

ANGUS COUNCIL

ROADS COMMITTEE

14 JUNE 2001

**UTILISATION OF THE ROADS AND TRANSPORT  
RENEWAL AND REPAIR FUND**

**REPORT BY THE DIRECTOR OF ROADS**

**ABSTRACT**

This report proposes utilisation of the Roads and Transport Renewal and Repair Fund for various necessary works which could not be contained within the Revenue Budget or the Financial Plan for 2001/2002 but which are of such a nature that further postponement is likely to result in increased risk to public safety or more expensive remedial work in the long term.

**1 RECOMMENDATIONS**

It is recommended that the Committee agree:-

- (i) that the Roads and Transport Renewal and Repair Fund be fully utilised to the extent of £918K leaving only the de-minimis of £100K for emergency provision to allow the following works to be carried out:-
  - (a) The bridge repairs listed in Appendix A.
  - (b) The renewal and replacement of Street Lighting apparatus listed in Appendix B.
  - (c) The Road Reconstruction/Overlay/Resurfacing Schemes listed in Appendix C.
  - (d) The reconstruction of the footways listed in Appendix D.
  - (e) The Traffic and Road Safety projects listed in Appendix E.
  - (f) The repairs to Arbroath Harbour detailed in Appendix F.
  - (g) The Public Transport Infrastructure repairs and renewals in Appendix G.
- (ii) to note that consideration of possible top-ups to the various Renewal and Repair funds including consideration of the Roads and Transport Renewal and Repair Fund vis-à-vis the 2000/01 winter maintenance unbudgeted

expenditure will be the subject of a separate report to a future Policy and Resources Committee.

## 2 INTRODUCTION

While the imposition of Revenue Budget Guideline Expenditure has been removed with effect from 2001/02, the overall Revenue Budget restrictions still placed on the Council have brought about ongoing limitations on the Roads Revenue Budget in 2001/02. This, together with the restriction on Section 94 borrowing consent imposed on the Council by the Scottish Executive aligned with a necessary commitment to ongoing and legally committed Capital Schemes (eg allowing for major commitments to the A92 Dundee-Arbroath Proposed Dualling), has resulted in a lower than desirable Revenue Budget and a very restricted Capital Budget in 2001/02. These constraints and commitments have resulted in ongoing restrictions on the funding available for the normal programmes of work which have to be carried out year on year to maintain the road network infrastructure and to replace apparatus and installations which have reached the end of their working life.

The Finance and Information Technology Committee of 30 January 2001 approved a proposed contribution to the Roads and Transport Renewal and Repair Fund of £800K.

The Special Meeting of Angus Council on 15 February to finalise the Revenue Budget and set the Council Tax for 2001/02 agreed a further contribution of £600K to the Roads and Transport Renewal and Repair Fund.

The Finance and Information Technology Committee of 13 March 2001 and the Policy and Resources Committee of 20 March 2001 approved the transfer of £100K from the Roads and Transport Renewal and Repair Fund to the Roads 2001/02 Revenue Budget to be utilised as Capital Funded from Current Revenue (CFCR) on a programme of Skid Resistance and Road Safety Works. (Report No 334/01 refers). It is also highlighted that this report further agreed to the transfer of £430K from the Council's Local Capital Fund to the Roads Budget for CFCR purposes in 2001/02.

Renewal and repair work to a total value of £495K carried out under the Roads Revenue programme in 2000/01 was ultimately charged to the Roads and Transport Renewal and Repair Fund to accommodate the unbudgeted expenditure on Winter Maintenance in 2000/01 due to the severity of the winter. (Report No 513/01, submitted to the Roads Committee of 26 April 2001, refers).

(Note: The Director of Finance will take into account the resultant impact of this arrangement on the available balances in the Roads and Transport Renewal and Repair Fund when considering recommendations to the Policy and Resources Committee on any further possible top-up proposals to the various Renewal and Repair Funds in 2001/02 depending on the overall Revenue balances available to the Council.)

Any positive balance in the Renewal and Repair Fund accumulates interest and the total interest which accrued on the Roads and Transport Fund in 2000/01 was £94,850.

Taking into account the contribution in February of £800K, the transfer of Revenue works totalling £495K to accommodate the unbudgeted expenditure on winter maintenance, and the interest accumulated on the fund in 2000/01, the closing uncommitted balance in the Roads and Transport Renewal and Repair Fund stood at £518K at 31 March 2001.

Allowing for the further top-up of £600K in 2001/02 and the transfer to CFCR of £100K for the skid resistance programme, the uncommitted current balance in the Roads and Transport Renewal and Repair Fund stands at £1,018,000. There is a requirement to maintain a minimum balance of £100K as a contingency for emergencies. (Report No 937/00, Policy and Resources Committee of 5 September 2000 refers). This brings the total Roads and Transport Renewal and Repair Fund currently available for the 2001/02 financial year to £918K.

