



Economic Development and Infrastructure Services Committee

Tuesday, 22 March 2022

NOTICE IS HEREBY GIVEN that a Meeting of the **Economic Development and Infrastructure Services Committee** is to be held at **Various Locations via Video-Conference**, on **Tuesday, 22 March 2022** at **09:30**.

BUSINESS

1 Sederunt

2 Declaration of Group Decisions and Members Interests *

3 Resolution

Consider, and if so decide, adopt the following resolution:
"That under Section 50A (4) and (5) of the Local Government (Scotland) Act 1973, as amended, the public and media representatives be excluded from the meeting for Item 10 of business on the grounds that it involves the likely disclosure of exempt information of the class described in the relevant Paragraphs of Part 1 of Schedule 7A of the Act."

4 Minute of Meeting dated 8 February 2022

5 - 12

Report by Depute Chief Executive (Economy, Environment and Finance)

5 Written Questions **

6 Hopeman Waiting Restrictions Traffic Regulation Order

13 - 24

Report by Depute Chief Executive (Economy, Environment and Finance)

- 7 Roads Maintenance Revenue and Capital Budget 2022-2023** 25 - 38
Report by Depute Chief Executive (Economy, Environment and Finance)
- 8 Flood Risk Management and Bridges Capital and Revenue Budgets 2022-23** 39 - 52
Report by Depute Chief Executive (Economy, Environment and Finance)
- 9 Question Time *****
Consider any oral question on matters delegated to the Committee in terms of the Council's Scheme of Administration.
- 10 St Giles Multi Storey Car Park**
- Information on the amount of any expenditure proposed to be incurred by the Authority;

Summary of Economic Development and Infrastructure Services Committee functions:

Roads Authority; Lighting Authority, Reservoirs Act 1975, Public Passenger Transport; Flood Prevention; Twinning; Piers and Harbours and Coast Protection; Industrial and Commercial Development; Environmental Protection; Burial Grounds; Assistance to Industry or Commerce; Public Conveniences; Council Transportation; Catering & Cleaning; Land Reform (Scotland) Act 2003; Countryside Amenities; Tourism, monitoring funding from European Programmes, youth training and employment creation scheme and provide Architectural, Quantity Surveying, Maintenance and Allied Property Services.

Moray Council Committee meetings are currently being held virtually due to Covid-19. If you wish to watch the webcast of the meeting please go to:
http://www.moray.gov.uk/moray_standard/page_43661.html
to watch the meeting live.

* **Declaration of Group Decisions and Members Interests** - The Chair of the meeting shall seek declarations from any individual or political group at the beginning of a meeting whether any prior decision has been reached on how the individual or members of the group will vote on any item(s) of business on the Agenda, and if so on which item(s). A prior decision shall be one that the individual or the group deems to be mandatory on the individual or the group members such that the individual or the group members will be subject to sanctions should they not vote in accordance with the prior decision. Any such prior decisions will be recorded in the Minute of the meeting.

** **Written Questions** - Any Member can put one written question about any relevant and competent business within the specified remits not already on the agenda, to the Chair provided it is received by the Proper Officer or Committee Services by 12 noon two working days prior to the day of the meeting. A copy of any written answer provided by the Chair will be tabled at the start of the relevant section of the meeting. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than 10 minutes after the Council has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he or she can submit it in writing to the Proper Officer who will arrange for a written answer to be provided within 7 working days.

*** **Question Time** - At each ordinary meeting of the Committee ten minutes will be allowed for Members questions when any Member of the Committee can put a question to the Chair on any business within the remit of that Section of the Committee. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than ten minutes after the Committee has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he/she can submit it in writing to the proper officer who will arrange for a written answer to be provided within seven working days.

THE MORAY COUNCIL

Economic Development and Infrastructure Services Committee

SEDERUNT

Councillor Graham Leadbitter (Chair)
Councillor Theresa Coull (Depute Chair)

Councillor David Bremner (Member)
Councillor John Cowe (Member)
Councillor Gordon Cowie (Member)
Councillor John Divers (Member)
Councillor Tim Eagle (Member)
Councillor Claire Feaver (Member)
Councillor Marc Macrae (Member)
Councillor Maria McLean (Member)
Councillor Ray McLean (Member)
Councillor Amy Taylor (Member)
Councillor Sonya Warren (Member)
Councillor Walter Wilson (Member)

Clerk Name:	Lissa Rowan
Clerk Telephone:	07765 741754
Clerk Email:	committee.services@moray.gov.uk

Minute of Meeting of the Economic Development and Infrastructure Services Committee

Tuesday, 08 February 2022

Various Locations via Video-Conference

PRESENT

Councillor David Bremner, Councillor Theresa Coull, Councillor John Cowe, Councillor Gordon Cowie, Councillor John Divers, Councillor Tim Eagle, Councillor Claire Feaver, Councillor Graham Leadbitter, Councillor Marc Macrae, Councillor Maria McLean, Councillor Ray McLean, Councillor Amy Taylor, Councillor Sonya Warren

APOLOGIES

Councillor Walter Wilson

IN ATTENDANCE

Depute Chief Executive (Economy, Environment and Finance), Head of Environment and Commercial Services, Head of Housing and Property, Head of Economic Growth and Development, Transportation Manager, Harbour Development and Operations Manager, Economic Growth and Regeneration Manager, Mrs D Anderson, Senior Engineer (Transportation), Mr W Burnish, Senior Engineer (Flood Risk Management), Climate Change Strategy Officer, Legal Services Manager and Mrs L Rowan, Committee Services Officer as Clerk to the Committee.

1 Chair

Councillor Leadbitter, being Chair of the Economic Development and Infrastructure Services Committee, chaired the meeting.

2 Declaration of Group Decisions and Members Interests

In terms of Standing Order 20 and the Councillors' Code of Conduct, there were no declarations from Group Leaders or Spokespersons in regard to any prior decisions taken on how Members will vote on any item on the agenda.

Councillor Bremner declared an interest in Item 8 "Adaptation Plan for Coastal Erosion – Kingston" as he resides in the area however stated that he would take part in its consideration. There were no other declarations of Member's interests in respect of any item on the agenda.

3 Written Questions

The Committee noted the following written question from Councillor Eagle:

Keep Scotland Beautiful

A local action group in Buckie, Buckie Roots, has worked hard for a few years now to maintain previous council flower beds and make the town of Buckie beautiful. I commend highly their work and their success in reaching level 4 of the 'it's your neighbourhood' Keep Scotland Beautiful award. A huge achievement and a credit to the hard work of the group. I hope all in the committee share our thanks to the volunteers involved.

I am aware that like Buckie many areas have groups similarly involved in looking after flowerbeds and litter picking.

I have been passed information as at the link below relating to Keep Scotland Beautiful roadside litter campaign and their offer to work with local authorities and communities to reduce the impact of litter.

Has consideration been given to Moray Council joining this campaign?

The link for information is –

<https://www.keepsotlandbeautiful.org/roadside-litter-campaign/take-action/local-authorities/>

RESPONSE

I am pleased to be able to confirm that we will, as we have in previous years, be participating in the Keep Scotland Beautiful (KSB) Spring Clean. This year the Spring Clean is taking place between the 21 March and the 21 April. KSB are in the process of finalising details and will be distributing information prior to Saturday 12 February.

We have been in touch with our colleagues in the Communications and Media Teams and an officer in KSB and confirm that our approach will include :-

- Issuing a series of communications that will include key messages and information on the Spring Clean before and during the Spring Clean. This will include links to KSB information so that communities can access information packs, litter guidance and FAQs, supporters and communications packs with posters etc.
- Moray Council will continue to provide communities who wish to organise litter picks in their communities by providing black bags, disposable gloves, loaning litter pickers and lastly collecting the refuse at a pre-arranged time and place.

Councillor Eagle thanked Officers for the response and urged Communities to become involved in the Keep Scotland Beautiful Spring Clean.

4 Minutes

The Minutes of the meetings of the following Committees were submitted and approved:

- (i) Economic Development and Infrastructure Services Committee dated 7 December 2021;
- (ii) Economic Development and Infrastructure Services Appointments Committee dated 10 December 2021; and
- (iii) Economic Development and Infrastructure Services Appointments Committee dated 20 January 2022.

5 School Streets Report - Pilot Project Evaluation

Under reference to paragraph 8 of the Minute of the meeting of the Economic Development and Infrastructure Services Committee dated 5 November 2019, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the outcomes to date of the School Streets Pilot Projects at New Elgin and Seafield Primary Schools in Elgin. The report also provided an evaluation of the School Streets pilot project, encompassing vehicle volumes, pedestrian volumes, parent/guardian and resident perceptions and stakeholder representations received, including from Police Scotland.

During discussion, it was noted that not every school in Moray is suitable for the School Streets initiative and it was queried whether the same amount of funding could be made available for every school to explore other safety initiatives such as Park Smart.

In response, the Transportation Manager advised that the safety of children travelling to and from school is taken very seriously by the Council and School Streets is just one tool that is available when considering road safety at schools. She explained that each school is considered individually and that funding is targeted where the need is greatest however assured the Committee that Moray has safe roads in general.

The Committee joined the Chair in commending the work of the Transportation Service in implementing the School Streets Project and thereafter agreed to:

- (i) note the outcomes of the evaluation of the two School Streets Pilot Projects at New Elgin and Seafield Primary Schools;
- (ii) commence the statutory process to make permanent the Experimental Traffic Regulation Orders for the two pilot projects;
- (iii) delegate authority to the Head of Environmental and Commercial Services in consultation with local ward members to consider and determine objections received as part of this statutory process;
- (iv) approve the inclusion of School Streets schemes as an option for reducing the number of vehicles outside schools and encouraging Active Travel; and
- (v) approve the criteria set out in paragraph 4.20 of the report for assessing future applications from schools for a School Streets scheme on the roads around their school.

6 Charges for Electric Vehicle Charging

Under reference to paragraph 8 of the Minute of the meeting of the Economic Growth, Housing and Environmental Sustainability Committee dated 8 June 2021, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of proposals to vary the mechanism for payments for the use of public electric vehicle charge points.

