

Minutes of the 40th meeting of the UK Bridges Board held at the Chartered Institution of Highways & Transportation on 28 February 2013

Mike Winter	ADEPT/ Dorset County Council (Chairman)
Steve Berry	DfT
Graham Bessant	London Underground
Ian Bucknall	Network Rail
Barry Colford	Large Bridges Rep/Forth Road Bridge
Richard Fish	Bridge Owners Forum
Colin Jenkins	ADEPT/Warrington
Jason Hibbert	Welsh Government
Rod Howe	Canal and Rivers Trust
Wayne Hindshaw	Transport Scotland
Neil Loudon	Highways Agency
Willie Kerr	Northern Ireland Roads Service
Liz Kirkham	ADEPT/ Gloucestershire County Council
David Mackenzie	SCOTS/ Highland Council
Stuart Molyneux	Metropolitan Councils
Stephen Pottle	TfL (Vice Chairman)
Paul Williams	LOBEG/London Borough of Brent
Justin Ward	CIHT (Secretariat)

In attendance:

Lila Tachtsi (item 1-2)	Atkins
Chris Allen-Smith (item 1-3)	Atkins

1. Welcome, introduction and apologies

Mike welcomed everyone to the meeting, apologies were recorded for: Graham Cole, Richard Frost, Neil Garton-Jones and Brian Bell.

2. Presentation on Asset Valuation and Structures Toolkit

Chris Allen-Smith provided a background to the Highways Asset Management Financial Information Group (HAMFIG), established in 2008, which helped to develop the CIPFA Code of Practice that outlined how infrastructure assets would be valued on a Discounted Replacement Cost (DRC) basis model. All Local Highway Authority Assets, until the Code was implemented, were valued on a historic cost basis. HM Treasury has supported the roll out of Whole of Government Accounts (WGA) which means that all assets are valued on a basis consistent with the International Financial Reporting Standards (IFRS). Chris said that authorities were making good progress with the reporting on WGA as outlined in a report by Mandy Bretherton from CIPFA at the last UKRLG meeting.

Action: Justin Ward to put a copy of Mandy Bretherton's paper on progress by Local Highway Authorities towards WGA in UKRLG members' area of the website

Chris said that CIPFA LAASAC - a partnership between CIPFA England and the Local Authority (Scotland) Accounts Advisory Committee (LASAAC) – was considering changing the accounting reporting basis for Local Authorities from a historic cost basis towards DRC.

Chris said that the DCR process should encourage good asset management in particular for monitoring the condition of the assets. Chris said a number of tools had been developed to support the financial reporting approach including the Structures Toolkit. Mike Winter asked what the reporting basis was for non-English Local Highway Authorities and the following was confirmed:

- Highways Agency report on WGA
- Transport Scotland report on WGA
- Scottish Local Authorities report on WGA
- Welsh authorities report on WGA

Mike Winter asked why land is included in the asset valuation. Chris said this was for consistency with IFRS. There was further discussion on the Structures Toolkit and it was confirmed by Mike that the toolkit was owned by the UK Bridges Board.

Chris said that there was an urgent need to establish a process for managing the validation of software companies.

Action: Steve Berry and Lila Tachtsi to put in place a process for establishing the validation of software companies

Mike Winter said that a contact point for validation should be publicised to potential software companies and this should be someone in the DfT or their approved agent (presumably WS Atkins in light of their past involvement in developing the Toolkit). He assumed that a test data set would be provided to suppliers who would submit any necessary output files for validation of their product and subsequent sign off by DfT or UKBB. Mike said the process should be self funding with a nominal fee to cover the validation.

Chris said he recognised that some users had experienced difficulties using the Structures Toolkit and Mike said that it was unfortunate that it had been released so late with little time available to compile data for the June 2012 submission. Chris said that the toolkit would not be fundamentally different this year, that it would be released in March with some minor amendments, and that authorities could use last year's toolkit if they wanted.

Action: Lila Tachtsi and Chris Allen-Smith to produce a note explaining what is going to happen for LHAs pointing out that they can use last year's toolkit for their financial returns pending the March 2013 release.

Colin Jenkins said that the default of delivering the construction of a bridge scheme in six weeks was not realistic and he asked how he could influence the defaults. Chris and Lila said his input was welcomed.