This report recommends the full utilisation of this £918K to allow urgently required programmes of work to be carried out before further deterioration occurs which would result in more expensive solutions if these works were to be delayed.

A £100K de-minimis level has been retained to allow for any unforeseen emergencies which might arise during the remainder of the 2001/02 financial year.

### 3 DETAILS

#### 3.1 Purpose of Roads and Transport Renewal and Repair Fund

In January 1997 the Council prudently established various contingency funds to limit the impact of expenditure skewing when major projects are undertaken and to help protect the Council's overall budget position against emergency situations, etc which require funding. The Roads and Transport Renewal and Repair Fund was put in place to allow funding of:-

- (a) essential structural maintenance/repair projects for roads, lighting and footways;
- (b) projects which were not previously considered necessary but where there is now an identified danger to the public;
- (c) projects identified through on-going inspections and assessment as having deteriorated at a rate in excess of that previously anticipated and which are now considered to be in need of urgent remedial works;
- (d) projects where immediate preventative action is adjudged necessary to negate the need for future works of a more substantial and costly nature;
- (e) priority based projects taking into account the condition of maintenance/repairs of roads/lighting/footways, road safety issues and the benefit likely to be gained by all road users including pedestrian traffic and disabled people.

### 3.2 Projects

The following projects satisfy the above criteria and are considered to be immediate priorities:-

### 3.3 Bridge Repairs

The twin-arched Kingoldrum South Bridge, carrying the U393 over the Cromie Burn south of Kingoldrum, requires pressure grouting of the sub-structure and parapets, repairs and extensions to the concreted burn beds, re-waterproofing, resurfacing and re-kerbing at an estimated cost of £40K including engineering/administration costs.

Eastfield Bridge which carries the U336/1 over the dismantled Dundee-Newtyle Railway Line south of Kirkton of Auchterhouse is a Category B listed structure in very poor state of repair. In order to retain the original structure but at the same time provide the necessary strength and integrity required for current vehicle loadings it is proposed to infill the existing masonry arch with mass concrete. New walls are to be constructed inside the arch, set back from the face of the outer walls, to contain the concrete infill, and general repair work carried out to the side elevations. The estimated cost of these works including engineering/administration costs is £40K.

These bridge repair schemes (Appendix A) could not be contained within the Financial Plan for 2000/01 but are urgently required to preserve the structural integrity of these bridges and to allow them to continue to carry normal traffic without a weight restriction being imposed.

### 3.4 Street Lighting Renewals

The Street Lighting systems at the locations listed in Appendix B are beyond the end of their design life and have been identified through an on-going programme of inspection and testing to be in need of renewal in order to maintain structural integrity and electrical safety. Again it has not been possible to make any provision for Street Lighting Replacements in the Financial Plan or Revenue Budget for 2001/02 and it will therefore be necessary to draw on the R & R Fund to allow these priority schemes to be carried out in the current financial year at an estimated cost of £275K.

### 3.5 Carriageway Strengthening/Overlay/Resurfacing

Ongoing inspections and structural surveys have identified several sections where any further postponement of appropriate strengthening/overlay/resurfacing work will result in the need for full reconstruction at much greater expense in future years. The priority schemes requiring urgent action at an estimated cost of £258K are listed in Appendix C.

### 3.6 Footway Reconstruction/Resurfacing

Appendix D lists priority schemes requiring urgent footway reconstruction/resurfacing at an estimated cost of £50K.

### 3.7 Traffic and Road Safety Projects

The Traffic CFCR allocation for 2001/02 is £80K and Report No 682/01 to this Committee recommends expenditure proposals to utilise this budget. In addition there area a number of projects where there is likely to be significant benefit gained by all road users if proposed improvements are carried out. The priority areas requiring attention are detailed in Appendix E at an estimated cost of £130K.

### 3.8 Arbroath Harbour

The masonry fabric of Arbroath Harbour requires ongoing attention to maintain its structural integrity. In particular, the West Breakwater requires urgent repairs at an estimated coast of £100K (Appendix F). These costs would severely deplete the Harbour Contingency Fund and it is therefore proposed to draw on the Roads and Transport Renewal and Repair Fund in this instance.

### 3.9 Transport Infrastructure

The Director of Planning and Transport also requires to utilise the Roads and Transport Renewal and Repair Fund to allow maintenance and replacement of public transport infrastructure items (bus shelters, bus stop flags, Real Time Information System etc). The estimate cost of these works is £25K shown in Appendix G.

### 3.10 Summary

The various necessary works for which it is proposed to utilise the Roads and Transport Renewal and Repair Fund are summarised in Appendix H.

