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**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE  
SERVICES COMMITTEE ON 2 MAY 2023**

**SUBJECT: FLOOD RISK MANAGEMENT AND BRIDGES CAPITAL AND  
REVENUE BUDGETS 2023/24**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND  
FINANCE)**

**1. REASON FOR REPORT**

- 1.1 To inform Committee of the Flood Risk Management Schedule of Clearance and Repair for 2023/24, and the Bridge Maintenance Schedule of Works and the programme of Capital works for Bridges for 2023/24.
- 1.2 This report is submitted to Committee in terms of Section III (A) (2) of the Council's Scheme of Administration relating to the consideration of Capital and Revenue Budgets and long term financial plans.

**2. RECOMMENDATION**

**2.1 It is recommended that Committee agree:**

- (i) the Flood Risk Management Schedule of Clearance and Repair for 2023/24; and**
- (ii) the proposed Schedules of Road Bridge Revenue and Capital Maintenance Works and Non-network Bridge Capital Maintenance Works to be undertaken for 2023/24.**

**3. BACKGROUND**

**Flood Risk Management**

- 3.1 The Flood Risk Management (Scotland) Act 2009 (the Act) requires the Council to deliver the Actions within the Local Flood Risk Management Plans for Findhorn, Nairn and Speyside, and North East Local Plan Districts.
- 3.2 The Act places upon the Council a duty to assess relevant bodies of water (other than canals) in its area, for the purpose of ascertaining whether the condition of any such body of water gives rise to a risk of flooding. Where a water body gives rise to flood risk and the Council considers clearance and repair works would substantially reduce that risk, the Council must prepare a schedule of those works and carry them out.

- 3.3 During 2022/2023 work has been on going to complete the 2022/23 Clearance and Repair Schedule. There was no under or over spend on the FRM Revenue budget for 2022/23.
- 3.4 General maintenance of the Council flood schemes has continued throughout the year. Work has also been undertaken to improve access to the Tyock Burn at the confluence with the Linkwood Burn and review flood scheme models to assess the impact climate change has on the flood schemes at Rothes and Elgin. Assessment of the Elgin model is ongoing and will be completed in 2023/24.
- 3.5 The 2023/24 Flood Risk Management Annual revenue Budget is £282,270. The budget does not include for damage to assets or any clearance and repairs following a flood event. If an event occurs this will be considered as a budget pressure.
- 3.6 The proposed Schedule for Clearance and Repair for 2023/24 is provided in **Appendix 1**. The Schedule contains, recurrent works, reactive works as well as planned works, together with routine survey and monitoring works. The council's Asset Management System provides a risk based system to identify potential flooding issues. Reports from other sources continue to inform the production of the Schedule. The Schedule will be published on the Council's website, subject to agreement by this Committee.
- 3.7 The Schedule includes the maintenance of the flood schemes in accordance with their Operation and Maintenance Manuals. This covers schemes in Aberlour, Rothes, Elgin, Forres, Dallas, Newmill and Lhanbryde.
- 3.8 Key projects for the 2023/24 year will be:-
- Update of the Flood Model for schemes at Arradoul, Longmorn and Aberlour to include the impact of changes in Climate Change predictions and complete the model update for the Elgin Scheme.
  - Tyock Burn channel maintenance
  - Development of a Surface Water Management Plan for Forres and Findhorn
  - Mosset Burn channel maintenance.

#### **Flood Risk Management Capital**

- 3.9 The Flood Risk Management Plans for Cycle 2, 2022 to 2028, were agreed by members at a meeting of this committee on 15 November 2022 ( Paragraphs 6 and 7 of the minute refer) and were published in December 2022. A number of projects to reduce flood risk have been identified as actions in these plans. However, the significant funding gap in Scottish Government's Flood Risk Management budget, means the timing of these projects is uncertain.
- 3.10 Significant maintenance work to replace life expired elements and remove trees from flood plains is required at Elgin, Forres Burn of Mosset and Forres Findhorn Flood Schemes at a total cost of £468,000, which is allowed for in the Capital Budget for 2023/24.

### **Road Bridges Revenue**

- 3.11 Under the Roads Scotland Act 1984, Moray Council has a duty to manage and maintain the safety of the road network in Moray. Moray Council's road network includes 376 bridges and 160 retaining walls.
- 3.12 In 2022/23 planned masonry repairs to parapets were undertaken at Balnamoon Bridge on the B9018/30, Berryhillock Bridge on the C47H/40, Chapelford Bridge on the U8E/20, Crooksmill Bridge on the C54H/10, Landshut Bridge on the C22E/11 and Sandyhill Bridge on the U57H/40 at a cost of £93,000. Work to repair scour damage at Victoria Bridge in Buckie was undertaken at a cost of £7,000. £32,000 was spent on an underbridge unit to facilitate routine Principal Inspections. This has resulted in a slight overspend of 3%.
- 3.13 The maintenance programme for 2023/24 is based on scheduled inspection reports and the associated condition score of each bridge. Resources are targeted at bridges with low condition scores, also taking into account the criticality or importance of the route carried. If an inspection report indicates that maintenance works would significantly reduce future costs, engineering judgement is used to assess if this work should be prioritised over bridges with a lower score.
- 3.14 The bridges revenue budget for 2023/24 is £130,000. Based on recent annual reactive expenditure and ongoing construction inflation, £50,000 of this is to be allocated for unplanned repairs such as non-recoverable traffic collision damage. The revenue budget allows for work to repair Parapet damage in Dufftown, scour protection in South Forres and masonry repairs in Dyke. There is also an allowance of £25,000 to support routine Principal Inspections.
- 3.15 The bridges team investigated the potential benefits of installing ANPR cameras at accident hot spots, to reduce the financial burden of undertaking collision repairs. The findings of this investigation are it would not be economically beneficial to install cameras. Only two bridges have suffered repeat strikes in the last five years and the cost of installing Number Plate Recognition cameras would be significantly more than the cost of repairing the damage caused.