Action: Colin Jenkins to provide input to future revisions of the toolkit

3. Revision on the Code of Practice: Management of Highway Structures

There was some discussion on the use of the Code of Practice: Management of Highway Structures, the following was confirmed:

- Scotland use the Code
- TfL use the Code

- Network Rail refer to the Code
- London Underground do not use the Code
- Canal & River Trust use the principles within the Code
- Northern Ireland use the Code *[to be confirmed]*
- Large span bridge owners may or may not use the code, depending on the financial basis on which the bridge is managed

Lila said that in preparation of any revision of the Code there would be good liaison with the membership representation of the UK Bridges Board. Lila then outlined the approach to revision of Well-maintained Highways (WMH), explaining that this was relevant to approach taken for the Structures CoP.

Lila outlined a number of areas for revision in the Code:

- HMEP Asset Management Guidance (which will supersede text in the Code)
- Climate change adaptation
- Flood damage risk assessment
- Risk based inspections and management
- Carbon calculators
- Competencies – inspectors, managers
- Policy framework
- Concealed bridge components

Stephen Pottle suggested adding 'Performance Management' to the list. The Board agreed that a compact project would be more appropriate for the revision of the Structures Code compared to review of WMH (where the review is considered to be more extensive).

Action: UK Bridges Board supported the proposed approach for the revision to the Structures Code of Practice

Action: Mike Winter to invite Lila Tachtsi to the ADEPT Bridges Group meeting with a view to the group assisting in the preparation of a document setting out specific code revision needs.

4. UK Bridges Board minutes

Accuracy – Neil Loudon identified a minor correction under item 11. Neil said that the HA had published an interim advice note on risk based inspections for structures (IAN171/12), and were also developing a risk based approach for managing post-tensioned bridges.

Matters arising

Action: Jason Hibbert to pass on a copy of the Road Tunnel Operator Forum minutes for circulation by Justin Ward to UKBB meetings

Action: Stephen Pottle to pass on a copy of the Geotechnical Asset Owners Forum minutes for circulation by Justin Ward to UKBB meetings

Action: Justin Ward to pass copies of UKBB minutes to RTOF and GAOF secretaries

5. UK Roads Liaison Group

Steve Berry said that John Dowie had moved within DfT to head up a Roads Reform Group and that Graham Pendlebury was taking over John's position in DfT's Local Directorate. Steve said that Graham will be taking over the Chairmanship of the UKRLG.

6. Strategic bridge risk

The Board discussed the proposal that ADEPT carry out a few days of research work on strategic bridge risk project. Whilst the value of the work was recognised, the Engineering Board no longer had any funding available for the project.

Mike said that the work was intended to form the basis of a new chapter on resilience within the Structures Code of Practice and that it could provide some interim guidance pending full revision of the Code. He undertook to send details of the proposal to Steve Berry in the hope that the modest funding requested could be found.

Steve Berry said that at the last UKRLG meeting it was confirmed that the Code did need a focus on strategic bridge risk. David Mackenzie said that the focus should be on risk and resilience and the Board agreed that this was the right focus.

Action: Mike Winter to send project details to Steve Berry.

7. BIM

Stephen Pottle said he had attended an event organised by Costain, with representation from across the UK. Stephen said this was useful and explained that the focus was still quite building orientated. He said the UK Bridges Board needed to understand BIM better and provide guidance to practitioners.

Stephen explained that BIM is about asset information, saying that 80% of what is considered BIM is non-visual data. A lot of the focus is on better collaboration and not just the technical side of the design and construction process.

The Board agreed that BIM needed to be added on the UKBB Business Plan.

Action: Justin Ward to add BIM to the UKBB Business Plan with Stephen Pottle as the lead on the issue

Stephen explained that BIMUK (<http://www.bimuk.co.uk/>) had widened its remit to include all infrastructure, but the original impetus grew out of the rail sector. Steve Berry said that BIM was still at an early stage for the highway sector. However, Steve said that in establishing contracts BIM principals should be embedded. Tim Kenwood, from the rail division of DfT, was leading on this for DfT. Steve clarified that DfT role would be to highlight BIM to Local Highway Authorities and said this could happen through the UKRLG.

Stephen Pottle said that the real long term benefits are the savings in operational maintenance.

Action: Stephen Pottle to arrange for a briefing on BIM at the next UK Bridges Board

Mike Winter said that following the briefing it might be a good idea for the UK Bridges Board to write to Local Highway Authorities alerting them to the future requirement to use BIM. Steve Berry said that he had flagged up BIM to the HMEP as a possible reference in the updated Asset Management Guidance.

Action: Stephen Pottle and Mike Winter to explore options for writing out to Local Highway Authorities on BIM

8. ADEPT & Network Rail Liaison

Paul Williams said that the general overlap between LHA and NR was significant. The Board agreed that this link did need to be reinstated. Ian Bucknall advised that there are regular opportunities for access to the railway network to carry out inspections at times to minimise disruption to users of the rail network. Network Rail would be pleased to work with ADEPT on opportunities to improve efficiencies by using inspection periods already in place for Network Rail asset inspections; additionally, Network Rail would be pleased to work together on planning of access arrangements for planning major bridge works to minimise disruption to both road and rail users.