During discussion, concern was raised in relation to users charging their cars at electric charging points for lengthy periods of time resulting in charging points not being available for other users to charge their vehicles and it was queried whether the Council had plans to implement an "overstay" charge. Further concern was also raised in relation to the rising cost of electricity and whether our tariff for using electric charging points needed to be reviewed earlier, in line with the rising cost of electricity.

In response, the Transportation Manager advised that a way of assessing whether a car was parked and charging or just parked was currently being investigated however, this was not considered to be a concern at present as the demand for electric charging points is not excessive. She further advised that a report would be brought to this Committee in 12 months, or earlier if required, which will include further information in relation to an overstay charge and whether the tariff needs to be reviewed due to the impact of the increased cost in electricity.

The Chair suggested that appropriate signage is displayed at charging points encouraging consideration for other users when charging.

In response, the Transportation Manager advised that she would liaise with the Council's PR and Communications Service in relation to appropriate signage being displayed at charging points encouraging consideration for other users when charging.

Thereafter, the Committee agreed:

- (i) to note that a wider Electric Vehicle Strategy focussing on further developing the public charging network and transitioning the council's fleet of vehicles to ultra-low emission vehicles will be brought to a future meeting;
- (ii) to approve the recommended changes to tariffs for charging vehicles at council operated charge points as specified in paragraphs 4.1 and 4.2 of the report;
- (iii) that a report would be brought to this Committee in 12 months, or earlier if required, which will include further information in relation to an overstay charge and whether the tariff needs to be reviewed due to the impact of the increased cost in electricity; and
- (iv) that the Transportation Manager will liaise with PR and Communications Service in relation to appropriate signage being displayed at charging points encouraging consideration for other users when charging.

A report by the Depute Chief Executive (Economy, Environment and Finance) advised the Committee of the Council's Public Sector Report on Compliance with Climate Change Duties 2020-21 and updates to the reporting methodology and statutory requirements.

During discussion, it was noted that the Scottish Workplace Journey Challenge was taking place between 1-31 March 2022 and it was queried whether the Council was promoting this in any way.

In response, the Climate Change Strategy Officer advised that consideration will be given to the Council promoting the Scottish Workplace Journey Challenge during 1-31 March 2022.

Thereafter, the Committee agreed:

- (i) to note the Council's Public Sector Report on Compliance with Climate Change Duties 2020/21;
- (ii) to note updates made to the Council's reporting methodology for 2020/21;
- (iii) to note the latest guidance from the Scottish Government on best practice and timescales to reflect updated statutory requirements set out in '*Public Sector Leadership on the Global Climate Emergency*'; and
- (iv) that consideration will be given to the Council promoting the Scottish Workplace Journey Challenge during 1-31 March 2022.

8 Adaptation Plan for Coastal Erosion - Kingston

Councillor Bremner declared an interest in this item however continued to take part in the debate and decision.

Under reference to paragraph 6 of the Minute of the meeting of Moray Council dated 20 January 2015, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the change to the tidal lagoon at Kingston and the government funding available to develop a Coastal Change Adaptation Plan.

Following consideration, the Committee agreed to progress the development of an adaptation plan for the Moray coastline, starting with Kingston as outlined in paragraph 3.10 of the report.

9 Edinburgh Declaration and Biodiversity

A report by the Depute Chief Executive (Economy, Environment and Finance) asked the Committee to agree to recommend to Moray Council to sign the Edinburgh Declaration and note potential future actions to assist in halting biodiversity decline.

Following consideration, the Committee agreed to:

- (i) recommend to Moray Council to sign the Edinburgh Declaration;

- (ii) note potential future local actions to help address biodiversity decline within section 4.3 of the report; and
- (iii) note further reports on the draft National Planning Framework 4 (NPF 4) consultation and Local Development Plan guidance will be reported to the Planning and Regulatory Services Committee on 1 March 2022 which will set out the national policy and evidence gathering requirements to address the nature crisis.

10 Marine Safety and Operational Updates Q3 2021-2022

Under reference to paragraph 6 of the Minute of the meeting of the Economic Development, Planning and Infrastructure Services Committee dated 20 March 2018, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee with regard to matters of Marine Safety and compliance with the Port Marine Safety Code (PMSA) for the third quarter of 2021/22.

During discussion surrounding the Ice Plant, it was queried whether consideration had been given to a loyalty scheme for users of the Ice Plant. In response, the Harbours Development and Operations Manager advised that there were no plans for a loyalty scheme at present however he would raise this at the Harbour Advisory Committee.

During further discussion surrounding out of service navigation lights, it was noted that this had been a feature in previous reports but was not included in this report and it was queried whether this had improved now that the lights had been replaced with LED bulbs.

In response, the Harbours Development and Operations Manager advised that Out of Service Hours in relation to Navigation Lights is reported annually and that he would ensure that an annual comparison is included in the next report so that Members can compare with last years figures.

Concern was raised in relation to Findochty Harbour regarding the hole that has reappeared and whether or not there are sufficient cleats available on the pontoons as harbour users say there aren't enough yet the Council say there are a sufficient number of cleats for the number of vessels.

In response, the Harbours Development and Operations Manager advised that he was aware of the hole in Findochty Harbour and that this would be getting properly fixed in due course. He further advised that records show that there are a sufficient number of cleats available for the number of vessels using the harbour however advised that he was looking into this personally and would liaise with local Ward Members.

Councillor Cowe raised concern in relation to the number of hours the MV Selkie had managed to operate due to adverse weather conditions when similar vessels appeared to be operating normally and asked that a report be brought to the next meeting of Moray Council on 23 February 2022 detailing the cost to the Council for operating the dredger in 2021/2022 to ascertain whether the cost of owning the dredger outweighs the running costs.

In response, the Harbours Development and Operations Manager advised that he is aware of Members' concerns regarding HM Selkie and that work is underway to streamline the process to make it more efficient with a view to increasing the number of operational days from 53 days and also increasing the amount of tonnage removed. With regard to comparing MV Selkie to other similar vessels, the Harbours Development and Operations Manager explained that Marine Scotland Licensing is strict and that operating in conditions over force 3 requires additional time for the vessel to be weighted and affects its stability.

The Head of Environmental and Commercial Services further assured the Committee that the efficiency of the dredger is a priority of the Service and offered to include a performance and financial update in relation to the MV Selkie in the next Marine Safety and Operational Update report. This was agreed.

Thereafter, the Committee agreed:

- (i) to note the safety performance, fulfilling their function as Duty Holder under the Port Marine Safety Code;
- (ii) that future reports will include an annual comparison for Out of Service Hours in relation to Navigation Lights; and
- (iii) that the next Marine Safety and Operational Update report will include a performance and financial update in relation to the MV Selkie.

11 Question Time

Under reference to paragraph 14 of the Minute of the Meeting of the Economic Development and Infrastructure Services (EDIS) Committee dated 7 December 2021, Councillor Warren acknowledged that a report on the Scotland Loves Local Gift Card Scheme is expected at the meeting of the EDIS Committee in March 2022 however raised concern in relation to difficulties some people were having when trying to purchase the Gift Card as it is only available online and local towns such as Elgin and Buckie aren't recognised when searching for participants in the scheme as users have to search specifically for Moray.

In response, the Economic Growth and Regeneration Manager advised that the upcoming report will show how the gift card has been promoted and advised that it is currently only available to purchase online according to local authority area and is not town specific.

Councillor Macrae thanked Officers for the information in relation to the closing of Cloddach Bridge and sought an update as to when the external report would be completed.

In response, the Head of Environmental and Commercial Services advised that he did not have a date at present and that this would be circulated to the Committee as soon as it was available.

Councillor Warren raised concern in relation to the rising cost of energy and asked if the Council is working with the Moray Economic Partnership (MEP) to support Small and Medium-sized Enterprises (SMEs) who are struggling with rising energy costs.

In response, the Chair advised that, in his capacity as Chair of the MEP, he would highlight this at the next meeting.

The Head of Economic Growth and Development advised that there is no funding currently available to support SMEs with energy bills however the Business Resilience Forum is attended by Moray's MP and MSP which is effective in communicating any issues to the UK and Scottish Government.

Councillor Eagle raised concern surrounding children who suffer from food allergies and that, due to supply issues, the Council are struggling to ensure that there are no allergens in school meals. He also raised concern that parents are asked to sign a form which ensures that the Council cannot be held responsible if any allergic reactions occur and felt this was unfair as parents rely on the school to be aware of allergens so that children can be kept safe whilst at school.

In response, the Head of Environmental and Commercial Services advised that he would liaise with the Catering Manager and provide a full response to Councillor Eagle in this regard.

Councillor Warren noted that this week is National Apprenticeship Week and asked if the Council was promoting this in any way?

In response, the Head of Economic Growth and Development advised that the Employability Partnership had carried out some work in relation to National Apprenticeship Week. He further advised that there is an action in the Local Outcome Agreement Plan to deliver an Apprenticeship Strategy which will look at the future demand for apprenticeships in Moray. The aim is to have a strategic view of what apprenticeships are required in Moray and how this will align with education, aspiration and training so that this can be promoted to young people and that this will also include public sector apprenticeships.



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 22 MARCH 2022**

**SUBJECT: HOPEMAN WAITING RESTRICTIONS TRAFFIC REGULATION
ORDER**

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

1. REASON FOR REPORT

- 1.1 To ask the Committee to consider an objection to the proposed Road Traffic Regulation Order;

“Moray Council ((Prohibition of Waiting – Harbour Street and Adjoining Streets, Hopeman) Order 1998 (Amendment No. 1)) Order 2021”

- 1.2 This report is submitted to Committee in terms of Section III (F) (17) and (20) of the Council's Scheme of Administration relating to traffic management functions including the preparation and implementation of traffic management schemes and the making of Orders for the regulation and management of traffic.

2. RECOMMENDATION

- 2.1 It is recommended that Committee:

- (i) **over-rules the outstanding objection as outlined in APPENDIX 3 and approve the Traffic Regulation Order; and**
- (ii) **authorises the Head of Environmental and Commercial Services and Legal Services Manager to make the undernoted Order:**

“Moray Council ((Prohibition of Waiting – Harbour Street and Adjoining Streets, Hopeman) Order 1998 (Amendment NO. 1)) Order 2021”

3. BACKGROUND

- 3.1 The Transportation Team received representations from Hopeman Community Association in 2020 regarding road safety concerns related to parking on Harbour Street, Hopeman. This primarily related to illegal parking on existing restrictions which created pinch points for larger vehicles.

