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**REPORT TO: MORAY COUNCIL ON 24 MAY 2023**

**SUBJECT: PITTENDREICH BRIDGE STRIKE**

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

**1. REASON FOR REPORT**

- 1.1 To inform the Council of damage sustained at Pittendreich Bridge after a recent bridge strike.
- 1.2 This report is submitted to Council in terms of Section III (F) (15) of the Council's Scheme of Administration relating to management and implementation of the requirements of the Roads (Scotland) Act 1984.

**2. RECOMMENDATION**

- 2.1 **It is recommended that Council agree to use reserves to fund the repair works required at Pittendreich Bridge.**

**3. BACKGROUND**

- 3.1 On Saturday 13 May 2023 a road traffic accident involving a Heavy Goods Vehicle caused significant damage to the right hand parapet of Pittendreich Bridge, which is on the B9010 between Elgin and Dallas.
- 3.2 The bridge is currently open to vehicular traffic but the width of the bridge has been reduced through the placement of safety barriers along the inside of the damaged parapet. Reducing the width of the bridge does increase the risk of damage to the left hand parapet of the bridge. Temporary traffic lights have been deployed to reduce the speed of vehicles crossing the bridge, which reduces the risk of further damage. The cost of using these lights is approximately £23,000 per year. If further damage to the bridge is sustained it is likely the bridge will need to be closed.
- 3.3 Should the bridge need to be closed the only safe diversion route is currently via Forres, which is approximately 25 miles. Other shorter diversion routes are not currently available due to the temporary closure of Viewmill Bridge. This closure would also impact on school transport, with an estimated additional cost of £200 per day.
- 3.4 The owner of the vehicle that hit the bridge has been identified and discussions regarding the repairs and costs involved are underway. However,

this may take some time to agree and to reduce the risk of having to close the bridge, repair work should be undertaken as quickly as possible.

- 3.5 To facilitate early repair work it is proposed that the required funding of around £80,000 be made available from the Council's reserves. This money would be returned to reserves once the costs have been recovered from the vehicle owner.

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

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

"Empowering and connecting communities".

**(b) Policy and Legal**

Moray Council in its role as Local Road Authority has a statutory duty under the Roads (Scotland) Act 1984 to manage and maintain the road network.

**(c) Financial implications**

While it is likely that the cost of repairs will be recovered from the owner of the vehicle that caused the damage, it is not guaranteed.

If the bridge needs to be closed it will increase school transport costs by approximately £200 per day.

The cost of using temporary traffic lights to control traffic using the bridge while it is damaged is approximately £23,000 per year.

**(d) Risk Implications**

If further damage to the bridge is sustained it is likely the bridge will need to be closed, causing significant disruption to people travelling between Elgin and Dallas.

**(e) Staffing Implications**

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

**(f) Property**

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

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

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

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

Existing material will be used to undertake the required repair, where possible.

**(i) Consultations**

Head of Environmental and Commercial Services, Chief Financial Officer, Legal Services Manager, Equal Opportunities Officer and T

Sutherland, Committee Services Officer have been consulted and their comments incorporated into the report.

**5. CONCLUSION**

**5.1 Pittendreich Bridge has been damaged in a road traffic accident.**

**5.2 If the bridge sustains further damage it is likely it will need to close.**

**5.3 Closure of the bridge will result in a diversion route of approximately 25 miles.**

Author of Report: Debbie Halliday, Consultancy Manager

Background Papers:

Ref: SPMAN-524642768-905