



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 30 APRIL 2024**

**SUBJECT: FLOOD RISK MANAGEMENT AND BRIDGES CAPITAL AND
REVENUE BUDGETS 2024/25**

**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 2024/25.
- 1.2 To inform Committee of the Bridge Maintenance Schedule of Works and the programme of Capital works for Bridges for 2024/25.
- 1.3 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 2024/25;**
- (ii) the proposed Schedules of Road Bridge Revenue and Capital Maintenance Works and Non-network Bridge Capital Maintenance Works to be undertaken for 2024/25; and**
- (iii) to delegate authority to the Head of Environmental and Commercial Services to apply for grant funding as set out in paragraph 3.23 of this report.**

3. BACKGROUND

Flood Risk Management (FRM)

- 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 2023/2024 work has been on going to complete the 2023/2024 Clearance and Repair Schedule. There was no under or over spend on the FRM Revenue budget for 2023/24. The continued high cost of construction and flooding events at Aberlour have impacted on delivery of the Clearance and Repair Schedule. Tyock Culvert repairs and purchase of specialist machinery to clear the Tyock Burn will now be undertaken in 2024/2025.
- 3.4 General maintenance of the Council flood schemes has continued throughout the year. Work has also been undertaken to improve access to the Tyock Burn at the confluence with the Linkwood Burn and review flood scheme models to assess the impact climate change has on the flood schemes at Elgin. Assessment of the Elgin model is ongoing and will be completed in 2023/2024. To understand the significant surface water flooding in Aberlour, a hydraulic model has been completed, which will allow future events to be modelled and possible mitigation designed.
- 3.5 The 2024/2025 Flood Risk Management Annual revenue Budget is £310,000. 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 2024/2025 is provided in **Appendix 1**. The Schedule contains recurrent works, reactive works as well as planned works, together with routine survey and monitoring works. The Council's Asset Management System provides a risk based system to identify potential flooding issues. Reports from other sources continue to inform the production of the Schedule. The Schedule will be published on the Council's website, subject to agreement by this Committee.
- 3.7 The Schedule includes the maintenance of the flood schemes in accordance with their Operation and Maintenance Manuals. This covers schemes in Aberlour, Rothes, Elgin, Forres, Dallas, Newmill and Lhanbryde.
- 3.8 Key projects for the 2024/2025 year will be: -
- Update of the Flood Models for schemes at Arradoul, Longmorn and Newmill, which will include the impact of changes in Climate Change predictions.
 - Tyock Burn culvert repair.
 - Trash screen review, clearance and repair.

Flood Risk Management Capital

- 3.9 Significant maintenance work to replace life expired elements and remove trees from flood plains at the Elgin, Forres Burn of Mosset and Forres Findhorn Flood Schemes at a total cost of £348,000 was programmed for 2023/2024. Works have been completed at Lhanbryde, Newmill, Chapelton and Tyock Burn. Works at Elgin and Longmorn have been delayed due to weather conditions and emergency works to alleviate flooding at Whistlestop Woods (Garmouth). A carry forward of £130,000 will be requested on 28 June 2024, to undertake the delayed works.
- 3.10 Capital works for 24/25 will focus on coastal protection. This work will include assessment of coastal defences at Findhorn, Cullen and Lossiemouth, which will identify any remedial works required. The total cost of this work is estimated at £74,266, which is the allocation Moray Council has received from the Coastal Change Adaptation Capital Grant.

Road Bridges Revenue

- 3.11 Under the Roads Scotland Act 1984, Moray Council has a duty to manage and maintain the safety of the road network in Moray. Moray Council's road network includes 376 bridges and 160 retaining walls.
- 3.12 In 2023/2024 repairs were carried out at Aultahuish Bridge, C13E/20, Knockach Bridge, A940/40 Reiket Lane Railway Bridge, C40E/10 and the Hopeman to Burghead Old Railway Line 2, NN121 along with emergency repairs to Sanquhar Footbridge At a total cost of £41,145. Principal Inspections using an underbridge unit were undertaken at a cost of £10,288. Site investigation for Poolflasgan and Lee bridges has been undertaken at a cost of £25,268, to inform structural assessments in 24/25. Topographical surveys at Sanquhar Footbridge and Blackhills Culvert, U129E/20 have been undertaken at a cost of £3,300. There is no under or overspend predicted for the bridges revenue budget.
- 3.13 The bridges revenue budget for 2024/2025 is £130,000. £34,000 will be spent on structural assessments at Lee Bridge, U173E/10 in Forres and Poolflasgan Bridge, B9102/60 in Knockando. £50,000 will be allocated for unplanned repairs such as non-recoverable traffic collision damage. The remaining revenue budget allows for Principal Inspections and masonry repairs to be undertaken.
- 3.14 Drumin Bridge C60H/10 was closed this year due to scour under the pier. When the watercourse is safe to enter, further investigation will be carried out to determine the extent of the scour and the potential for repair. Any significant works required to reopen this bridge will be prioritised in line with the council's Bridge Maintenance Prioritisation Policy.

