formally reviewed by CIRIA itself. Publication will probably be towards the end of Summer 2007. As with the Dry Stone RW project, there will need to be consideration as to how this project will be "badged" It was noted that the "badging" issue had caused some concern when the "Masonry Arches" project was published because the contribution of the Bridge Owners Forum had not been adequately recognised. It would be advisable to discuss with CIRIA how such problems might be avoided with this project. Brian Bell suggested that the Board put this matter to CIRIA via the Bridge Owners' Forum.

### ***06/07 Projects***

Local Standards Scoping Study - A contractor for this project has now been appointed (apparently). There are several members of the Board who would like to be involved in the steering group (e.g. Greg Perks and Ronnie Wilson).

Decision Support Tool - the project inception meeting is scheduled for 9 August.

Design of Masonry Bridge Parapets - Work has not been started yet.

Training/Qualification of Bridge Inspectors - There is no further news, as yet, regarding this project.

Bridge Deck Slabs etc - There is no further news, as yet, regarding this project. The need for single tender action was causing difficulties.

Carbon Composites etc - There is no further news, as yet, regarding this project. The need for single tender action was causing difficulties.

The Board expressed concern regarding funding for all of these projects and would like to be sure that funding is in fact in place. Richard Fish asked if Edward Bunting could give a position statement for all of these projects and if he could check as to whether any or all the projects are governed by single tender actions. It was noted that projects can be held up when single tender actions are challenged.

**Action: DfT**

### ***07/08 Research Proposals***

The Board are waiting for decisions to be reached regarding the UKRLG programme for 07/08 and have suggested the following projects:

NDT of macalloy bars tying pre-stressed beams;  
Automating bridge inspections

## **7. Implementation of Management of Highway Structures**

This item was discussed at the recent meeting of the CSS Bridges Group. They are concerned about the extent to which the Code of Practice is being implemented and are looking to local bridges conferences to get a better idea on the way things are from a local authority point of view, and why this is.

Greg Perks will report back to the Board on this. He will also circulate details of the *Surveyor* bridge management conference, due to take place at the East Midlands Conference Centre, Nottingham, this coming November.

## **8. Transport Security for Bridges**

David Elbourne from DfT's TRANSEC division attended and gave a presentation. He pointed out that TRANSEC are currently undergoing a learning process in this area and would therefore appreciate any information and guidance that UKBB members could provide. With this in mind it was agreed to invite David to the next meeting of the Board.

It is also necessary to agree which parts of this area of transport security are devolved. The Scottish Executive will liaise with TRANSEC to decide on their respective responsibilities. The Welsh Assembly Government would also welcome guidance from TRANSEC on this issue.

## **9. Corrosion Protection of Ferrous Materials by Industrial Coatings**

Awtar Jandu reported on this topic - See (UKBB 0907) for details.

## **10. Any Other Business**

### **Trunk Road / Local Road Interfaces**

Awtar Jandu reported that a Highways Agency comprehensive review of maintenance liabilities is underway in the hope of standardising what is, at present, an inconsistent approach.

### **Highways Agency Bridge Inspection Manual**

Awtar Jandu reported that Volume 1 has now been published and Volume 2 (A5 pocket version) should soon follow. This has increased the requirement for establishing training and/or qualification for bridge inspectors.

### **Bridge Strikes in Scotland**

Bill Valentine drew the Board's attention to the fact that, in Scotland, bridges of a height of less than 5.2 metres were suffering frequent bridge strikes. He would be grateful to hear from any Board member who is aware of a similar scenario or who has a strategy for dealing with one. Tudor Roberts did not have the latter but did have information that he would be happy to share. He will email BV.

### **Conference in Poland**

A conference entitled *Sustainable Bridges* will take place in Wroclaw, Poland on 10/11 October this year. The conference is free and further details can be obtained from [www.sustainablebridges.net](http://www.sustainablebridges.net).

### **Concrete Bridge Development Group**

The annual conference will take place on 28 June. Richard Fish, Graham Cole, Bill Valentine and Brian Bell will be speaking. The role of the UK Bridges Board will be among the agenda items.

### **Bridge Management Conference**

CSS and Surveyor magazine have arranged a conference – “Bridge Management : A Structured Approach” – to be held in Nottingham on 8 November 2007.

## **Date and venue of Next Meeting**

The next meeting of the UK Bridges Board will take place on **17 October 2007**. A room has been reserved in Great Minster House, London.

RLTSF3/DfT  
21 September 2007