

**Briefing Paper to the Environment and Transport
Overview and Transport Commission****Wards:**

7 May 2013

**Management and Coordination of Works Affecting the
Public Highway – County Road Flyover****Briefing Paper of the City Streetscene Manager****1. Purpose of the Paper and Summary**

This briefing paper has been prepared following a request made at the Environment and Transport Overview Scrutiny Commission Meeting on 2 April 2013 and relates to the concrete repairs carried out to County Road Flyover in 2012. This paper does not duplicate information contained in the previous report unless such information adds relevance but for ease of reference a copy of the previous briefing paper (without its appendices) is appended for information at Appendix 1.

The primary purpose of this paper is to recognise why the defect was not repaired sooner; consequently the paper demonstrates the key stage of forward planning i.e. the rationale of placing public safety first by the process of risk assessment.

The defective concrete was discovered and reported in 2006. The defect was risk assessed and deemed not to pose an immediate risk to structural stability or public safety; in this respect at the time it was classified as medium risk.

Other bridges posed a greater risk to public safety and were repaired ahead of the County Road Flyover works.

The hierarchical reporting procedure in operation at the time in 2006 was an ISO9001 accredited Quality Management System; the quality system is auditable and remains in operation today. In 2006 it was reported at the Quality Management Review that the Workbank of bridgeworks was £10M, though at this time data was still being collected, and in 2007 the value had increased to almost £20M. In 2006 the budget allocated for bridgeworks was just £583,193.

The Assistant Head of Service at that time has since left the Council making it difficult to establish whether the previous Portfolio Holder was briefed as to the poor state of the council's bridges.

2. Background

At the time of writing the briefing paper presented to the Environment and Transport Overview Scrutiny Commission on 2 April 2013 and titled: Management and Coordination of Works Affecting the Public Highway – County Road Flyover, the works to repair Anlaby Road Flyover were planned to be carried out over an extended period of up to 10 years with an allocation of £290,000 for 2013. However on 21 February 2013 the council had submitted a bid to the Department for Transport with regard to the Government's Pinch Point Funding; and on 22 March 2013 the first ten schemes were given the green light by the Government's Transport Secretary; Hull's bid for repairs to Anlaby Road Flyover was successful and will receive DfT funding of £1,816,000. Further details are available on the Government website here: <https://www.gov.uk/government/publications/local-pinch-point-fund-approved-schemes-for-tranche-1>

The Inspector's report designated the defective concrete as medium priority based on a risk assessment method primarily aimed at tackling risk to public health and safety.

The Inspector assessed the defect in accordance with the national guidance document and correctly scored the defect as Severity 4; the default description from the Bridge Management System reported "Severe defects where urgent action is needed". It is recognised that this description could be seen as somewhat contradictory however the Bridge Condition Index system does not solely take health and safety into account as does the Inspector's risk assessment.

During the period following the inspection other bridges posed a greater risk to public safety:

- Between 2006 and 2011 higher priority works were carried out to strengthen substandard weak bridges including Church Street Bridge in Sutton, Anlaby Road Flyover and Hessele Road Flyover. A weight restriction was placed on the weak Park Street Bridge to protect the bridge and the public. Traffic signals were installed on the substandard Southcoates Lane Bridge and subsequently it was strengthened to enable unrestricted use.
- Several other projects were also higher priority; due to the construction of St Stephens works to complete the North Bridge Refurbishment (started in 2005) were postponed in 2006 and had to be completed in 2007. The Sutton Road Bridge (bascule) control room was in poor condition and required treatment to arrest the deterioration. Wellington Street Bridge underwent full refurbishment as part of a regeneration scheme. Seven pedestrian subways were infilled at the following locations Hall Road, Barnstaple Road, Holwell Road, Stroud Crescent East, Bodmin Road (x2) and Dorchester Road.

The works to repair County Road Flyover entered the bridge works capital programme in 2011.

Prior to April 2011 line management responsibility for the capital programme was with an Assistant Head of Service who has since left the employment with the council so it is difficult to state with any certainty whether the previous Portfolio Holders were briefed about the condition of the council's bridges and structures assets.

In April 2012 the Highways Capital Project Board accepted the Bridge Managers Annual Report that stated the delayed works at County Road Flyover should be carried out in 2012.

3. Issues for Consideration

None

Andy Burton
City Streetscene Manager

Contact Officer : Andrew Taylor CEng MICE Telephone No. : 612415

Officer Interests: None

Background Documents: -

Appendix 1: Briefing Paper of the City Streetscene Manager: Management and Coordination of Works Affecting the Public Highway – County Road Flyover 2 April 2013