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**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE  
SERVICES COMMITTEE ON 17 MARCH 2020**

**SUBJECT: BRIDGES CAPITAL AND REVENUE BUDGET 2020-2021**

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

**1. REASON FOR REPORT**

- 1.1 To ask Committee to agree the proposed schedule of bridge Revenue and Capital maintenance works to be undertaken for 2020/21.
- 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 and non-network bridge Capital maintenance works to be undertaken for 2020/21.**

**3. BACKGROUND**

- 3.1 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.

**Revenue Schemes Progress in 2019/20**

- 3.2 Planned maintenance work was undertaken on one bridge during 2019/20. This work included repairs to a damaged concrete deck. There were also minor repairs to replace damaged components. Other planned schemes were deferred to accommodate reactive works. The deferred schemes have been included in the programme of work for 2020/21.
- 3.4 Reactive maintenance was undertaken on six bridges during 2019/20. This work was predominantly repairs to vehicle collision damage at five bridges. Four of these were hit-and-run incidents and the Council has had to fund the repairs, as the cost could not be recovered from the driver. Bridge of Dunnyduff at Keith was by-passed with a temporary bridge as the existing

structure was assessed as unsafe. The bridge provides sole access to homes, farms and a water treatment works, so a temporary bridge is required to maintain access, until funding for a permanent bridge is available. An allowance to construct a permanent bridge at Dunnyduff is included in the capital plan for 2028/29.

- 3.5 At the time of writing this report, it is anticipated that there will be less than 5% underspend on the £130,000 Road Bridges Revenue budget for 2019/20, as detailed in **APPENDIX 1**.

### **Bridges Revenue Programme for 2020/21**

- 3.6 The maintenance and replacement programme for the bridge stock 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, very poor) of each bridge. The condition of Moray Council's bridge stock is provided in **APPENDIX 2**. 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. A bridge is considered to be of critical importance if it carries more than 7000 vehicles per day or provides sole access to property. 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 2020/21 has been reduced from £130,000 to £105,000 as agreed by Moray Council on 12 February 2020 (paragraph 10 of the draft minute refers). 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. No allowance has been included for unplanned works that are identified through inspections, or as a result of accidental damage. In the event of collision damage, an investigation into the cause and person responsible is undertaken, and where possible the cost of repair is recovered. However, as collisions are not always reported it is often not possible to identify the person responsible. In these cases the site will be made safe (e.g. the damaged area barriered off or if necessary the road closed). Repairs will be considered for inclusion in the Revenue or Capital programme in a subsequent year. If repairs are very urgent, e.g. a sole access is severed, the position will be reviewed.

### **Capital Schemes Progress in 2019/20**

- 3.8 Planned Capital works were undertaken to seven Vehicle Restraint Systems and two Bridge refurbishment schemes. A more detailed break-down of the projects is provided in **APPENDIX 4**. These schemes have been designed and developed during the early part of the current year, with works starting on site in August 2019, and anticipated to be complete in March 2020.
- 3.9 The project to install a weight limit and traffic signals at B9103 Arthur's Bridge was completed in February 2020.

- 3.10 Phase 1 of the project to refurbish A941 New Craigellachie Bridge is underway. This scheme has a £1,850,000 budget in the current year of the Capital Plan. The project is due to complete on site in March 2020.

### **Capital Schemes Programme for 2020/21**

- 3.11 Refurbishment and major works for the bridge stock are based on scheduled inspection reports. Where significant maintenance or refurbishment works, which will extend the life of the structure are required, funding for this work is sourced from the Council's Capital budget.
- 3.12 The bridges Capital Projects for 2020/21 include strengthening and refurbishment of Bantrach Bridge and MacDowall Bridge and the replacement of Tomliath Bridge with a total value of £952,000. These three bridges have been prioritised for works this year as they are all significantly understrength and provide the sole access to a number of homes and businesses.
- 3.13 The budget for Vehicle Restraint System (VRS) is £107,000 plus approximately £38,625 intended to be carried forward from the current year. The schemes in this rolling programme of VRS replacement are prioritised on the condition of the existing VRS and the importance and traffic flow of the route they protect.
- 3.14 The budget for Multi-Storey Car Park maintenance is £114,000 per year. In 2019/20 a scheme was developed to replace the waterproofing at Batchen Lane Car Park, which will utilise £215,000 rolled forward from 2019/20, plus the 2020/21 budget.
- 3.15 The combined budget for all three work streams is £1,426,625.  
A more detailed break-down of the projects is provided in **APPENDIX 5**.

### **Non-Network Bridges Capital Programme for 2020/21**

- 3.16 Maintenance of the Council's 107 non network bridges, which consist of footbridges and some small vehicular bridges, is funded through a capital allocation of £50,000 per year. £80,000 is to be rolled forward from the past two years and will contribute to the scheme to replace the life-expired Findochty Caravan Park Footbridge. The design has been developed during 2019/20, and is to be tendered in March 2020 for delivery in summer 2020. Elements of Sanquhar Footbridge damaged during Storm Ciara in February 2020 are to be replaced during summer 2020. A detailed break-down of the projects is provided in **APPENDIX 6**.

## **4. SUMMARY OF IMPLICATIONS**

### **(a) Moray 2026: A Plan for the Future and Moray Corporate Plan 2017 – 2022**

The maintenance of the road infrastructure aligns with the Council's policy to provide Sustainable Economic Development (Priority 1).

**(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 capital and revenue works as estimated are to be contained within the Council's budget for 2020/21.

**(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**

There are no known equalities implications arising from this report.

**(h) Consultations**

The Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Legal Services Manager, P Connor, Principal Accountant, Development and Operations Manager for Harbours, L Rowan, Committee Services Officer and the 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 1984 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 2020/21 Bridges Revenue and Capital Budget takes account of both, based as far as practicable, on a risk-based plan-led approach.**

Author of Report:	Daniel Preston Senior Engineer (Bridges)
Background Papers:	
Ref:	SCOTS Roads Asset Management (Bridges) Spreadsheet ST6 Structures Cost Projection V3.3 2016