- 3.2 In addition to illegal parking there is a narrow section of Harbour Street adjacent to the play park prior to the Harbour which creates conflict with a significant pinch point and narrowing near the bridge over the old railway line. Measures, in terms of additional restrictions, were agreed to try and address the concerns raised and the issues being experienced. The proposals are detailed in **APPENDIX 1** and shown in plan **APPENDIX 2** to the report.
- 3.3 As part of the local liaison between Hopeman Community Association, Police Scotland and the Council, Police Scotland undertook to provide additional monitoring of parking compliance when possible, particularly during known busy periods.
- 3.4 Under the Scheme of Delegation with approval of the Chair, Deputy Chair and relevant Ward Members, officers within the Transportation and Legal Teams undertook the statutory process for the promotion of the Road Traffic Regulation Order to address the issues identified within Harbour Street as agreed with the Hopeman Community Association.
- 3.5 The consultation process highlighted concern from one resident directly affected and the proposals were amended accordingly to accommodate their concerns.
- 3.6 Prior to the statutory consultation being completed Moray Councils Roads Maintenance Team surface dressed Harbour Street. When they came to reinstate the existing Waiting Restrictions the lining team picked up on the marks associated with the proposed restrictions which were at this time under public consultation. Unfortunately the lines laid omitted 16 metres on the west side of Harbour Street, to the south of the old railway bridge.
- 3.7 This then gave the impression that parking would remain unrestricted in front of a property on Harbour Street. The additional 16 metres of “No Waiting at Any Time” restrictions which are still to be laid are required as an essential part of the overall traffic management proposal.
- 3.8 The “Has made Order” was then advertised and reflected what was actually laid in error and not what was consulted on and advertised in the original schedule, **APPENDIX 1**. The omission of the additional 16 metres of restrictions has the effect of removing any potential waiting area on the lead in to the narrow section of Harbour Street - this is required as an integral part of the proposal. Forward visibility is also restricted by parked vehicles making the waiting area essential for traffic management and road safety.
- 3.9 In theory the traffic order process was completed but the reality is that what has been set out on the ground and confirmed in the order differs from what was proposed, consulted on and advertised. These anomalies need to be resolved.
- 3.10 Given the background set out above it was reasonable for the residents of Harbour Street to assume the proposals, as laid on the carriageway, were those that were originally advertised.

- 3.11 Given the anomaly was immediately adjacent to one particular residential property, officers from the Transportation team decided to visit the resident to explain the situation. Following such a visit, the resident has objected by email to the proposal.
- 3.12 This objection was not received during the public consultation period for the proposed Order. Under other circumstances this would not be accepted as a valid objection, however, given the potential confusion caused by the difference between the Order as consulted on and the Order as confirmed and lines laid on the ground, it is recommended that the objection is treated as if it had been received in time, and this report is written on that basis.
- 3.13 On this basis, this report brings forward that objection for consideration by Committee in line with the process for determining Traffic Regulation Orders, whereby unresolved objections must be brought to Committee where officers recommend that the proposed Traffic Regulation Order should still be confirmed.
- 3.14 The resident's concerns and officer's response are detailed in **APPENDIX 3**. Officers are recommending the objection is over ruled and the full restrictions originally consulted on confirmed as necessary for the proposed Traffic Regulation Order to achieve its full benefits and address the safety concerns raised initially. A full copy of the objection will be circulated to Members of the Committee and any Ward Members not on the committee prior to the meeting.

4. SUMMARY OF IMPLICATIONS

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

The report encompasses the main aims of the Economic Development programme by maintaining suitable transport facilities and infrastructure as designated for their intended use. The improvements will contribute to improving Safety on the roads specified within **APPENDIX 1** and help to grow a diverse and sustainable economy, which is a priority in the 10 year plan.

(b) Policy and Legal

The proposal complies with the requirements of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

(c) Financial implications

The cost of completing the promotion of the Road Traffic Regulation Order and providing the small length of additional lining is estimated at £400 and will be funded from the New Signs and Road Markings Capital Budget 2022/23.

(d) Risk Implications

If the prohibition of waiting restrictions is not implemented as originally proposed there is a risk of injury to vulnerable road users and damage to vehicles due to inappropriately parked vehicles.

(e) Staffing Implications

There are no staffing implications arising from this report.

(f) Property

There are no property implications arising from this report.

(g) Equalities/Socio Economic Impact

The proposal will assist in promoting equality of opportunity and access for people with mobility and / or sensory impairments, elderly people, visitors and residents with young children. Motorists currently park on this section where the restrictions are proposed half on the road and half on the footway causing an obstruction for people with mobility issues. It is acknowledged that the proposal will remove the opportunity to park a vehicle in front of a property where the current resident has some health related issues, this will undoubtedly be an inconvenience. However, the public road is first and foremost there for the movement and management of traffic, the proposed restrictions are being introduced to manage this situation and in the interests of road safety.

(h) Climate Change and Biodiversity Impacts

No significant climate change implications have been determined for this activity. Vehicle emissions will be reduced in the area covered by the Order, which may have a positive effect on biodiversity and local air quality.

(i) Consultations

The Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Principal Accountant (P Connor), Climate Change Strategy Officer (G Gunn), Legal Services Manager, Equal Opportunities Officer and Committee Services Officer (L Rowan) have been consulted and any comments taken into consideration.

The Ward Members for Heldon and Laich have been advised of the proposals and any comments that they have may be tabled at the meeting.

5. CONCLUSION

- 5.1 It is recommended that the Committee over-rule the outstanding objection received, approve the Road Traffic Regulation Order as detailed within “Moray Council ((Prohibition of Waiting – Harbour Street and Adjoining Streets, Hopeman) Order 1998 (Amendment NO. 1)) Order 2021” and authorises the Head of Environmental and Commercial Services and Legal Services Manager to make the Order.**

Author of Report: James Smith, Engineer (Traffic)

Background Papers:

Ref: SPMAN-524642768-652

MORAY COUNCIL (PROHIBITION OF WAITING, HARBOUR STREET AND ADJOINING STREETS, HOPEMAN (EXTENSION NO. 1) ORDER 2021

SCHEDULE 1

Harbour Street, Hopeman (West Side)	<p>From a point 22 metres or thereby north of the projected northern kerbline of Duff Street for a distance of 54 metres or thereby in a northerly direction.</p> <p>From a point 113 metres or thereby north of the projected northern kerbline of Duff Street for a distance of 10 metres or thereby in a northerly direction.</p> <p>From a point 129 metres or thereby north of the projected northern kerbline of Duff Street for a distance of 60 metres or thereby in a northerly direction.</p>
Harbour Street, Hopeman (East Side)	<p>From a point 22 metres or thereby north of the projected northern kerbline of Duff Street for a distance of 185 metres or thereby in a northerly direction.</p>
Access Road to West Beach Caravan Park. (Both Sides)	<p>From its junction with the western kerbline of Harbour Street for a distance of 22 metres or thereby in a westerly direction.</p>

SCHEDULE 2

Harbour Street, Hopeman (Both Sides)	<p>From southern kerbline of Forsyth Street for a distance of 10 metres or thereby in a southerly direction.</p> <p>From a point 10 metres or thereby south of Thom Street to a point 10 metres or thereby north of Thom Street.</p> <p>From a point 10 metres or thereby south of Farquhar Street to a point 10 metres or thereby north of Farquhar Street.</p> <p>From a point 10 metres or thereby south of Cooper Street to a point 10 metres or thereby north of Cooper Street.</p>
Harbour Street, Hopeman (East Side)	<p>From Dunbar Street for a distance of 30 metres or thereby in a northerly direction.</p> <p>From a point 10 metres or thereby south of Mcpherson Street to a point 10 metres or thereby north of McPherson Street</p>
Harbour Street, Hopeman (West Side)	<p>From a point 10 metres or thereby south of Clark Street to a point 10 metres or thereby north of Clark Street</p>

	From a point 10 metres or thereby south of Duff Street to a point 10 metres or thereby north of Duff Street.
Thom Street, Hopeman (Both Sides)	From junction with Harbour Street for 10 metres or thereby in a westerly and easterly direction
Farquhar Street, Hopeman (Both Sides)	From junction with Harbour Street for 10 metres or thereby in a westerly and easterly direction
Cooper Street, Hopeman (Both Sides)	From junction with Harbour Street for 10 metres or thereby in a westerly direction
Clark Street, Hopeman (Both Sides)	From junction with Harbour Street for 10 metres or thereby in a westerly direction
MacPherson Street, Hopeman (Both Sides)	From junction with Harbour Street for 10 metres or thereby in an easterly direction
Duff Street, Hopeman (Both Sides)	From junction with Harbour Street for 10 metres or thereby in a westerly direction

STATEMENT OF REASONS

Representations have been received by the Transportation Team from Hopeman Community Association regarding road safety concerns related to illegal parking during summer periods on Harbour Road, Hopeman.

Site observations indicate that existing parking restrictions are not always respected by visitors and this has created conflicts during the ongoing Covid Pandemic.

Whilst the Chairperson of the Community Association understands that enforcement of existing restrictions is the responsibility of Police Scotland, he was able to highlight the sites of concern that these proposals seek to address, particularly for larger caravans and motorhomes requiring to access/exit West Beach Caravan Park.