### **Road Bridges Capital**

- 3.16 Capital bridge refurbishment schemes were completed during 2022-23 at Willowbank Bridge, Culach Bridge, Nether Tomdow Bridge, Dykeside Bridge, Aldunie Bridge, Shougle Bridge and Blackwater Bridge. Phase 2 of Craigellachie Bridge refurbishment was completed in March 2023. Planned repairs to Slateford Bridge have been deferred to 2023/24 to avoid potential delays and increased costs associated with working in winter months.
- 3.17 Refurbishment and major works for 2023/24 are based on scheduled inspection reports. Where significant maintenance or refurbishment works that will extend the life of the structure are required, funding is sourced from the Council's Capital budget. Subject to Members agreement, all future

maintenance works will be prioritised in line with the proposed Bridge Maintenance Prioritisation Policy, which is the subject of a report to this committee.

- 3.18 The bridges Capital Programme for 2023/24 includes delivery of Kirkhill Drive Bridge, Lea Bridge and New Bishopmill Bridge, with an estimated total cost of £1,028,000. An additional £250,000 will be requested to be carried forward to undertake works at Slateford Bridge, deferred from 2022/23. Carry forward requests will be reported to Council in June.
- 3.19 The bridges Capital Programme for 2024/25 includes funding to replace the deck on Arthurs Bridge. This work will be subject to a feasibility study, which is planned for 2023/24 at a cost of £100,000. The Capital programme for 2023/24 also includes £300,000 plus £100,000 carried forward from 2022/23 to undertake 40 Principal Inspections with high level outline design for maintenance/refurbishment works.

#### **Non-Network Bridges Capital**

- 3.20 Maintenance of the Council's non network bridges, which consist of footbridges and some small vehicular bridges, is funded through a capital allocation of £50,000 per year. .
- 3.21 The majority of the 2022/23 budget was spent on repairs to Findochty footbridge at a cost of £33,000. Surveys at Marywell Bridge, the Ballie Bridge at Morriston Playing Fields and the Red Bridge were also undertaken at a cost of £1,000. The remainder of this budget will be requested to be carried forward to fund works to replace the deck boards at Marywell Footbridge, which, subject to tender returns will be undertaken in 2023/24.

#### **Vehicle Restraint Systems (VRS) Capital**

- 3.22 Capital works were undertaken in 2022/23 to eight Vehicle Restraint Systems (VRS) across Moray at a cost of £192,260. In 2023/24 two VRS schemes are planned, these are wooden post replacements at the Lecht and hazard protection works at Ruthven Bridge. The estimated cost of these schemes is £143,000.
- 3.23 A breakdown of the Capital projects for Road Bridges, Non-Network Bridges and Vehicle Restraint Systems is provided in **Appendix 2**.

### **4. SUMMARY OF IMPLICATIONS**

#### **(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))**

"Confident, skilled and self-reliant communities where expectations and aspirations are raised and achieved"

"Growing diverse and sustainable economy"

#### **(b) Policy and Legal**

Under the Flood Risk Management (Scotland) Act 2009, the Council has a statutory duty to implement the Actions from the Local Flood Risk Management Plans. The Council can do works not included in the Plans

that will manage flood risk, provided it does not affect the delivery of those actions in the Plan.

Bridge maintenance work is undertaken in accordance with the Council's duty to maintain a safe road network, under the Roads (Scotland) Act 1984.

**(c) Financial implications**

The proposed Capital and Revenue works as estimated are contained within the Council's budget for 2023/24

No allowance has been made in the Flood Risk Management budget for dealing with the consequence of exceptional rainfall/flood events. This will be considered as a budget pressure, if such events arise.

**(d) Risk Implications**

There are no risk implications as a result of this report other than to recognise that flooding and coastal issues are unpredictable and the items in the Schedule will be carried out in recognising this uncertainty.

**(e) Staffing Implications**

There are no staffing implications associated with the recommendations in this report.

**(f) Property**

There are no property implications associated with the recommendations in this report.

**(g) Equalities/Socio Economic Impact**

There are no equalities/socio economic implications associated with the recommendations in this report.

**(h) Climate Change and Biodiversity Impacts**

During the design and implementation of Flood Risk Management works we aim to increase biodiversity where ever practicable.

Where a negative impact on climate change occurs as a result of the work we do we endeavour to mitigate this where possible. This includes sourcing materials from a sustainable source and re-using materials.

**(i) Consultations**

Depute Chief Executive (Economy Environment and Finance), Head of Environmental and Commercial Services, Chief Financial Officer, Legal Services Manager, Equal Opportunities Officer and L Rowan, Committee Services Officer have been consulted and their comments incorporated into the report.

## **5. CONCLUSION**

### **5.1 The Council has a duty under the Act to implement Flood Risk Management Plans, including clearance and repair of water bodies. The**

**proposed allocations in the 2023/24 Flood Risk Management Revenue Budget take account of this duty.**

- 5.2 The Council has a duty under the Roads (Scotland) Act to maintain a safe road network. The proposed allocations for 2022/23 Bridges Revenue and Capital Budget takes account of this duty, based as far as practicable, on a risk-based plan-led approach.**

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Background Papers:

Ref: SPMAN-524642768-884