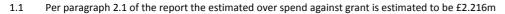
Forth Road Bridge Transport Scotland Update 11th November 2009

Briefing Note

1.0 Budget Monitoring 2009-10 * See draft report attached



- 1.2 This represents an increase of £0.315m to the £1.901m over spend reported to Transport Scotland on the 12th August 2009
- 1.3 The main variances are detailed in paragraphs 3.0 and 4.0
- 1.4 These over spends will be funded through Reserves.
- 1.5 The forecast Reserve at 31st March 2010 is £4.697m as detailed in paragraph 6.2

2.0 Budget Monitoring 2010-11

- 2.1 A forecast over spend is anticipated totalling £0.295m (paragraph 6.3 of the report)
- 2.2 This represents an increase of £2.582m to the under spend of £2.287m reported on the 12th August 2009. This is due to increases in Capital Plan projects as detailed in paragraph 4.2 below
- 2.3 We are unable to detail this over spend in comparison to project budgets because detailed budgets per project are not available. The budget for year-three is simply the total settlement less the previous two year awards.

3.0 Funding

- 3.1 £41.007m was agreed as part of the three-year Spending Review settlement. See paragraph 5.2 of the Budget Monitoring 2009-10 Report.
- 3.2 The budgeted grant for year 3 (2010-11) is based on the total grant award for the three-year period (Revenue £16.528m; Capital £24.479m) less the previous two years grant awards. Based on this approach grant would total £13,987m in year three, split as follows;

	Grant	Grant	Balance	
	2008-9	2009-10	2010-11	Total
	£'000	£'000	£'000	£'000
Revenue	7,070	5,048	4,410	16,528
Capital	6,895	8,007	9,577	24,479
	13,965	13,055	13,987	41,007

4.0 Expenditure

4.1 Total expenditure reported at the last meeting on the **12th August 2009** for the three-year period 2008-11 was **£38.194m**. The current forecast is **£41.091m** representing an **increase of £2.897m**. The table below details the forecast position for FETA at 31st October 2009 with the exception of the Capital Plan which was updated on the 5th November 2009.



	Report	ed 12th Augus	t 2009	Reporte	d 11th Novem	ber 2009	Movement				
		2008-9			2008-9			2008-9			
	Settlement	Forecast	Variance	Grant	Actual	Variance	Grant	Actual	Variance		
Revenue recurring	£7,070	£4,516	(£2,554)	£7,070	£4,516	(£2,554)	£0	£0	£0		
Revenue costs of Capital Plan	£0	£517	£517	£0	£517	£517	£0	£0	£0		
Revenue Total	£7,070	£5,033	(£2,037)	£7,070	£5,033	(£2,037)	£0	£0	£0		
Capital	£6,895	£6,505	(£390)	£6,895	£6,505	(£390)	£0	£0	£0		
Total 2008-9	£13,965	£11,538	(£2,427)	£13,965	£11,538	(£2,427)	£0	£0	£0		
		2009-10			2009-10			2009-10			
	Settlement	Forecast	Variance	Grant	Forecast	Variance	Grant	Forecast	Variance		
Revenue recurring	£5,048	£5,132	£84	£5,048	£5,186	£138	£0	£54	£54		
Revenue costs of Capital Plan	£0	£766	£766	£0	£822	£822	£0	£56	£56		
Revenue Total	£5,048	£5,898	£850	£5,048	£6,008	£960	£0	£110	£110		
Capital	£8,007	£9,058	£1,051	£8,007	£9,263	£1,256	£0	£205	£205		
Total 2009-10	£13,055	£14,956	£1,901	£13,055	£15,271	£2,216	£0	£315	£315		
		2010-11			2010-11			2010-11			
	Settlement	Forecast	Variance	Balance	Forecast	Variance	Balance	Forecast	Variance		
Revenue recurring	£4,410	£4,996	£586	£4,410	£4,996	£586	£0	£0	£0		
Revenue costs of Capital Plan	£0	£430	£430	£0	£455	£455	£0	£25	£25		
Revenue Total	£4,410	£5,426	£1,016	£4,410	£5,451	£1,041	£0	£25	£25		
Capital	£9,577	£6,274	(£3,303)	£9,577	£8,831	(£746)	£0	£2,557	£2,557		
Total 2010-11	£13,987	£11,700	(£2,287)	£13,987	£14,282	£295	£0	£2,582	£2,582		
		Total			Total			Total			
	Settlement	Forecast	Variance	Settlement	Forecast	Variance	Settlement	Forecast	Variance		
Revenue recurring	£16,528	£14,644	(£1,884)	£16,528	£14,698	(£1,830)	£0	£54	£54		
Revenue costs of Capital Plan	£0	£1,713	£1,713	£0	£1,794	£1,794	£0	£81	£81		
Revenue Total	£16,528	£16,357	(£171)	£16,528	£16,492	(£36)	£0	£135	£135		
Capital	£24,479	£21,837	(£2,642)	£24,479	£24,599	£120	£0	£2,762	£2,762		
Three-year Total 2008-11	£41,007	£38,194	(£2,813)	£41,007	£41,091	£84	£0	£2,897	£2,897		

4.2 The reason for the increase in expenditure to that previously reported to Transport Scotland is as follows;

	2009-10	2010-11	Total	
	£'000	£'000	£'000	
Revenue	54	0	54	General increases in expenditure.
Revenue costs of Capital Plan	56	25	81	Minor changes in relation to the Anchorage Investigate, Main Cable
				Replacement/Augmentation study and the Suspended Spans Under deck Access Stud
Capital Plan Movements	205	2,557	2,762	See below
Total movement	315	2,582	2,897	

