



**REPORT TO: ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES
COMMITTEE ON 16 APRIL 2019**

**SUBJECT: ROAD BRIDGES REVENUE AND CAPITAL PROGRAMME
2019/2020**

**BY: CORPORATE DIRECTOR (ECONOMIC DEVELOPMENT,
PLANNING AND INFRASTRUCTURE)**

1. REASON FOR REPORT

- 1.1 To ask Committee to agree the proposed schedule of road bridge Revenue maintenance works to be undertaken for 2019/2020 and the proposed schedule of road bridge Capital maintenance works to be undertaken for 2019/2020.
- 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 the proposed schedules of road bridge Revenue and Capital maintenance works to be undertaken for 2019/2020.**

3. BACKGROUND

- 3.1 The Road Bridges Revenue Budget is taken from the Council's overall Revenue Budget agreed by the Council on 27 February 2019 (paragraph 4 of the draft minute refers).
- 3.2 The Council has 371 bridges and 160 retaining walls on the road network. The replacement cost (value) of these assets is £115 million. General and Principal Inspections have been carried out in accordance with statutory requirements under the Roads (Scotland) Act 1984 to manage and maintain the safety of the road network in Moray.

Revenue Schemes Progress in 2018/2019

- 3.3 Planned maintenance work was undertaken on 3 bridges throughout 2018/19. This work included pointing of masonry joints and replacement of missing and damaged stone and concrete. There were also minor repairs to replace damaged components.

- 3.4 Reactive maintenance was undertaken on 14 bridges during 2018/2019. This work was predominantly repair to vehicle collision damage and damage to footbridge decks (both wear-and-tear and vandalism).
- 3.5 At the time of writing this report, it is anticipated that there will be a 23% underspend on the £130,000 bridges Revenue budget for 2018/2019, as detailed in **APPENDIX 1**. The underspend is predominantly due to temporary staff shortages, which reduced staff resources available to deliver the planned Revenue works. We expect to have a full complement of staff by April / May 2019 and do not anticipate any staff resourcing issues in 2019/2020.

Bridges Revenue Programme for 2019/2020

- 3.6 Maintenance and replacement programmes for the bridge stock are based on scheduled inspection reports. These are entered into the asset management database where a bridge condition indicator (BCI) is automatically generated for each bridge. A list of the stock is obtained giving the condition (very good, good, fair, poor, very poor) of each bridge. Resources are targeted at the lower (poor, very poor) end of the scale, as set out in **APPENDIX 2**. 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 BCI.
- 3.7 The bridges revenue budget for 2019/2020 is £130,000. The programme of work that will be undertaken during this year is provided in **APPENDIX 3**. This work includes but is not limited to masonry repairs, vegetation management and principle inspections. A small allowance has also been included for unplanned works that are identified through inspections, or as a result of accidental damage. In the event of accidental damage, an investigation into the cause and person responsible is undertaken, and where possible the cost of repair is recovered. However, as accidents are not always reported it is often not possible to identify the person responsible.

Capital Schemes Progress in 2018/2019

- 3.8 Planned Capital works were undertaken to 7 Vehicle Restraint Systems and 2 Bridge strengthening and refurbishment schemes. A more detailed breakdown of the projects is provided in **APPENDIX 4**. Predominantly these schemes have been designed and developed this year, with works starting on site in January 2019, and anticipated to be complete in April or early May 2019.
- 3.9 The project at B9103 Arthur's Bridge has also been developed through various potential options to ensure we implement the optimum solution. This scheme is anticipated to be completed in April or early May 2019.
- 3.10 Work on the design to refurbish A941 Craigellachie Bridge has been progressed throughout 2018/2019. In December 2018 a decision was taken by the Council's Asset Management Working Group to undertake the planned refurbishment work in two phases. The design drawings and specification have been modified to reflect this and the first phase will be put out to tender at the end of March 2019, with construction planned for summer 2019/2020.

Bridges Capital Programme for 2019/2020

- 3.11 Capital Refurbishment and Major Works for the bridge stock are also based on scheduled inspection reports. Where the required works to a structure are too large in scale or budget for the Bridges Revenue Plan, stand-alone Capital Projects are raised to deliver the works.
- 3.12 The bridges Capital Projects for 2019/2020 include 5no. projects with a total value of £2,416,000. A more detailed break-down of the projects is provided in **APPENDIX 5**.
- 3.13 This workstream is currently dominated by the refurbishment of A941 New Craigellachie Bridge. As stated in paragraph 3.10, this substantial scheme has now been split into 2 phases, with phase 1 in the coming year addressing the road and footway surfacing, and the deck joints, at an estimated cost of £1.85M. Phase 2 works will follow (currently planned in 2021/2022) focussing on repainting the main steel girders.

4. SUMMARY OF IMPLICATIONS

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

The maintenance of the road infrastructure aligns with the Council's priority "Building a better future for our children and young people in Moray."

(b) Policy and Legal

This 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 revenue works as estimated are to be contained within the revenue budget for 2019/2020.

The proposed capital works as estimated are to be contained within the Capital Plan for 2019/2020.

(d) Risk Implications

There are no risk implications associated with this report.

(e) Staffing Implications

There are no staffing implications associated with this report.

(f) Property

There are no property implications associated with this report.

(g) Equalities/Socio Economic Impacts

There are no known equalities implications arising from this report.

(h) Consultations

The Corporate Director Economic Development Planning and Infrastructure, Head of Direct Service, Legal Services Manager, P Connor, Principal Accountant, Lissa Rowan, Committee Services Officer and Equal Opportunities Officer have been consulted and comments have been taken into account.

5. CONCLUSION

- 5.1 The Council has a duty under the Roads (Scotland) Act to maintain a safe road network. Maintenance and repair of the infrastructure is part of the Council's Corporate Plan to provide sustainable economic development. The proposed allocations for 2019/20 Bridges Revenue and Capital Budget takes account of both, based as far as practicable, on a risk-based plan-led approach.**

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Background Papers:	
Ref:	SCOTS Roads Asset Management (Bridges) Spreadsheet ST6 Structures Cost Projection V3.3 2016