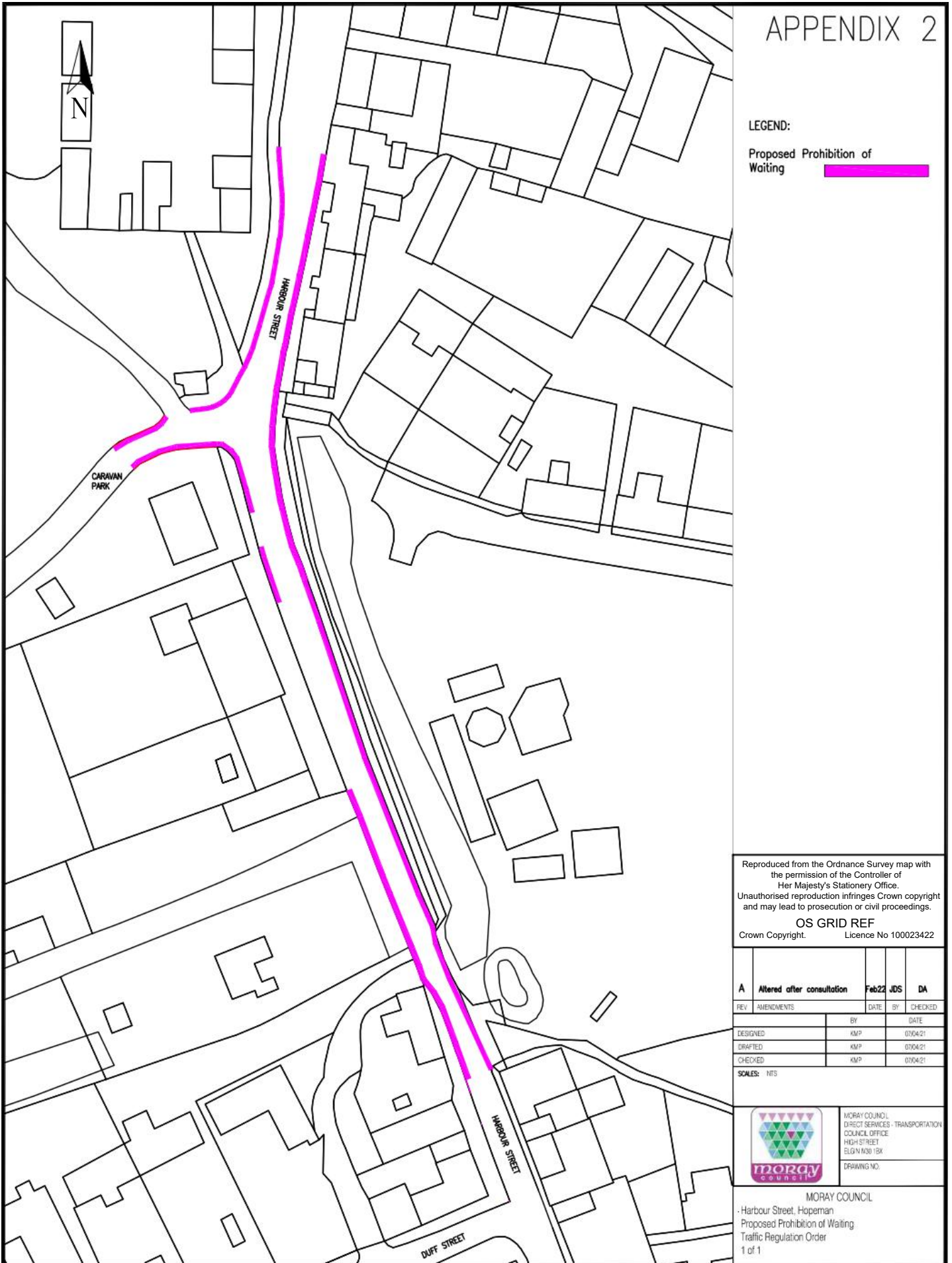
Following discussions with the local Chief Inspector of Police Scotland who has indicated that they will try to provide enforcement during the busy summer period and he is supportive of additional restrictions to maintain access.

A site survey has been undertaken in conjunction the Community Association and they are supportive of revised proposals following informal discussions within the Traffic Team who have highlighted additional access concerns.

In order to streamline the Traffic Order process it has been agreed with the Legal Team that the Traffic Regulation Order will be an amendment to the existing order and will therefore only be consulted with respect to the new restrictions as the existing arrangements will be unaffected.

The attached Schedule 1 specifies the additional restrictions that are the subject of this consultation and are shown on the Location Plan. Schedule 2 specifies the existing arrangements.

It is anticipated that the proposed restrictions will have the effect of maintaining access on the local streets in the interests of road safety



APPENDIX 3**SUMMARY OF OBJECTORS COMMENTS**

OBJECTORS CONCERN	TRANSPORTATIONS RESPONSE
Health issues make it very difficult for both husband and wife to walk around. Parking at the front door helps access immensely.	It is appreciated that the residents have health issue and we can sympathise with that. However the public road is first and foremost for the movement of traffic. It is not a given that there will be parking outside a property albeit residential it is the main route to the Harbour, Beach and Caravan Park.
The objector cannot see that introducing the lines as originally proposed compared to what has been laid will make any difference.	The lines laid in error do not cover the approach to the narrow section of the road and bridge. They were intended to be 16 metres longer as originally advertised and agreed with the Hopeman Community Association to facilitate larger vehicles and create a waiting area before the narrow section or opposing vehicles. The forward visibility between oncoming vehicles on his section is restricted by parked vehicles. The restrictions as originally proposed took this into consideration in the interests of road safety.
Where do the Council suggest we park instead as we will displace other parked vehicles. With health issues the objector cannot struggle with shopping and a stick.	It is not for the Council to suggest where vehicles are parked. The public road is first and foremost for the movement of traffic. It is the Council job to manage the public road in the interest of road safety. It is appreciated that the residents have health issue and again we can only sympathise with that.
Transportation officer suggested using back garden as there is already vehicular access. We have lived here nearly 20 years & I don't see why we should have to lose the middle of our garden. Health issues would make opening and closing gates difficult. Officer suggested relocating gates / fence but this is costly and cuts my garden in half.	The garden is laid out to accommodate a vehicle with gates and slabs. The current resident has chosen not to park their vehicle in the garden. The option is there and modifications could be made to make access with gates easier although it would be at the expense of ground they currently chose to use as garden. It is again appreciated that health issues may make things difficult with the property on three floors and their off-street parking being at the bottom level rather than on street in the middle level.



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 22 MARCH 2022**

**SUBJECT: ROADS MAINTENANCE REVENUE AND CAPITAL BUDGET
2022/2023**

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

1. REASON FOR REPORT

- 1.1 To ask the Committee to note outturn position for 2021/22 and to approve detailed plans for the expenditure of funds allocated from the Revenue Budget 2022/23 to Roads Maintenance and from the Capital Budget 2022/23 including resurface/reconstruction, surface dressing, footways, drainage, lighting column replacement and lighting improvements.
- 1.2 This report is submitted to Committee in terms of Section III (A) (2) and (F) (16) of the Council's Scheme of Administration relating to the consideration of Capital and Revenue Budgets and exercising the functions of the Council as Roads Authority.

2. RECOMMENDATION

2.1 The Committee is asked to:

- (i) **approve the detailed allocation of funds, from the Revenue and Capital Budget 2022/23, to Roads Maintenance activities, as outlined in Section 5 of this report;**
- (ii) **grant delegated authority to the Roads Maintenance Manager to proceed with necessary roads maintenance works whilst noting that the Roads Maintenance Manager will, as soon as possible, publish a main list of schemes, which can be funded from the budget provision recommended in this report, and a reserve list of desirable schemes, which cannot presently be funded, along with a list of projects to be funded from the Capital allocation; and**
- (iii) **note that the list of schemes will be drawn up in accordance with the principles and objectives detailed in this report, in the Roads Asset Management Plan and in the Capital Plan.**

3. **BACKGROUND**

- 3.1 The road network represents by far the largest asset owned by the Council and therefore regular and adequate maintenance is vital to ensure it does not deteriorate, become dangerous and that considerable past investment is not lost.
- 3.2 The allocation of capital funds for 2022/23 has been taken from the latest budget setting report approved by Council on 22 February 2022. Following this approval, work is progressing on preparing the detailed lists of proposed maintenance works, which is envisaged to be completed by 30 April 2022.
- 3.3 The process will be adopted as previous years that a main list of schemes which can be funded from the budget provisions will be made available as soon as possible. The proposed information will be supported by a reserve list of schemes and will be circulated to Elected Members and published on the Council's website.

4. **STATISTICS**

- 4.1 An idea of the extent of the road network and associated assets can be gauged from Table 1 below:-

Table 1 – Road Asset Inventory (as at 07/02/22)

(a)	LENGTHS	
	A Class roads	157.3 km
	B Class roads	296.3 km
	C Class roads	365.7 km
	Classified roads (A+B+C)	819.4 km
	Unclassified roads	740.5 km
	Total road length	1,559.8 km
	Footways, footpaths & cycle tracks	55.3 km
(b)	INVENTORY	
	Street lights	18879 no
	Illuminated signs & bollards	1106 no
	Vehicle restraint systems	31638 linm
	Road Gullies	18720 no

- 4.2 The roads asset is by far the largest asset owned by the Council at a replacement value of almost £1.7 billion. The roads asset values at the end of 2020/21 are shown in Table 2 below:-

Table 2 – Roads Asset Value (as at 07/02/22)

Asset Group	Gross Replacement Cost £'000	Depreciated Replacement Cost £'000
Carriageway	£ 1,250,958	£ 1,087,268
Footway	£ 93,347	£ 61,035
Structures	£ 128,410	£ 123,710
Street Lighting	£ 51,851	£ 34,318
Street Furniture	£ 18,712	£ 9,254
Traffic Man. Systems	£ 2,242	£ 1,529
Land	£ 132,573	
Total	£ 1,549,682	£ 1,193,403

5. FINANCIAL POSITION

- 5.1 Due to current staffing resources the priority has been to spend the Capital Carriageway Resurfacing/Reconstruction/Surface Dressing budget of £3.456m and it is reported in Table 3 below that we are on target to achieve this during 2021/22. The works undertaken are having a positive impact on our most recent RCI indicators and rankings.
- 5.2 The Carriageway Resurfacing/Reconstruction/Surface Dressing budget during 2021/22 was £3.456m which was made up of £3m and included carry-over of £0.456m. The 10 year capital plan has been approved to include a phased increase of £0.5m which results in our budget for 2022/23 being £3.5m. It is proposed that we continue to closely monitor our 2022 and 2023 RCI results and, subject to the outcome of these (assuming they show a deterioration), undertake a more detailed analysis that would provide a more up to date long term prediction on our road condition based on different budget scenarios for the years 2024/5 onwards. In the meantime we will continue to work to the current standards.
- 5.3 Unfortunately, some of our capital budgets will not achieve full spend, mainly as a result of staff capacity, staff vacancies and delays in the supply of materials due to global supply chain issues. The impact of Covid has continued and it can be reported that productivity has been reduced as a result of social distancing and control measures that have remained in place.
- 5.4 Table 3 below includes a summary of the estimated outturn expenditure for 2021/22 and the proposed allocation for 2022/23.