Action: Ian Bucknall and Paul Williams to look at the process for Network Rail liaison with ADEPT [in England]

Jason Hibbert said in Wales it was confirmed had an inaugural meeting between Network Rail and CSS Wales had taken place. Wayne Hindshaw confirmed that liaison was taking place in Scotland.

9. Bridge Protocol

Mike Winter gave a brief update on the bridge strike protocol relaying a note received from Keith Ross from Network Rail. Mike said that the release of the protocol was on hold until publication of Chapter four of the Traffic Signs Manual. Mike said that the only sticking point seemed to be the responsibility for the provision of black and yellow hazard markings on the bridge parapet approaches.

10. Vehicle incursions

Steve Berry referred to the Stonemarket RAIB report, where a vehicle came to rest on the railway line. The driver of the car was injured after his vehicle was struck by a train. Steve said that although the train did not derail it had raised some serious issues. The RAIB reviewed the incident and came up with a number of observations and monitoring of progress in implementing mitigation measures at vehicle incursion sites had been highlighted.

Steve said that NR collated the data on behalf of the DfT and then the DfT contact specific LHAs to ask what actions are being taken in regards to high risk sites. DfT discussions with the RAIB (on sites scoring over 99, deemed to be high risk) had highlighted some issues with the accuracy of returns.

Mike Winter said that the RAIB report does not make any mention of the lack of ring-fenced funding provided to LHAs and reiterated a point made in the past, that even with a high score, the issue might not rank as heavily as other risks on the network. Steve Berry said

that DfT would expect authorities to use their block allocation to address sites with safety issues and that Network Rail will fund 50:50 of the cost. Wayne said that there was sometimes a differing view between a LHA and NR as to the appropriate solution, e.g. a vehicle restraint system against friction surface and chevrons. Ian Bucknall said that Network Rail's policy is to support options that meet the protocol and associated guidance. Network Rail would be pleased to consider options for more extensive work providing it is not to the detriment of achieving the programme objectives. It is important to note that the maximum benefit to both road and rail system users across the network is gained from mitigating the higher risk sites across the network as a whole and the option selected at an individual site should not delay works at another site.

Wayne Hindshaw asked for clarification of the issue between road over rail sites and parallel sites Steve confirmed in the case of Stonemarket that it was a combination of issues.

Action: Steve Berry to set up meeting between RAIB, NR, HSE, ORR to discuss recommendations arising from the report.

Steve asked if the UKBB would like to be represented in the above meeting.

Action: Paul Williams to attend meeting to deal with bridge issues at the above meeting

Mike recommended that, for high risk sites, authorities have documentation in place to identify what they are doing to progress with mitigation measures and if they are not doing anything they should have a reason for this.

Action: DfT to disseminate the RAIB report to English LHAs and include the list of high risk sites (Consider circulation to Scotland and Wales).

11. ADEPT & British Waterways liaison

Rod Howe noted that the name of this agenda item should be changed to the Canals & Rivers Trust. Rod said that, like the issues with ADEPT liaison with Network Rail there were similar issues such as parapet damage, overloading and so on.

12. Post tensioned structured reviews

Neil Loudon reported that having undertaken programmes of post tensioned structure inspections (PTSI) in the past, these structures are still out there and deteriorating. A new Highways Agency document on PTSI has been drafted and this is being trialled in one area to ensure the document is robust and fit for purpose. Mike Winter said that there was an action with Stephen Pottle and himself to draft a letter to LHAs urging them to review past post-tensioned structural inspections. However, in light of the Highways Agency's proposed document (it was confirmed this will be a BD not an IAN) it would be worth waiting for this to be agreed before updating LHAs

13. Highway maintenance block funding

Steve Berry said that a consultation in Christmas was considered on the highway maintenance block funding. Steve said this is being reviewed with statisticians for about 18

options and that this will be reduced to around six options which would be consulted upon in April/May.

14. Bridge Owners Forum

Richard Fish said the meeting today was somewhat seminal in that it marked the commencement of closer and more formalised working between the UKBB and the Bridge Owners Forum (BOF). Richard said the BOF constitution document had been through several iterations which have led to the current proposal. It was agreed that BOF's work on identifying research needs, horizon scanning and establishing what bridge research is being carried out worldwide would greatly assist the work of UKBB. Richard said that BOF is moving towards a subscription model with a fairly tight budget and that moving towards a more formalised approach is probably good for all parties. Mike Winter said a key issue was improvement in the dissemination of research to practitioners and that this was an area on which he would like to see an early focus.