## 4 **FINANCIAL IMPLICATIONS**

The total demand on the Roads and Transport Renewal and Repair Fund for the works detailed in this Report is £918K including Engineering/Admin costs.

This will leave an uncommitted balance in the Roads and Transport Renewal and Repair Fund of £100K as a contingency for emergency provision.

## 5 **HUMAN RIGHTS IMPLICATIONS**

There are no human rights implications arising from the proposals in this report.

6      **CONSULTATION**

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

7      **CONCLUSION**

It is proposed to fund various schemes (as detailed in the Appendices) to the value of £918K from the Roads and Transport Renewal and Repair Fund in 2001/02.

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:-

RWM/JSG  
15 May 2001  
REPORTS/r&r fund.2001-02

**UTILISATION OF THE ROADS AND TRANSPORT  
RENEWAL AND REPAIR FUND IN 2001/02**

**APPENDIX A - BRIDGE REPAIRS**

Kingoldrum South Bridge	£40,000
Eastfield Bridge	£40,000
<b>Total</b>	<b>£80,000</b>

**APPENDIX B - STREET LIGHTING RENEWALS**

<u>Monifieth</u>	
Brook Street Phase 2	£35,000
Durham Street Phase 1	£20,000
Malcolm Crescent Phase 1	£14,000
Union Street	£6,000
Panmure Street	£10,000
<u>Arbroath</u>	
Burnside Drive Phase 1	£15,000
Old Shorehead	£10,000
Bellvue Gardens Phase 1	£10,000
Tarry Road	£10,000
Lordburn/Gravesend/Elgin Place	£22,000
<u>Montrose</u>	
Melville Gardens	£10,000
Graham Street	£20,000
Bents Road	£10,000
Market Street	£15,000
Barrack Road	£3,000
Waterside Road	£2,000
Coronation Avenue	£5,000
North Esk Road	£10,000
King Street	£20,000
<u>Carnoustie</u>	
Victoria Street	£8,000
Lochty Street	£15,000
Terrace Road	£5,000
<b>Total</b>	<b>£275,000</b>

**APPENDIX C- CARRIAGEWAY STRENGTHENING/OVERLAY/RESURFACING**

<b>Location</b>	<b>Treatment</b>	
Brook Street, Monifieth	Recycling	£68,000
Ramsay Street, Monifieth	Recycling	£21,000
South Ramsay Street, Monifieth	Recycling	£19,000
John Street, Montrose	Retread/Reconstruction	£49,000
River Street, Montrose	Reconstruction	£58,000
Milton Park, Monifieth	Overlay	£14,000
Panmure Street, Carnoustie	Retread	£24,000
Retention Monies		£5,000
<b>Total</b>		£258,000

**APPENDIX D - FOOTWAY RECONSTRUCTION**

Horologe Hill, Arbroath	£6,000
Links Avenue, Carnoustie	£5,000
West Abbey Street/Applegate, Arbroath	£12,000
High Street, Edzell	£8,000
Nursery Road, Montrose	£19,000
<b>Total</b>	£50,000

**APPENDIX E - TRAFFIC AND ROAD SAFETY PROJECTS**

<u>Road Safety/Traffic Calming</u>	
Rumble Strips (various locations)	£10,000
Variable Message Sign	£8,000
20mph Speed Limits at Schools	£36,000
<u>Junction Improvements</u>	
A932 Pitmuies	£13,000
A934 Farnell	£5,000
A926 Ballinshoe	£7,000
B9113 Westerton	£12,000
B956 Gilchorn	£3,000
Monikie at Bridge	£3,000
Letham Cemetary	£7,000
Sidlaw Range/Lindsay St., Kirriemuir	£1,000
Nether Bow Junction	£5,000
<u>New Safety Barrier</u>	
Craigendowie, Glen Lethnot	£20,000
<b>Total</b>	£130,000

**APPENDIX F - ARBROATH HARBOUR**

Repairs to West Breakwater	£100,000
<b>Total</b>	<b>£100,000</b>

**APPENDIX G – PUBLIC TRANSPORT INFRASTRUCTURE**

Repair and Renewal of Bus Shelters, Bus Stop Flags, Real Time Information System etc	£25,000
<b>Total</b>	<b>£25,000</b>

**APPENDIX H - SUMMARY**

Bridge Repairs (Appendix A)	£80,000
Street Lighting Renewals (Appendix B)	£275,000
Carriageway Strengthening/ Overlay/Resurfacing (Appendix C)	£258,000
Footway Reconstruction/Resurfacing (Appendix D)	£50,000
Traffic and Road Safety Projects (Appendix E)	£130,000
Arbroath Harbour (Appendix F)	£100,000
Public Transport Infrastructure (Appendix G)	£25,000
<b>Total</b>	<b>£918,000</b>