Table 3 – Outturn 2021/22 & proposed allocation 2022/23

	2021/22 end of year budget	2021/22 estimated expenditure	2022/23 allocation
Capital Budget			
Carriageway Resurfacing/Reconstruction/Surface Dressing	£ 3,456,000	£ 3,456,000	£ 3,500,000
Structural works for timber traffic	£ -	£ -	£ 750,000
Drainage & Other Works	£ 460,000	£ 230,000	£ 500,000
Footways, footpaths & steps	£ 300,000	£ 149,000	£ 300,000
Kerb Edge Replacement	£ 50,000	£ -	£ 50,000
A95 Landslip River Isla	£ -	£ -	£ 1,185,000
Portknockie Landslip	£ 15,000	£ 15,000	£ -
A95 Meikle Cantlay Landslip	£ 15,000	£ 1,000	£ -
Column Replacement	£ 550,000	£ 340,000	£ 800,000
Replace SOX & SON lights with LED lights	£ 257,000	£ 144,000	£ -
Capital Sub-total =>	£ 5,103,000	£ 4,335,000	£ 7,085,000
Revenue Budget (Roads Maintenance)			
General Maintenance	£ 1,267,000	£ 1,267,000	£ 1,267,000
Traffic Works	£ 80,448	£ 80,448	£ 80,448
Lighting Maintenance	£ 145,000	£ 145,000	£ 145,000
Revenue Budget (Roads Maintenance) Sub-total =>	£ 1,492,448	£ 1,492,448	£ 1,492,448
Revenue Budget (Winter & Emergency)			
Winter Maintenance & Other Emergencies	£ 1,582,215	£ 1,582,215	£ 1,762,215
Revenue Budget (Winter & Emergency) Sub-total =>	£ 1,582,215	£ 1,582,215	£ 1,762,215
Revenue Budget (Electricity)			
Lighting	£ 373,734	£ 373,734	£ 373,734
Signs	£ 12,000	£ 12,000	£ 12,000
Revenue Budget (Electricity) Sub-total =>	£ 385,734	£ 385,734	£ 385,734
Summary			
Capital Budget Total	£ 5,103,000	£ 4,335,000	£ 7,085,000
Revenue Budget Total	£ 3,460,397	£ 3,460,397	£ 3,640,397
Capital and Revenue Total =>	£ 8,563,397	£ 7,795,397	£ 10,725,397

Note:

The allocation of capital and revenue funds for 2022/23 has been taken from the latest budget setting report approved by Council on 22 February 2022.

6. **SCHEME PROGRESS - ROADS 2021/2022**

- 6.1 A summary of progress against our roads related budgets are highlighted in Table 4 below.

Table 4 – Summary of Schemes (Roads)

Work Type	Status (at 16/02/22) :-			
	Ongoing	Completed	Cancelled / Not Started	Grand Total
Resurfacing / Reconstruction	16	55	3	74
Surface Dressing	0	96	2	98
Footway Works	18	11	8	37
Drainage & Other Works	21	26	29	76
Grand Total	55	188	42	285

- 6.2 Carriageway maintenance treatments can be grouped in to 3 broad categories; resurfacing/reconstruction and surface dressing. Each has a different range of benefits and costs, and some are only appropriate under certain circumstances.
- 6.3 Our surface dressing programme continues to have the highest number of schemes delivered. This treatment is based on preventing damage from water getting into the road layers, and restores surface texture to improve skid resistance. Surface dressing doesn't add any strength to the road, but it does maintain an already strong road in a strong condition for longer. Surface Dressing is a cost effective treatment and costs approximately £3-5 per m2, instead of Resurfacing which can be anything from £20-50 per m2.
- 6.4 During 2021/22 we have completed 55 resurfacing/reconstruction schemes which is more expensive but does have the advantage of restoring the road surface to a new condition, removing surface problems and most unevenness.
- 6.5 It is proposed that the majority of the cancelled schemes will be rolled forward into next year 2022/23. However, these will be assessed during the programme building exercise and considered along with any other high priority schemes that have come to our attention over the year.

7. **SCHEME PROGRESS – STREET LIGHTING 2021/2022**

- 7.1 A summary of progress against our reduced budget is highlighted in Table 5 below.

Table 5 – Summary of Schemes (Lighting)

Work Type	Status (at 16/02/22) :-			
	Ongoing	Completed	Cancelled / Not Started	Grand Total
Street Lighting Works	3	6	27	36
Lighting Improvement Works	1	0	0	1
Grand Total	4	6	27	37

- 7.2 The Council approved a change to the Capital Plan at a meeting of the Moray Council on 11 November 2015 to allow for a LED Spend to Save project (para 24 of the minute refers). This has involved the fitting of new LED Street Lighting Lanterns as a replacement for the existing stock. By changing to LED, the Council has benefitted from lower energy consumption and reduced maintenance visits, resulting in revenue budget savings.
- 7.3 The unit costs are reported to be £375 per unit during 2021/22 which is significantly higher than previous years of the project. This is due to many of the remaining lanterns being non-standard and requiring special LED lantern replacements which cost more to purchase. On site productivity has declined from previous years due to many of the remaining units being located at one off locations throughout Moray.

Table 6 – LED Cost Installation Summary

Year	Expenditure	Units Installed	Unit Cost
2015/16	£ 218,000	445	£ 490
2016/17	£ 1,110,000	3,304	£ 336
2017/18	£ 867,000	4,363	£ 199
2018/19	£ 922,000	4,877	£ 189
2019/20	£ 666,000	3,613	£ 184
2020/21	£ 100,000	478	£ 209
2021/22*	£ 150,000	400	£ 375
2022/23**	£ 100,000	265	
Totals	£ 4,133,000	17,745	

* Projection to end of year

** Estimated installation costs & budget to complete project

- 7.4 **APPENDIX 1** highlights the current progress of the LED replacement project. Unfortunately, delays in specialist LED units and their availability and staff resource availability has resulted in this project not being completed. There are a total of 265 units to be installed in 2022/23 to finalise the project.
- 7.5 In addition, the projects annual saving estimate of £540k per year has been surpassed with this project currently saving the council £619k per year as a result of energy, carbon and maintenance savings. This figure will continue to rise through to the completion of all LED lantern installations.
- 7.6 There are currently 5,375 lighting columns in Moray which are beyond their design life. **APPENDIX 2** shows the age profile of these design life expired columns.
- 7.7 The capital allocation for 2022/23 has been set to continue the replacement of columns which are beyond design life. A replacement programme is currently being delivered with an emphasis placed on replacing design life expired columns and areas with known poor electrical power cabling which are under the control of the Council.

8. WINTER GRITTING

- 8.1 It is difficult to predict whether the actual spend that will be reported at end of season will be an overspend or underspend due to the impact prolonged periods of snow can have on our budgets. Our current expenditure is £1.304m against our budget for 2021/22 of £1.582m.
- 8.2 Our average expenditure on winter maintenance over the last 10 years is £2.052m against an average budget of £1.802m. It is worth noting that the winter maintenance budget has been historically set based on a mild winter. An average or severe winter will result in additional budget pressure.
- 8.3 Detailed information on the number of winter actions and salt used, including comparisons with previous years, is shown in **APPENDIX 3**. It is worth highlighting that to date, the total number of winter treatments on our routes has decreased this year than previous years and it is reported that the amount of salt used has reduced. This is as a result of the majority of our gritting to date being precautionary treatment and having less continuous days of treating during prolonged snow events.

9. SUMMARY OF IMPLICATIONS

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

Several objectives of these plans are influenced by the condition of the public roads network. Effective budget management is an essential component of delivery of Council priorities on a sustainable basis.

A Growing, Diverse and Sustainable Economy – the public road network is used by all sections of society, to access shops and services and to transport goods within and to and from Moray.

Building a better future for children and young people in Moray encouraging active travel options of walking and cycling require well maintained, and adequately treated during the winter months, facilities.

Empowering and connecting communities – road and footway hazards have the potential to cause injury. Winter gritting provision contributes to making communities safer.

(b) Policy and Legal

The Council is responsible for the maintenance of 1555km of road network which have been adopted by the Local Authority in terms of the Roads (Scotland) Act 1984. The Act places a duty on the Local Authority to maintain the roads, lighting units and structures so adopted, but does not prescribe the level of maintenance to be delivered.

The Well Maintained Highway Infrastructure Code of Practice which identifies good practice and consideration has been taken into consideration.

(c) Financial implications

It is proposed to develop appropriate programmes to reflect the budgets approved as part of the Council's budget setting process and what was included in the current indicative 10 year plan as reported to Full Council on 22 Feb 2022.

(d) Risk Implications

Pressure on general maintenance budgets will increase in terms of reactive maintenance as carriageway conditions deteriorate.

(e) Staffing Implications

There are no staffing implications as a result of this report.

(f) Property

There are no property implications as a result of this report.

(g) Equalities/Socio Economic Impact

There are no equalities implications as a result of this report.

(h) Climate Change and Biodiversity Impacts

There are no climate change implications as a result of this report.

(i) Consultations

Depute Chief Executive (Economy, Environment & Finance), Principal Accountant (P Connor), the Legal Services Manager, the Equal Opportunities Officer and Committee Services Officer (L Rowan) have been consulted and any comments taken into consideration.

