

TRUNK ROAD NETWORK

	2011-12 Budget			2012-13			2013-14			2014-15			Comments
	Resource £'k	Net Invest £'k	Capital £'k	Resource £'k	Net Invest £'k	Capital £'k	Resource £'k	Net Invest £'k	Capital £'k	Resource £'k	Net Invest £'k	Capital £'k	
Viaduct Bearing		2,800		2,800			2,800			-			8,400
Southern Anchorages Investigation		1,595		1,895			599			60			4,149
Main Cable Dehumidification		7.5		7.5			7.5			7.5			
M9 Spur Extension/A800 Upgrade		146		185									
Main Cable Acoustic Monitoring		100		-			450			25			
FETA Grant 11/12 & Commitments	5,100	8,600		5,100	4,887		5,100	3,857		5,100	93		Assumes Southern Anchorages Investigation funding will be confirmed
													Assumes further £2.3M will be identified in 2011-12 for Pier Collision Works, which itself is assumed in the totals
PFI payments	55,100												
Depreciation	80,600												
Sub-total	211 000	55 054	30 000	6 800	11 187	-	6 800	8 113	-	6 800	185	-	
Essential new pressures													
FETA - Main Cable Investigation		50		1,680			1,000			0			
FETA - Truss End Linkages				-			1,500			1,500			
FETA - Supsended Span Painting	-			-			175			6,000			
FETA - Tower Wind Barriers				-			1,500			1,500			
Tower Painting Dropped Objects Canopy - Removal							1,400						
Resurface Main Span South							2 500			-			
Sub-total	-	50	-	-	1,680	-	-	8,075	-	-	9,000	-	
Additional manifesto commitments													
Sub-total	-	-	-	-	-	-	-	-	-	-	-	-	
TOTAL	211,000	55,104	30,000	6,800	12,867	-	6,800	16,188	-	6,800	9,185	-	

Additional Comments

2011-12 budget adjustment is outstanding as a result of increased funding provided at end of 2010-11.

The 2011/12 budget details for FETA above are not intended to be complete, but only show items where ongoing spend is known.

In 2011/12, the Capital Grants for FETA and Tay are £8,600k and £7,000k respectively. These totals have been amended above, but £1.4M is still to be vired from FETA's budget to Tay's

FETA's total budget for the viaduct bearings project is £15,740. The above figures assume that figure as the amount required. £1,295k & 6,046k was spent in 09/10 & 10/11 respectively, leaving a balance of £8,399K to be funded, and this sum has been spread equally across FY 11/12 & the first 2 years of the SR. There are delays in the project. It is worth noting that the latest project spend at £16,625k is £885k above budget.

The estimate for the Pier Collision Protection Scheme has now been reduced by £500k to £19.1M. This amount has been deducted from profiled spend for 2012/13. It may prove more appropriate to reduce the 2011/12 figure. TRBJB believe that the figure may fall still further.

Essential new pressures are items highlighted in SR 2010, and brought forward to this SR.