

## **MINUTES FROM THE 10<sup>th</sup> MEETING OF THE UK BRIDGES BOARD.**

**Meeting held in room H2, Great Minster House, on 3 October 2003.**

### **Present:**

David Lynn	Warwickshire CC/CSS (Chair)
Steve Pearson	Derbyshire CC/CSS
Ian Holmes	DfT Traffic Management Division
Jim Moriarty	London Underground Ltd
Awtar Jandu	Highways Agency
Brian Bell	Network Rail
Edward Bunting	DfT Traffic Management Division
Frank Paine	LOBEG
Rod Howe	British Waterways
Jim Irons	SCOTS
Raymund Johnstone	Scottish Executive
John Carpenter	SCOSS
Dana Skelley	Transport for London
Ronnie Wilson	DRD(NI)
Steve Tart	Manchester City Council
Evan Pugh	Ceredigion
Chris Hudson	DfT (Secretariat)

### **1. Apologies**

These were received from Greg Perks (Northumberland CC/CSS), David Yeowell (LB Westminster), John Collins (Welsh Assembly) and Andrew Cook (DfT). Evan Pugh represented Dave Ambrose, who will be replacing him at future meetings, as the Board's WATO representative.

### **2. Minutes of Last Meeting and 3. Matters Arising**

Page 2 - Matters Arising/Vehicle Incursions - "A member of Network Rail" should be altered to read "A representative of Network Rail", as the "members" are in fact the shareholders, rather than the employees.

Page 4 - Older Metal Bridges - This item should refer to non-destructive testing, rather than bridges. Brian Bell pointed out that he will not be getting the German CD on this subject translated into English as Network Rail did not have funds to do this alone. This issue will be raised at the Bridge Owners' Forum.

#### **4. SCOSS - Standing Committee on Structural Safety (presentation by John Carpenter)**

SCOSS emerged in the 1970s following a number of serious structural collapses (Ronan Point, etc). It is sponsored by a number of bodies, including HSE and consists of 14 members from various areas of industry.

Over the last 30 years SCOSS has looked at different trends and practices in the field of structural safety and has had some success. It produces a report every 2 years, the 14<sup>th</sup> of which, on risk management, has recently been published. The report can be accessed at [www.scoss.org.uk](http://www.scoss.org.uk). There is no hard copy available. The report deals with a good number of issues, including Eurocodes, education, insurance, legislation and the gathering of confidential information on structural safety. For the latter, SCOSS have put together a pilot scheme, backed by their sponsors and by the ODPM. Funding for this scheme is "almost in place".

The view was expressed that the main obstacle currently faced by SCOSS was its low profile in the areas where it has something to contribute. To combat this, John Carpenter urged Bridges Board members to draw their employers' attention to the latest report, which is basically aimed at the influencers and practitioners in the field of structural safety. When the SCOSS pilot scheme gets off the ground, the support of such people will be very much sought.

SCOSS are also concerned that unless a greater link between structural safety and education is forged, there could be a significant shortage of much needed skills in the near future. Brian Bell agreed to raise the subject of education in relation to the SCOSS report at the next meeting of the Bridge Owners' Forum.

#### **5. Bridge Management Sub-Group**

There have been around 12 expressions of interest for the Bridges Code of Practice. This has been sifted down to five and the contract is now out to tender. Tenders are due back at the end of October 2003. David Yeoell, Edward Bunting, Greg Perks and Steve Pearson will meet at DfT headquarters on 17 November to evaluate the tenders.

#### **6. Research**

Research into Masonry and Brick Arch Bridges - This contract has been let to a consortium led by Mott Macdonald, which also includes May Gurney and the University of Salford. Work should begin around the beginning of November. Brian Bell, Edward Bunting and Graham Cole will act as a steering group. Anyone wishing to know more about this work should contact Andrew Pitchford at CIRIA.

Older Metal Bridges - Network Rail are prepared to contribute an extra five to ten thousand pounds on top of the £80k that DfT proposes to contribute. This will depend on the scope of the work, and if it is supported by the Roads Liaison Group.

Brian Bell is of the opinion that CIRIA should commission this research (DfT's action would amount to single tender action). There was some feeling among the Board that this project could be advertised in the OJEU. Brian Bell felt that this was inappropriate, as metal bridges are comparatively rare in continental Europe.

Edward Bunting will make the final touches to the RLG Research Project Proposal for this project, so that it can be submitted to the Roads Liaison Group at their 29 October meeting.