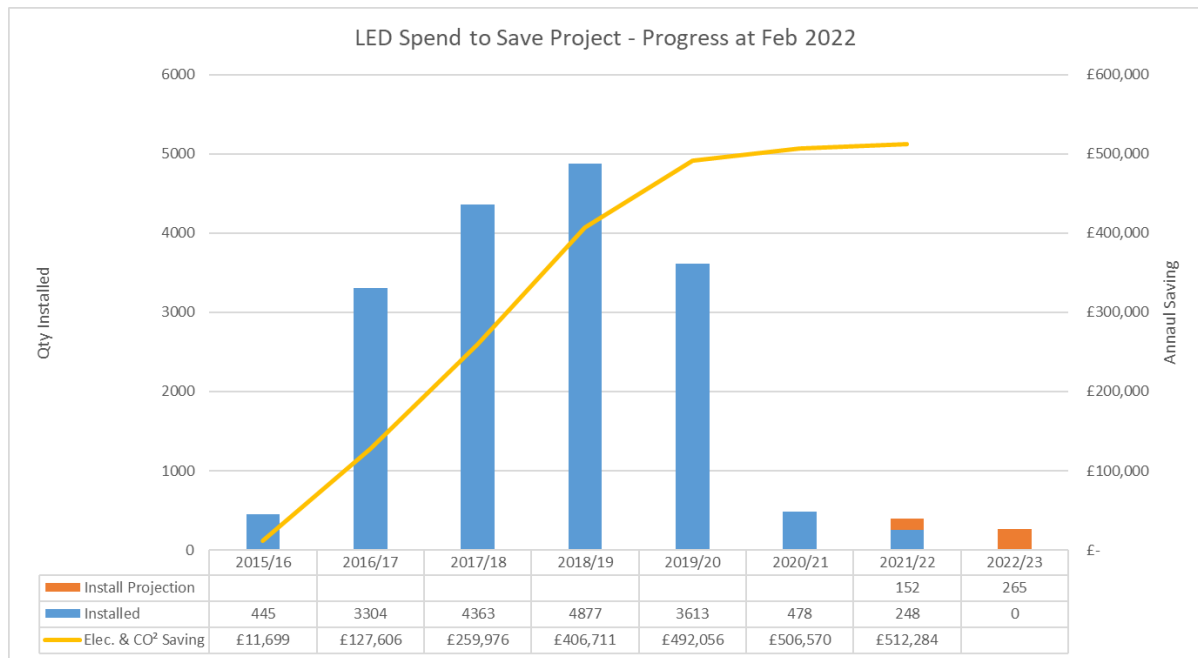
10. CONCLUSIONS

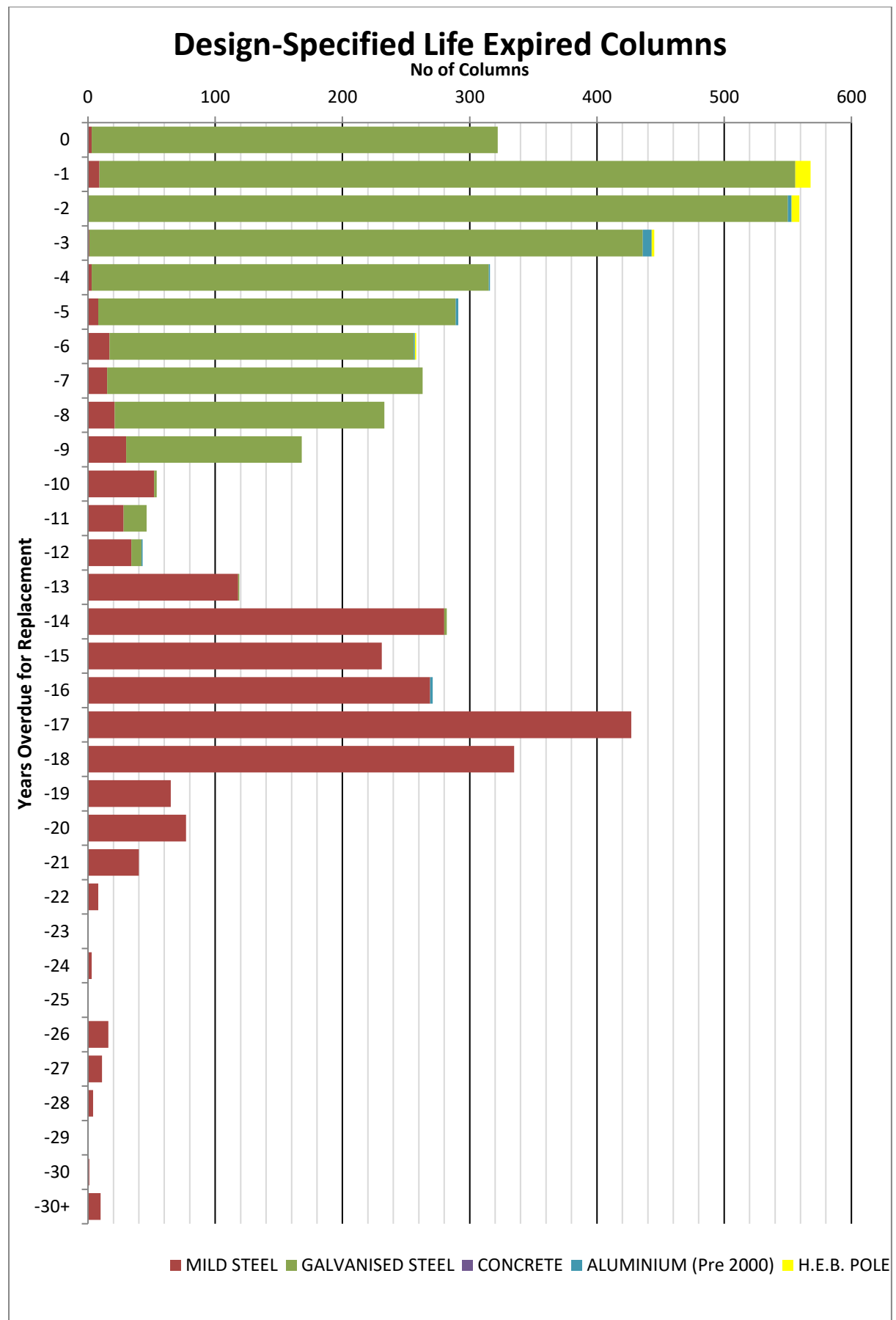
10.1 Note the outturn position of the 2021/22 roads capital and revenue programme;

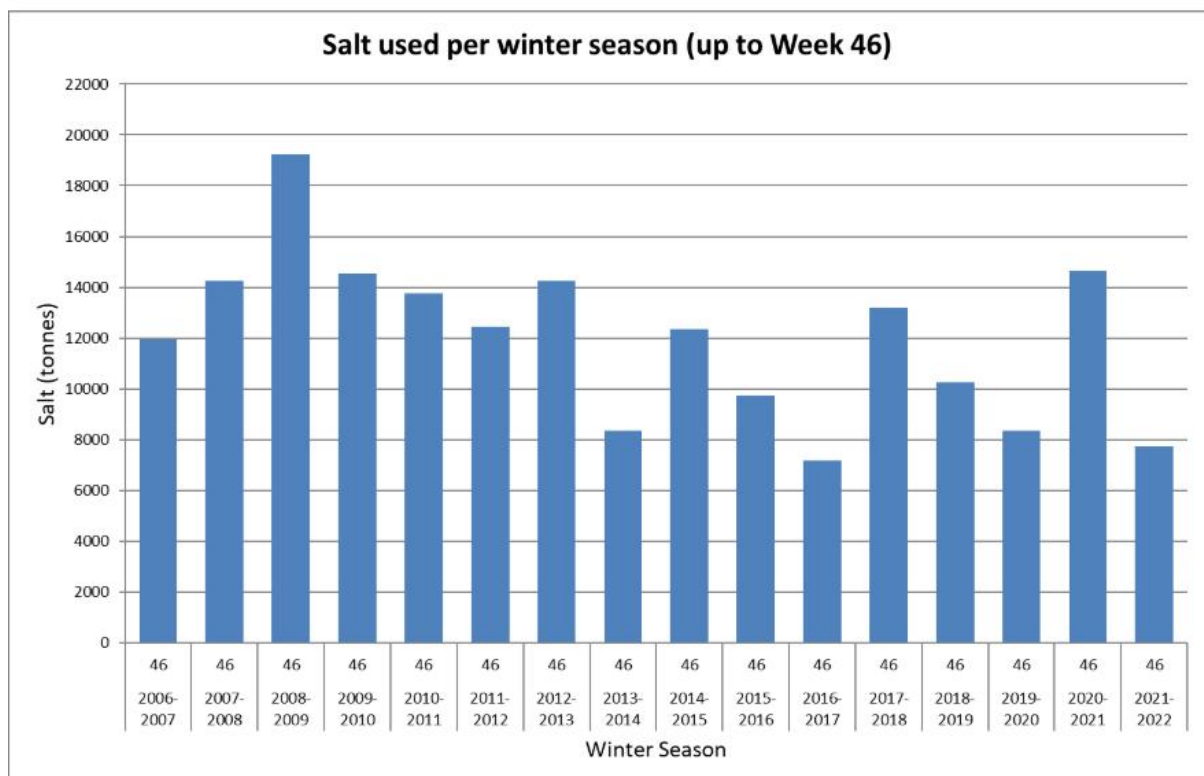
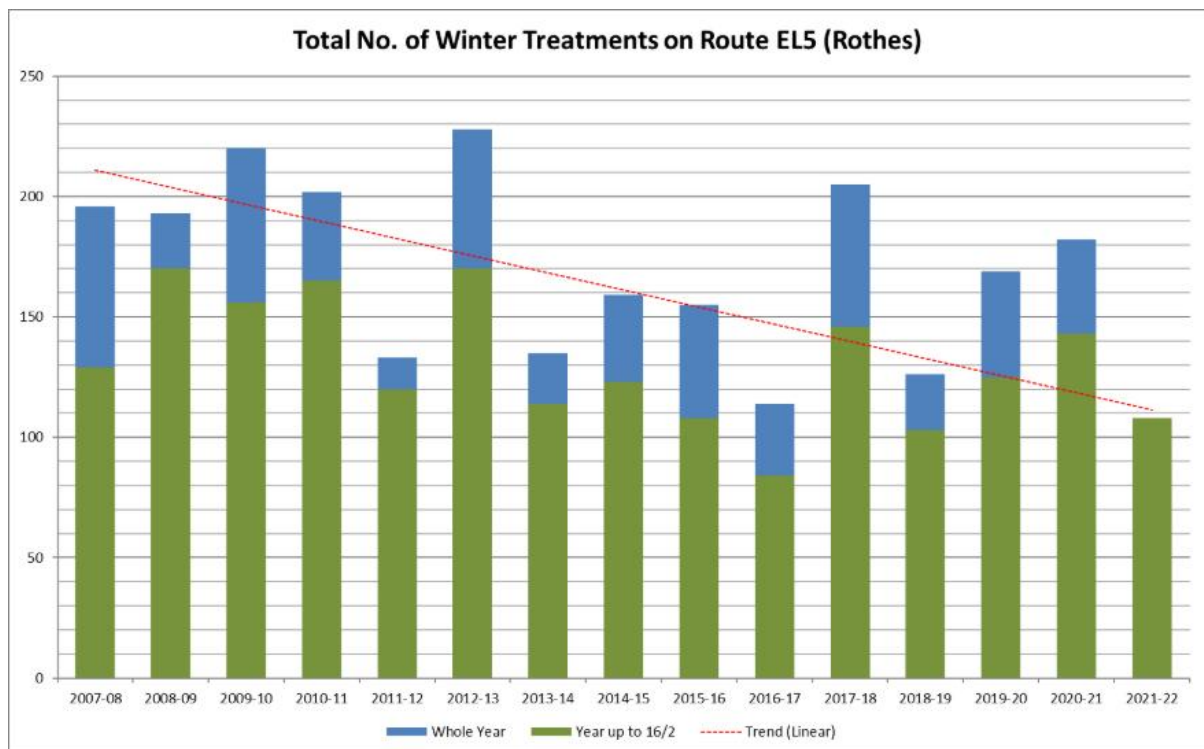
10.2 Note condition of the carriageway asset group and to agree the approach taken in managing the different asset groups;

