



**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, Forres, 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.

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Background Papers:
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