Dry Stone Retaining Walls - Network Rail will be contributing financially to this project. Brian Bell feels that DRD (NI) should also contribute. Ronnie Wilson will look into this before the 29 October RLG.

This project will go to competitive tender. It was suggested that academics could be attracted to this project. Further, more theoretical work, that it could perhaps be the subject of a PhD thesis. The Bridge Owners' Forum will be further examining this project and could, perhaps, look into the financial incentive that it could have academically.

Research Priorities - The Board agreed that Older Metal Bridges should take priority over Dry Stone Retaining Walls, but that both proposals should be put forward at the next RLG meeting. In the meantime Edward Bunting will put the final touches to the papers.

**ACTION: Edward Bunting to submit research projects to the Roads Liaison Group.**

## **7. Asset Valuation**

The Asset Valuation Model for Highway Structures prepared by W S Atkins for the CSS was presented to the board. It was emphasised that this is only an outline proposal, as yet, and that more work needs to be done.

It was suggested that Atkins' work for the CSS could be done in conjunction with the work that they are currently doing for the Highways Agency. The contract with the Agency is, however, due to come to an end in the early part of next year, shortly after the next scheduled meeting of the Bridges Board. The Highways Agency do not have the scope to extend this contract.

There was a good deal of debate on this subject. It was agreed that DfT would give some thought as to how the Asset Management process could be handled, in the bigger picture. David Lynn will touch upon Bridges Board's debate on the subject when he produces his report for the next RLG.

**ACTION: David Lynn to report to the Roads Liaison Group**

## **8. Bridge Performance Indicators**

BB 46 - meeting between CSS and Atkins and BB 47 - proposed extension for CSS (revised version prepared by Atkins) were presented to the Board. The latter takes on board comments contributed by Mike Young. Awtar Jandu pointed out that he needs to be kept informed of any progress made in this project and that the Highways Agency needs to be represented at all future meetings between the CSS and Atkins. In the meantime he will contact Mike Young to discuss the matter further.

**ACTION: Mike Young to arrange Highways Agency representation at future meetings with W S Atkins.**

## **9. Load Bearing Obligations**

The Board discussed Frank Paine's paper (**BB42/03**) on the above.

The view was expressed that a change in primary legislation considered necessary to rationalise assessment and strengthening liability was unlikely to happen. There would be little point, therefore, in putting this issue to the Roads Liaison Group, as requested in Frank Paine's paper. DfT will, however, attempt to clarify the legal position for the next meeting of the Board, next February. Frank Paine will exchange emails with Jim Irons with a view to examining the various options more closely.

Network Rail would be unable to consider supra-obligatory works without additional funding. Bridge strengthening currently costs £100 million/year.

**ACTION: DfT to clarify legal position. Frank Paine/Jim Irons to produce revised options paper.**

## **10. Highway Risk Management Framework**

(See also **BB 48/03**)

The Board was in general agreement that this subject could and should form part of the Bridge Management system. The Bridge Management Sub-Group will be asked to consider Risk Management as part of its work.

## **11. Local Transport Plan Settlement 2004/05**

There will be no new settlement for 2004/05, and the formulaic allocations, made last year, will not be altered. DfT are, however, looking at new Major Schemes and any possible Exceptional Maintenance Schemes from among

the supplementary bids included in this year's Annual Progress Reports (APRs). There is about £30 million set aside for this exercise. DfT will examine the relevant schemes and will attempt to prioritise the ones that qualify, before submitting to Ministers.

As some of the schemes concerned involve bridge strengthening or major maintenance, DfT is looking for expert advice (preferably a member of the Bridges Board) to assist in the assessment/prioritising process. Last year this work was done only by a member of the Roads Board, as all the schemes concerned were carriageway maintenance schemes. Steve Tart agreed to take on the work for schemes involving bridges.

## **12. Any Other Business**

The Highways Agency hopes to publish, in the spring, B236 "Whole Life Costing Standards."

The Cost 345 Programme, run by TRL is now drawing to a close. It is hoped to stage some sort of a presentation, in London, early in 2004.

Brian Bell reported that he is participating in a four-year, €14 million European FP6 project on sustainable rail bridges. He believed that there may be a road bridge equivalent.

## **13. Date of Next Meeting**

This will take place on 4 February 2004, in Room 8A/B, Ashdown House, London.

DfT Traffic Management Division  
15 October 2003