10.3 Approve the split of revenue and capital allocation to the various maintenance headings and asset types for 2022/23.

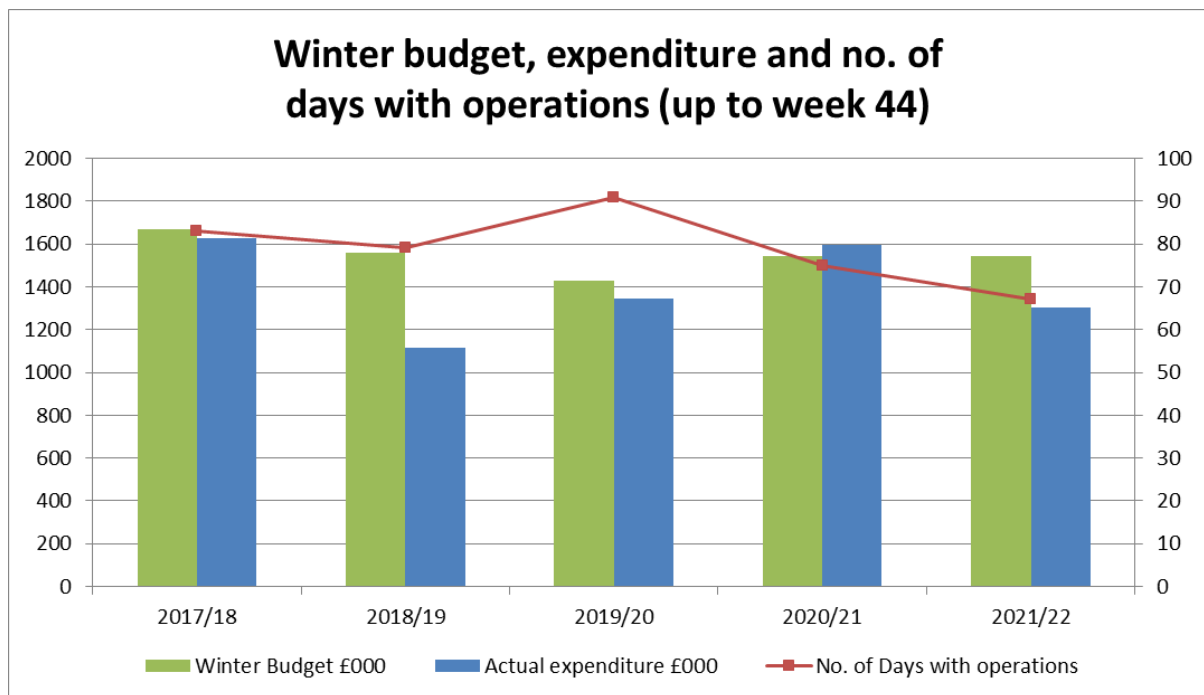
Author of Report: Mark Atherton, Roads Maintenance Manager
Background Papers:
Ref: SPMAN-524642768-695







APPENDIX 3





**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 22 MARCH 2022**

**SUBJECT: FLOOD RISK MANAGEMENT AND BRIDGES CAPITAL AND
REVENUE BUDGETS 2022/23**

**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 2022/2023 and of the Bridge Maintenance Schedule of Works and the programme of Capital works for Bridges.
- 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 2022/23; and
- (ii) the proposed Schedules of Road Bridge Revenue and Capital Maintenance Works and Non-network Bridge Capital Maintenance Works to be undertaken for 2022/23.

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 2021/2022 work has been on going to complete the 2021/22 Clearance and Repair Schedule. At the time of drafting this report the current committed expenditure is £215,000. It is not anticipated that an underspend will occur in the year 2021/2022. Covid along with increased construction costs have placed challenges in the delivery of the Clearance and Repair Schedule, which means we were unable to complete the Tyock Culvert repairs. These repairs will be undertaken in 2022/23.
- 3.4 General maintenance of the Council flood schemes has continued throughout the year. There has been significant reactive works at Portgordon due to a number of events causing large amounts of seaweed clearance to be undertaken. We have completed the installation of Flood Warning signs at Garmouth and Elgin, along with compiling Flood model updates, to allow for the impact of changes in climate change predictions, for Rothes, Burn of Mosset and Lhanbryde Flood Schemes. We have updated the resilience of our telemetry network by undertaking replacement works to life expired equipment.
- 3.5 The 2022/23 Flood Risk Management Annual Revenue Budget is £249,740. 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 2022/23 is provided in **Appendix 1**. The Schedule contains recurrent works, reactive works as well as planned works, together with routine survey and monitoring works. Our asset Management System provides us with 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, Forbes, Dallas, Newmill and Lhanbryde.
- 3.8 Key projects for the 2022/23 year will be:-
- Update of the Elgin Flood Model to include the impact of changes in Climate Change predictions
 - Tyock Culvert Repairs
 - Tyock Burn access works
 - Review of Aberlour Flood Scheme including Model updates

Household Waste and Recycling Centre

- 3.9 Officers are currently preparing a bid submission to fund the construction of a new Household Waste Recycling Centre along with a new innovative waste reuse building, which will be operated by the 3rd sector. The aim of this project is to increase the reuse of items and reduce waste streams including recycling. The submission will be made in June 2022 and if successful design work will start in later in the year. The Council will be required to purchase the land on which the new site will be constructed and this has been included in the Capital Plan for 2022.

Road Bridges Revenue

- 3.10 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.
- 3.11 Planned maintenance work to repair the abutments and drainage components was undertaken at Craibstone Bridge during 2021/22. Works to Cairnfield Bridge were also completed to reconstruct the parapets, which were deteriorating due to age. Other planned works at Aultbeg Bridge and Douall Bridge were deferred to accommodate reactive works.
- 3.12 Reactive repairs were undertaken at Auchriachan Bridge during 2021/22. This work was to repair a large void which occurred to the NW wingwall during a storm event in late October 2021. The site was cleared and a temporary buttress was installed to reinstate support to the wingwall until a permanent repair can be completed under the Capital Works programme. Reactive parapet repair works were also undertaken at several bridges including Calcotts Bridge following road traffic collision damage. At the time of writing this report an under-spend of less than 5% is anticipated.
- 3.13 The maintenance programme for 2022/23 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 2022/23 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 bridges team is investigating the potential benefits of installing cameras at accident hot spots, to reduce the financial burden of undertaking collision repairs. A report on the findings of this investigation will be brought to a future meeting of this committee. A bridge access machine will be hired to facilitate Principal Inspections, at an estimated cost of £50,000. Masonry repairs are planned at Douall Bridge and Aultbeg Bridge at an estimated cost of £12,000, and scour repairs at Gilston Culvert and North Gilston at an estimated cost of £14,000. The remaining £4,000 is allocated for vegetation management.

Road Bridges Capital

- 3.15 Capital bridge refurbishment schemes were completed during 2021-22 at Tomliath Bridge, MacDowall Bridge and Foths Burn Bridge, and schemes to introduce or revise weight limits at Cappieshill Bridge and Cloddach Bridge. Schemes have been developed and tendered for Shougle Bridge, Willowbank Bridge, Culach Burn Bridge, Nether Tomdow Bridge, Dykeside Bridge and Aldunie Bridge. These schemes will not be complete before April 2022 and £1,230,000 will be carried forward to 2022/23.
- 3.16 Scottish Government funding has been provided under the Key Lifeline Bridges Bid, totalling £972,000 for 2021/22 and £343,000 for 2022/23. Due to the late announcement of this funding it has not been possible to spend all of

the 2021/22 allocation and approximately £810,000 of this will be carried forward into 2022/23.

- 3.17 Refurbishment and major works for 2022/23 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.
- 3.18 The bridges Capital Programme for 2022/23 includes delivery of four planned schemes, the repainting of New Craigellachie Bridge and the strengthening and refurbishment of Bridge of Slateford and Blackwater Bridge. The total value of this work is £4,487,000. Key Lifeline Bridges Bid funding will contribute towards the work at Bridge of Slateford and Blackwater Bridge.
- 3.19 The bridges Capital Programme for 2022/23 also includes funding for design of five schemes for delivery in 2023/24 at New Bishopmill Bridge, Kirkhill Drive Bridge, Lea Bridge, Boat O Brig Bridge and Auchriachan Bridge. The total value allocated for this design work is £44,000.

