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**REPORT TO: ECONOMIC GROWTH, HOUSING AND ENVIRONMENTAL SUSTAINABILITY COMMITTEE ON 13 APRIL 2021**

**SUBJECT: FLOOD RISK MANAGEMENT REVENUE REPORT AND ROAD BRIDGES REVENUE AND CAPITAL REPORT**

**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 2021/2022.
- 1.2 To inform Committee of the Bridge Maintenance Schedule of Works and the programme of Capital works for Bridges.
- 1.3 This report is submitted to the Economic Growth, Housing and Environmental Sustainability Committee following a decision of Moray Council on 17 June 2020 to agree a simplified committee structure as a result of the COVID-19 pandemic. In the case of this committee the combining of the delegated responsibilities of Economic Development and Infrastructure, Community Services (Housing and Property) and Finance (budget, capital and revenue monitoring) (para 9 of the minute refers).

**2. RECOMMENDATION**

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

- (i) the Flood Risk Management Schedule of Clearance and Repair for 2021/22; and**
- (ii) the proposed Schedules of Road Bridge Revenue and Capital Maintenance Works and Non-network Bridge Capital Maintenance Works to be undertaken for 2021/22.**

**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 Work has been ongoing throughout the year to deliver the Schedule of Clearance and Repair agreed for 2020/21. At the time of drafting this report, the current committed expenditure is £210,000. Delays in the delivery and installation of automated flood signs at Garmouth and Elgin will result in an underspend of £35,000. These delays are due to COVID related travel and working restrictions.
- 3.4 General maintenance of the Council's Flood Schemes has been on going throughout the year. There has been significant clearance works undertaken at the Tyock Burn, where weed growth along the length of the burn was such that routine clearance works was not enough. Clearance of a significant build-up of sediment was also required at the Burn of Kimminitie.
- 3.5 The 2020/21 Flood Risk Management Annual Revenue Budget is £249,740. This budget does not include an allowance for damage to assets or clearance and repairs following a significant flood event. Should such an event occur this will be considered as a budget pressure.
- 3.6 The proposed Schedule of Clearance and Repair is provided in **APPENDIX 1**. The Schedule includes specific works, recurrent works and reactive works, together with allowances for telemetry and topographic surveys. With continued development of our Asset Management System, we have a strong regime of risk based inspections that identify potential flooding issues. Reports from other sources, such as the public continue to inform the Schedule. The Schedule will be published on the Council's website subject to agreement by this Committee.
- 3.7 The Schedule includes the operation and maintenance of the flood schemes in accordance with their manuals. This covers schemes in Aberlour, Rothes, Elgin, Forres (2 schemes), Dallas, Newmill and Lhanbryde

Key projects in the 2021/22 year will be:-

- Completion of Garmouth and Elgin automated signs
- Completion of Flood Model updates
- Replacement of life expired telemetry system
- Maintenance work to the Tyock Culvert

### **Bridges Revenue**

- 3.8 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, with a replacement value of £115 million.
- 3.9 Planned maintenance work to repair parapet walls and drainage components was undertaken at Cairnfield Bridge during 2020/21. Other planned works at

Aultbeg Bridge, Craibstone Bridge and Doual Bridge were deferred to accommodate reactive works.

- 3.10 Reactive maintenance was undertaken during 2020/21. This work was predominantly repair to vehicle collision damage. Seven of these collisions were hit-and-run incidents, for which the cost of the work could not be recovered. The cost of this work ranged between £1,684 and £17,915 with an average spend of £7,202 at each bridge. At the time of writing this report an underspend of less than 10% is anticipated. An investigation into the benefit of providing CCTV at accident hotspots will be undertaken in 2021/22.
- 3.11 The maintenance and replacement programme for 2021/22 is 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, and very poor) of each bridge. Resources are targeted at the lower (poor, very poor) end of the scale, 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 BCI.
- 3.12 The bridges revenue budget for 2021/22 is £130,000, £25,000 of this is allocated to unplanned repairs such as non-recoverable collision damage. The programme of work that will be undertaken during this year is provided in **APPENDIX 2**. This work includes but is not limited to masonry repairs, vegetation management and principal inspections.

### **Road Bridges Capital**

- 3.13 Capital works planned for 2020/21 included repairs to a Vehicle Restraint System at Craigellachie, refurbishment schemes at Bantrach, Tomliath and MacDowall Bridges and weight restrictions to bridges at Cloddach and Cappries Hill. Works to the Vehicle Restraint System and Bantrach Bridge are complete. The refurbishment work at Tomliath is underway and will be completed this spring. The work to complete the weight restrictions was delayed due to COVID related restrictions on working practices and will be completed in spring of this year. Work to MacDowall Bridge was delayed because of hibernating bats and will now start on site in April of this year.
- 3.14 Refurbishment and major works for 2021/22 are based on scheduled inspection reports. Where significant maintenance or refurbishment works that will extend the life of the structure are required, funding for this work is sourced from the Council's Capital budget.
- 3.15 The bridges Capital Programme for 2021/22 includes four schemes. This includes strengthening and refurbishment of Shougle Bridge; refurbishment and waterproofing at Dykeside Bridge; waterproofing at Nether Tomdow, Willowbank and Culach Burn Bridges; and collision repairs to Foths Bridge. The total value of this work is £840,000.

### **Vehicle Restraint System**

- 3.16 The budget for Vehicle Restraint System (VRS) is £107,000 plus approximately £145,625 intended to be carried forward from 2020/21. This underspend is due to works being delayed by COVID restrictions.

### **Non Network Bridges**

- 3.17 The Council's non network bridges consist of footbridges and some small vehicular bridges. The budget for 2020/21 was £130,000. A scheme to replace the footbridge at Findochty was completed in summer 2020 at a cost of £40,000. Structural inspections of three vehicular non network bridges were undertaken this year at a cost of £46,000. The findings of these assessments will inform the design of maintenance works required for these structures. £44,000 will be carried forward.

- 3.18 A detailed breakdown of the 2021-22 Capital Projects for Road Bridges, Vehicle Restraint Systems and Non-Network Bridges is provided in **APPENDIX 3**.

## **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 2021/22

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 this report.

**(f) Property**

There are no property implications associated with this report.

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

There are no equalities implications arising from this report.

**(h) Consultations**

Depute Chief Executive (Economy Environment & Finance), Head of Economic Growth & Development, Chief Financial Officer, Legal Services Manager and Lissa Rowan, Committee Services Officer 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 2021/2022 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. Maintenance and repair of the infrastructure is part of the Council's Corporate Plan 2017 – 2022 to provide sustainable economic development. The proposed allocations for 2021/22 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:  
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