

**ANGUS COUNCIL**

**ROADS COMMITTEE**

**27 APRIL 2000**

**DUNLAPPIE BRIDGE REPLACEMENT**

**REPORT BY THE DIRECTOR OF ROADS**

**ABSTRACT**

This Report details the options available to the Committee for the replacement of Dunlappie Bridge and recommends closure of the bridge in light of insufficient funding available.

**1 RECOMMENDATIONS**

It is recommended that the Committee agree:-

- (i) to note that in the interests of public safety it will be necessary to close Dunlappie Bridge to vehicular traffic at an early date;
- (ii) to note and accept that there are insufficient funds available in the immediate future to effect a replacement of Dunlappie Bridge at a cost of £475,000;
- (iii) to note and accept the proposal (Option 1) to close the bridge and effect appropriate diversion routing;
- (iv) to the promotion of a Temporary Traffic Regulation Order to effect closure of the bridge;
- (v) to note that there will be an impact locally arising from the proposed closure of the bridge;
- (vi) to instruct the Director of Roads in conjunction with the Director of Finance to continue to investigate funding options for replacement of the bridge at a future date.

**2 INTRODUCTION**

The existing Dunlappie Bridge, also known as Dalhousie Bridge, was constructed in 1879. The bridge was assessed in the 1970's and a 6 tonne weight limit imposed. The bridge was later assessed by Angus Council as having a carrying capacity of 3 tonnes and a 3T weight limit has been imposed. Anecdotal evidence suggests that vehicles in excess of 3T are continuing to use the bridge.

The bridge is inspected at six monthly intervals using a mobile access platform. The bridge is continuing to deteriorate and it is now considered necessary in the interests

of public safety to either replace it or effect closure of the structure to ensure that no vehicles can access the bridge. Access for pedestrians and cyclists will be maintained.

The bridge is a listed structure adjacent to a site of specific scientific interest, an archaeological site and an area of mature Scots pines.

A new replacement structure has been designed by Roads Department staff taking into consideration the adjacent constraints and the requirements of Historic Scotland. Further discussions with Historic Scotland have resulted in a reduction in construction costs by some £30,000 by an agreed change in specification. However, the requirements of Historic Scotland still result in the project costing approximately £80,000 more than otherwise would be the case.

The estimated cost of the replacement bridge, based on the proposed design, is £475,000. A bid for European funding for replacing the bridge has been unsuccessful.

### 3 **DETAILS**

The Roads Department's Capital Budget for 2000-2001 for bridge works is limited to £54,000, (from an original £180,000 Capital Budget bid) which has all been allocated to the funding, in part, of Dunlappie Bridge.

The Committee has previously approved some £195,000 from the Roads and Transport Repair and Renewal Fund for Dunlappie Bridge. The total funding available for Dunlappie Bridge is therefore £249,000.

Due to the budgetary pressures arising from a budget allocation of only £303K for non-legally committed capital and a total reliance on the remainder of the Repair and Renewal monies for funding of roads, lighting and traffic maintenance schemes there is a shortfall of funding of some £226,000 in total for the replacement of Dunlappie Bridge.

Several options are now considered:-

#### Option 1

Do not replace the existing structure. Estimated cost to Council £15,000 for closure of bridge and signing of diversions.

#### Option 2(a)

Provide a temporary bridge upstream from the existing pending replacement of the bridge. Temporary bridge costs are estimated at £95,000 with future costs of £475,000 adjusted for inflation for the eventual permanent replacement bridge.

#### Option 2(b)

Provide a temporary bridge on the same alignment as the existing, requiring demolition and partial removal from site and storage of existing listed structure until

future replacement. The estimated cost of a temporary bridge is £85,000. The reduced cost of the eventual permanent replacement bridge would be £460,000 plus inflation.

### Option 3

Proceed with the replacement bridge with a delayed start. Overall cost remains at £475,000, £249,000 could be funded in 2000/01 financial year but impact of costs (£225,000) in 2001/02 financial year is unlikely to be able to be accommodated within 2001/02 Capital budget allocations due to limited budgets and competing pressures.

These options are now examined in greater detail:-

#### Option 1 – No Replacement

The existing bridge is currently limited to 3T vehicles. The structure is continuing to deteriorate as it corrodes. There is no economic means of preventing this and it is now necessary to close the bridge. Access for pedestrians and cyclists would be maintained. The closure would require the provision of a Temporary Traffic Regulation Order. Details of the diversion route are shown in Appendix A.

There will be a continuing requirement to maintain the bridge itself albeit that it would not longer be able to carry any traffic.

The cost to the Council of the closure and diversion route is estimated at £15,000.

The cost to the community would be the loss of a 1.4 mile direct access route and the additional time and transport costs incurred in following a 3.8 mile diversion route (ie 2.4 mile additional journey).

#### Option 2(a) – Provide temporary bridge upstream in the current financial year and a permanent replacement on line at a later date

This effectively postpones the inevitable replacement of the bridge to future years. The costs of the overall project increases by the cost of the temporary structure and future inflation.

A temporary crossing would be available during the replacement of the bridge in future years.

#### Option 2(b) – Provide a temporary bridge on the same alignment as the existing bridge in the current financial year

Again this postpones the eventual replacement of the bridge and increases the cost of the overall project by £70,000. Since demolition of the existing bridge would be required to install the temporary bridge, there would be a future cost saving on the replacement bridge.

However, since the new bridge would be constructed on the line of the temporary structure the road would be closed for the duration of the contract as currently proposed for the replacement bridge.

Since the structure is a listed bridge, consent for the demolition would be required from Historic Scotland. It is also likely that such consent would be dependent upon the permanent bridge being replaced within a defined timescale.

#### Option 3 – Proceed with delayed start in current Financial Year

Commencing later in this financial year spreads the costs over two financial years. In theory this would allow expenditure this year of an estimated £249,000. However, funding of the balance of £225,000 required in the 2001/2002 financial year is currently not provided for.

## 4 FINANCIAL IMPLICATIONS

### Capital/Renewal and Repair Fund

As detailed in the options the financial implications vary but are summarised below:-

	<b>2000/2001</b> <b>£</b>	<b>2001/2002</b> <b>£</b>	<b>Future Years</b> <b>£</b>	<b>Total</b> <b>£</b>
Option 1	15,000	0	0	15,000
Option 2(a)	95,000	0	475,000 + inflation	570,000 + inflation
Option 2(b)	85,000	0	460,000 + inflation	545,000 + inflation
Option 3	249,000	225,000	1000	475,000

#### **NB**

Existing budget allowance in the Roads and Transport Renewal and Repair Fund for this project is £195,000.

Existing budget allowance in the Roads Capital allocation for 2000/01 for this project is £54,000.

The funding requirement of £225,000 shown in 2001/2002 and the sums shown for future years are currently not allocated for this project.

### Revenue

There would be implications on future years' revenue budgets if the replacement of the bridge was to proceed depending on the option chosen and the timescale for

construction. These, however, would be contained within the Department's Revenue Budgets for future years for Structural and Cyclic maintenance.

5      **CONSULTATION**

The Chief Executive, the Director of Finance and the Director of Law and Administration have been consulted in the preparation of this Report.

6      **CONCLUSION**

This Report details the options available to the Committee in respect of Dunlappie Bridge Replacement and recommend closure in the interests of public safety.

Dr Bob McLellan  
DIRECTOR OF ROADS

NOTE:

No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

IAC/JSJG  
10 April 2000  
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