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, £42,000 was carried forward from 2020/21. This year work has been undertaken to replace 2 footbridges at Mosset Duck Pond. Work has also been undertaken at Deanshaugh Footbridge in Cooper Park, to address safety issues by reconstructing the approach ramp. There is no underspend on this budget.
- 3.21 Reactive works were required to Marywell Footbridge following vandalism damage. Further vandalism has resulted in closure of Marywell Footbridge. In 2022/23 an investigation will be undertaken into potential options for the future operation of Marywell Footbridge, options are likely to be limited to replacement or permanent closure. The design and construction of a scheme to replace Sanquhar Loch Upper Footbridge will also be undertaken in 2022/23. Future Non-Network Bridge maintenance works are being identified in the ongoing inspection programme.

Vehicle Restraint Systems (VRS) Capital

- 3.22 Capital works were undertaken in 2021/22 to nine Vehicle Restraint Systems (VRS) including two in Dufftown, two near Elgin, two near Forres, one in Keith and two in Rothes. These were a mix of planned replacements and replacement following Traffic Collisions where the costs could not be recovered. The budget for Vehicle Restraint Systems (VRS) in 2022/23 is £107,000 plus approximately £7,000 to be carried forward from 2021/22.
- 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 to be contained within the Council's budget for 2022/23

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

Property implications associated with the recommendations are set out 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

The Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Legal Services Manager, Chief Finance Officer, Principal Accountant (P Connor), Equalities Officer and Committee Services Officer (L Rowan) have been consulted and their comments incorporated into the report.

5. CONCLUSIONS

- 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 for 2022/23 Flood Risk Management Revenue Budget take account of both.**
- 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 both, based as far as practicable, on a risk-based plan-led approach.**

Author of Report:	Debbie Halliday Consultancy Manager
Background Papers:	
Ref:	SPMAN-524642768-707

Flood Risk Management Revenue**Schedule of Clearance and Repair Works 2022/23**

Location	Improvement Works Description	Estimated Cost (£)
Elgin FAS	Flood Scheme Model updates	£40,000
Tyock Burn	Tyock Burn Culvert Repairs	£45,000
Tyock Burn	Tyock Access work	£15,000
Aberlour FAS	Scheme review and Model update	£10,000
	Total	£110,000
Location	Annual Maintenance Works Description	Estimated Cost (£)
Various	Reactive Works	£8,000
Telemetry	Telemetry Maintenance	£4,000
Kingston	Shingle Bank Survey	£2,900
Forres FAS	Shingle Bank Survey	£8,760
Longmorn FAS	Longmorn FAS - Operation and Maintenance	£513
Dallas FAS	Dallas FAS - Operation and Maintenance	£2,050
Forres FAS	Findhorn and Pilmuir FAS - Operation and Maintenance	£42,230
Aberlour FAS	Aberlour FAS - Operation and Maintenance	£2,050
Millbuies Reservoir	Asset Maintenance, Operation and Maintenance	£523
Roths FAS	Roths FAS - Operation and Maintenance	£6,335
Elgin FAS	Elgin FAS - Operation and Maintenance	£36,900
Forres FAS	Burn of Mosset FAS - Operation and Maintenance	£10,250
Aerial Photos	6 Monthly aerial Photos	£3,750
Newmill FAS	Newmill FAS - Operation and Maintenance	£5,125
Lhanbryde FAS	Lhanbryde FAS - Operation and Maintenance	£6,355
	Total	£139,740
	Revenue Total	£249,740

STRUCTURES CAPITAL WORKS IN 2021/22 and 2022/23

APPENDIX 2

Capital Works 2021/22					
Bridge / Location	Description of Works	Moray Council Capital Funding	Key Lifeline Bridges Bid	Budget Cost	Delivery
Tomliath Bridge	Deck Replacement on New Buried Abutments.	£151,000	-	£151,000	On Site Mar-May 2021
MacDowall Bridge	Fill Replacement and Parapet Wall Reconstruction	£285,000	-	£285,000	On Site Apr-Jun 2021
Foths Burn Bridge	Fill Replacement and Spandrel Wall Reconstruction	£160,000	-	£97,000	On Site Aug-Sep 2021
Cloddach Bridge	Weight & Height Restriction & Gables	£45,000	-	£45,000	On site Jun-Jul 2021
Cappies Hill Bridge	Weight Restriction	£48,000	-	£3,000	On Site Jun 2021
New Craigellachie Bridge	Design & procurement for planned 2022/23 project	£10,000	-	£10,000	Design Nov-Jan 2021 Procurement Feb-Mar 2021
Bridge of Slateford	Design work for Key Lifeline Bridges Bid scheme	-	£20,000	£10,000 (£10,000 to be carried forward)	Design Jan-Feb 2022 Land Access Mar-Apr 2022
Blackwater Bridge	Design work for Key Lifeline Bridges Bid scheme	-	£37,000	£10,000 (£27,000 to be carried forward)	Design Feb-Mar 2022
Aldunie Bridge	Design work for Key Lifeline Bridges Bid scheme	-	£111,000	£10,000 (£101,000 to be carried forward)	Design Nov-Dec 2021 Tender Feb-Mar 2022
Dykeside Bridge	Deck Replacement on existing abutments (now to be delivered jointly with Aldunie Bridge)	£160,000	£179,000	£9,000 (£330,000 to be carried forward)	Design Apr-Jun 2021 Procurement Jul-Sep 2021 Tender Feb-Mar 2022
Shougle Bridge	Fill Replacement and Wingwall Reconstruction	£240,000	£267,000	£30,000 (£377,000 to be carried forward)	Land May-Dec 2021 Design July-Aug 2021 Procurement Dec-Jan 2021 On Site Feb 2021
Nether Tomdow Bridge, Culach Burn Bridge & Willowbank Bridge	Waterproofing & parapet replacement (3 bridges on same road)	£320,000	£358,000	£20,000 £508,000 (to be carried forward)	Procurement Nov-Dec 2021, On Site Feb-Jun 2022
2021/22 Capital Works	Road Bridges Schemes Sub-Totals			£753,000	

Capital Works 2022/23					
Bridge / Location	Decription of Works	MC Capital Plan Funding	Key Lifeline Bridges Bid Funding	Budget Cost	Delivery
New Craigellachie Bridge	Internal and External Steelwork Repainting	£3,779,000	-	£3,779,000	On Site Summer 2022
Bridge of Slateford	Fill Replacement and Spandrel Wall Reconstruction	£7,000	£113,000	£130,000	Procurment Summer 2022, On Site Autumn 2022
Blackwater Bridge	Fill Replacement and Parapet Reconstruction	£70,000	£257,000 (incl £27,000 carried forward)	£327,000	Procurment Apr-May 2022, On Site Summer 2022
Aldunie Bridge	Deck Replacement on New Buried Abutments. (now to be delivered jointly with Dykeside Bridge)	£150,000	£101,000 (carried forward)	£251,000	Procurment Feb-Mar 2022, On Site Summer 2022
2022/23 Bridges Capital Works	Planned Road Bridges Schemes Sub-Total			£4,487,000	
Design and Procurement for Planned Road Bridges Schemes in 2023/24					
New Bishopmill Bridge	Design & procurement for planned 2023/24 project	£10,000	-	£10,000	Design Autumn 2022 Procurement Early 2023
Kirkhill Drive Bridge	Anticipate deck replacement	£10,000	-	£10,000	Design Autumn 2022 Procurement Early 2023
Lea Bridge	Anticipate revised traffic restrictions at weak bridge	£10,000	-	£10,000	Assessment 2022 Design Early 2023
Boat O Brig Bridge	Anticiapte new bearing greasing system	£4,000	-	£4,000	Scope Late 2022 Design Early 2023
Auchriachan Bridge	Anticipate fill replacement and wingwall rebuild	£10,000	-	£10,000	Design Autumn 2022 Procurement Early 2023
2022/23 Bridges Capital Works	Design of Future Road Bridges Schemes Sub-Total			£44,000	
Ongoing 2021/22 schemes. Delay to design due to staff vacancy. Also cost increases due to post-COVID and post-Brexit inflation meant insufficient Capital funds. Additional funding awarded November 2021 via Key Lifeline Bridges Bid so scheme now being procured for delivery in 2021/22 Q4 and 2022/23 Q1 and Q2.					
Dykeside Bridge	Deck Replacement on existing abutments (now to be delivered jointly with Aldunie Bridge)	£160,000 (carried forward)	£170,000 (carried forward)	£330,000	Procurment Feb-Mar 2022, On Site Summer 2022

Shougle Bridge	Fill Replacement and Wingwall Reconstruction	£140,000 (carried forward)	£237,000 (carried forward)	£377,000	On Site Mar-Jul 2022
Nether Tomdow Bridge, Culach Burn Bridge & Willowbank Bridge	Waterproofing & parapet replacement (3 bridges on same road)	£270,000 (carried forward)	£338,000 (carried forward)	£508,000	Procurment Nov-Dec 2021, On Site Feb-Jun 2022
2021/22 Bridges Capital Works Carried Forward	Carried Road Bridges Schemes Sub-Totals			£1,100,000	

Bridge / Location	Decription of Works	Budget Cost	Delivery
VRS Reactive Repairs	Repairs After Crash Damage To be delivered as they arise	£50,000	Throughout the Year
VRS Wooden Post Replacement	Replace / Upgrade Timber Post Systems – prioritised list of sites	£64,000	Design Spring 2022 Deliver Autumn 2022
Road Safety Barriers (VRS)	VRS Schemes Sub-Total	£114,000	Includes £7,000 carried underspend from 2021/22
Sanquahar Loch Upper F'bridge	Design work, plus partial construction cost. Construction to be over year-end with completion in 2023/24 Q1.	£20,000	Design during 2022 On Site Feb to May 2023
Marywell Footbridge	Removal of life-expired bridge.	£15,000	Procurement Mid 2022 Delivery Late 2022
Findochty Footbridge	Repairs to deck damage suffered in Storm Arwen	£5,000	On Site in Apr-May 2022
Reactive Works	Replacement of failed components such as parapets	£10,000	As they arise
	Non-Network Bridges Schemes Total	£50,000	Nil carried forward underspend from 2021/22
	2022/23 Total	£5,751.000	