Action: Richard Fish to provide feedback from the UKBB to BOF [deadline for comments from UKBB on draft constitution to Richard Fish by mid March]

Barry said that there was an issue for large bridges on the following: *'which is both the owner of bridges in day to day use by the general public and the body responsible for their operation, maintenance and management'* as follows this does not apply to two large span bridge owners.

Steve Berry said that he would expect to see reviewing research to ensure its relevance. Referring to dissemination of research, Neil Loudon said that there are other groups around such as the 'Future Infrastructure Forum', the GAOF and Road Tunnels Operator Forum. They need to join up the issues, but Neil said that this was potentially quite an onerous task.

Steve Berry said that there are a number of different organisations conducting research. Richard Fish said that the FIF was intended to bring academia together with owners and practitioners. Steve said that bringing in research councils and academia was a focus for dissemination.

Mike said that awareness of what is going on elsewhere would be very helpful. Horizon scanning – what is going on and who is doing it. Mike said even the highlights of the BOF minutes and copies of presentations would be useful in this regard.

Action: Wayne to pass on minutes of research in Scotland as part of the Scottish Roads Review

15. Research

- CIRIA proposal – re-write of Scour Manual.

Mike said a steering group was currently being established with a meeting in a fortnight.

- Bridge inspector training

Steve Berry said that DfT have not tended to procure training and accreditation schemes. The current position is that the specification is nearly there and an accreditation body is likely to be procured by the Highways Agency. It would be circulated out for expressions of interest through the EU.

David Mackenzie said that Sheffield Hallam is offering to start up the training on the basis of the modules agreed. Stephen Pottle said that there is nothing stopping them doing this.

Action: Mike Winter to speak to Graham Cole about progress with the Review of Road Restraint Systems in Urban and Rural Locations.

Action: Mike Winter to send ADEPT proposal to Steve Berry on the Identification, Inspection and Management of Concealed Components.

Mike said that work on hidden components had been seen as an important issue at a previous UKRLG meeting and was supported by the Highways Agency. Wayne responded saying that he had also written a research proposal on this topic.

Action: Wayne to share brief and staging for the inspection of hidden components undertaken by Transport Scotland

The report on Bridge Deck Slabs with Non-metallic Reinforcement is still to be published.

Automating Bridge Inspections – Steve said TRL had one further item to look at and this is currently subject to a cost increase proposal to be agreed by DfT.

Action: Steve Berry to send on the proposal from TRL for funding of additional work on the automating bridge inspections project for feedback.

Richard Fish said that at the next BOF meeting an exercise on horizon scanning will be carried out. Mike said that the identification and management of concealed components was a high priority.

16. Code of Practice Updates

UKBB agreed to the updates for the current cycle.

- **Future Code needs**

Mike said that these would be addressed in the revision of the Code as outlined previously.

17. UK Bridges Board Business Plan

Action: Justin Ward/Mike Winter to add and update the plan.

18. Conferences

- Surveyor Bridges Conference April 10th
- Edinburgh – first week in June. International Cable Supported Bridge Owners ICE BOWO

19. AOB

- Media briefings – Mike said that further work was required, particularly on completing the briefing on road over rail incursions.

Action: Mike Winter - Road over rail incursions to be finalised

- IAN on Scour available

- Bridge owners contact with the Marine and Maritime Organisation (MMO)

Action: UKBB members to highlight difficulties of working with the MMO on bridge matters, particularly relating to emergency works

- Steve Berry flagged up a letter from Norman Baker issued to with regards to abolition of BRB (Residuary).

Action: Steve Berry to send round letter from Norman Baker on BRB(Residuary) to UKBB members

Neil Loudon said that the BRBR responsibility will rest within the HA (inc. Welsh bridges).

- Wayne Hindshaw handed out a leaflet on preventing bridge strikes - further information at www.freightscotland.org/lowbridges. Wayne said that Transport Scotland had been active with the use of VMS as a means of preventing bridge strikes.

Action: Wayne to give a presentation on the work in Scotland undertaken to prevent bridge strikes at a future UKBB meeting

- Stephen Pottle suggested including as a standing item on SCOSS/CROSS. There have been various alerts.

Action: Future agenda of UKBB to include a standing item on SCOSS/CROSS

- Justin Ward proposed inviting the UK representative on the World Road Association Technical Committee on road bridges. The Board supported the proposal.

Action: Justin Ward to invite David Ashurst (WRA) to the next UKBB

20. Date of next meeting:

20 June 2013