Road Bridges Capital

- 3.15 Capital bridge refurbishment schemes were completed during 2023-24 at Bridge of Slateford and Kirkhill Drive. A new bearing greaser system has been installed at Boat O'Brig. Planned works for New Bishopmill Bridge have been deferred to allow repairs to Viewmill Bridge to be progressed. Design work for Viewmill Bridge is complete, the contract has been awarded and construction is programmed to begin in April 2024.
- 3.16 In May 2023 members agreed the Bridge Maintenance Prioritisation Policy, which sets out the criteria on which all future bridge maintenance works will be prioritised (paragraph 12 of the minute refers).
- 3.17 The bridges Capital Programme for 2024/25 includes delivery of Cloddach Bridge replacement (Subject to approval of the business case by UK Government), Auchriachan Bridge refurbishment and Blackhills Culvert refurbishment at a total estimated cost of £4,762,145 (gross). New Bishopmill Bridge, deferred to 2024/25 to progress works at Viewmill Bridge, will now be deferred to 2025/26 to allow work on the replacement of Cloddach Bridge to progress.
- 3.18 The bridges Capital Programme for 2025/26 includes funding to replace the deck on Arthurs Bridge. This work will be subject to a feasibility study, which is currently being developed and is programmed for completion end of April 2024.

Non-Network Bridges Capital

- 3.19 Maintenance of the Council's non network bridges, which consist of footbridges and some small vehicular bridges, is funded through a capital allocation of £50,000 per year.
- 3.20 The budget for 2024/25 will be spent on repairs to the Marywell Bridge at a cost of £50,000 (gross).
- 3.21 A breakdown of the Capital projects for Road Bridges and Non-Network Bridges is provided in **Appendix 2**.
- 3.22 All Capital works will be monitored for slippage throughout 2024/25 through the budget monitoring process with a view that the out-turn is within the net capital budget of £4,647,000.
- 3.23 In line with the Consultancy Team's remit to promote Flood Risk Management and maintain bridges to provide a safe road network there can be mid-year opportunities to benefit from grant funding to deliver these priorities. The deadlines often preclude submission of a report to the service committee. It is requested that delegated authority is granted to the Head of Environmental and Commercial Services to approve grant funding applications, where these fit with clear 'business as usual' work priorities, and do not require any other unbudgeted expenditure by the council.

Harbours Infrastructure Capital

- 3.24 The works in the 2024/25 Harbour Works (net of slippage £183k) are to carry out repairs to Burghead Harbour, Cullen Harbour and Findochty Harbour. The capital plan for harbours is based on inspections of the condition of the Council's six harbours and the first three years in the plan are based on planned asset management arising from the most recent inspections.

4. SUMMARY OF IMPLICATIONS

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

"We leave a better environment for future generations."

"Our businesses and communities prosper."

(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 and in line with the Council's Bridge Maintenance Prioritisation Policy.

(c) Financial implications

The proposed Capital and Revenue works as estimated are contained within the Council's budget for 2024/25. The net capital total for council funded work (inclusive of slippage) is £4,830k plus £74k grant funding for coastal adaptation (flood risk management budget area).

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

(d) Risk Implications

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

(e) Staffing Implications

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

(f) Property

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

(g) Equalities/Socio Economic Impact

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

(h) Climate Change and Biodiversity Impacts

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

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

(i) Consultations

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

5. CONCLUSION

5.1 The Council has a duty under the Act to implement Flood Risk Management Plans, including clearance and repair of water bodies. The proposed allocations in the 2024/25 Flood Risk Management Revenue Budget take account of this duty.

5.2 The Council has a duty under the Roads (Scotland) Act to maintain a safe road network. The proposed allocations for 2024/25 Bridges Revenue and Capital Budget takes account of this duty, based as far as practicable, on a risk-based plan-led approach.

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Background Papers:

Ref: SPMAN-524642768-1058