Capital Plan Movements	2009-10 £'000	2010-11 £'000	Total £'000	
Parking Areas Landscaping & reconstruction		100	0	Project delayed until next financial year
Main Towers Cathodic Protection (Piers)	(250)	250	0	Project delayed until next financial year
Susp Span Gantry Refurbishment	(175)	275	100	Project delayed until next financial year, costs revised.
Main Expansion Joint Replacement	522	614	1,136	The scope of works on this project have now changed and a revised cost profile prepared following the successful tender from Raynesway as reported to the board on the 30th October. All tenders received were well in excess of the original estimates prepared by FETA, mainly due to the significant risk surrounding the project.
Viaduct Bearing Replacement	207	1,322	1,529	Project brought forward on capital plan resulting from the delay in the Anchorage Investigation. Further costs are being incurred as a result of additional concrete testing the viaduct piers and the requirement to monitor the movement of the piers and box girders. This has also resulted in additional design work which has subsequently delaye the project by a few months. A total sum of £15.950m was budgeted; current forecast £16.560m. This forecast maybe subject to change resulting from tender submissions which are due to be presented to the Board in February 2010.
Others Projects	1	(4)	(3)	Misc
Total movement	205	2,557	2,762	

4.3 Forecast Expenditure - The actual expenditure 2008-9 and forecast expenditure 2009-10 and 2010-11 is anticipated to be phased per year as follows;

	2008-9	2009-10	2010-11	Total
	£'000	£'000	£'000	£'000
Revenue ¹	5,033	6,008	5,451	16,492
Capital	6,505	9,263	8,831	24,599
	11,538	15,271	14,282	41,091

¹ It should be noted that the Revenue costs associated with the Capital Plan have been included within Revenue and not Capital where grant will be received.

5.0 (Surplus) / Deficits to Grant

5.1 The current total forecast 2008-11 of £41.091m is £0.084m higher than the total settlement estimated in November 2007. The variances to grant per year are estimated to be as follows;

	2008-9	2009-10	2010-11	Total
	£'000	£'000	£'000	£'000
Variance	(2,427)	2,216	295	84

5.2 It should be noted that these figures are subject to a number of risks associated with the Capital Plan. The figures for 2010-11 for recurring Revenue expenditure are also based on the budget which was set last year. These figures may be subject to change when the revised Revenue and Capital budgets are produced in December 2009.

6.0 Reserves

- 6.1 The audited final accounts were presented to the Authority at its meeting on 30th October 2009 where the Authority noted reserves of £6.913m at 31st March 2009.
- 6.2 The projected over spend for 2009-10 referred to in paragraph 1.1 above amounts to £2.216m. Projected reserves at 31st March 2010 would therefore total £4.697m.
- 6.3 Forecast figures have been prepared for the final year of the settlement 2010-11. These will be subject to review at a later stage and final approval by the Authority in February 2010. Expenditure 2010-11 is projected to be £0.295m above estimated grant receivable. Projected reserves to 31st March 2011 would therefore total £4.402m.
- 6.4 The reserve position is summarised in the table below;

Reserve	2008-9	2009-10	2010-11
	£'000	£'000	£'000
Opening Reserve	(4,486)	(6,913)	(4,697)
(Surplus) /Deficit in year	(2,427)	2,216	295
Closing Reserve	(6,913)	(4,697)	(4,402)

7.0 Risks

- 7.1 A number of key risks were highlighted in the Budget Monitoring 2009-10 report and should be referred to when discussing Reserves. The most specific example currently is the Viaducts Bearing Replacement where tender submissions are due on the 18th December.
- 7.2 Further risks for consideration are:
- 7.3 Revenue forecasts 2010-11; These are based on current budget estimates which maybe subject to change due to ongoing maintenance requirements. The budget for both Capital and Revenue will be presented to Transport Scotland in mid-December and reported to the Board on the 26th February 2010. The figures presented above may be subject to change as a result of the budget preparation exercise.
- 7.4 Truss End Linkages The scheme is nearing the end of the study stage and the technical difficulties in supporting the ends of the bridge while replacing the end supports (the Truss End Links) are now more apparent and have led to a substantial increase in the allocation of cost. The project still requires to go through a procurement phase before appointing a consulting engineer and therefore forecasts could vary as the design progresses. This project has not been carried out before on this scale so access and risk are the unknown costs and both can vary considerably. The budget agreed by the Board in February 2009 setaside £1.020m for this project; Forecasts based on the latest Capital Plan are £3.192m and over spend of £2.172m in total terms. However the figures built in to the three-year settlement 2008-11 are an under spend to budget of £0.378m with an over spend of £2.550m not coming through until 2011-14. This is an example of a project that may impact on the authority's reserve balance.

8.0 Efficiencies

- 8.1 Transport Scotland require to report on the savings made by individual organisations which will form part of a comprehensive efficiency report by Ministers to the Scottish Parliament in the autumn.
- 8.2 Clause 3.6 of the revenue grant-in-aid letter for 2008-09 include a requirement that FETA should seek to deliver an annual 2 per cent cash releasing efficiency, which could then be redeployed by the Authority. The saving looked for was in the region of **£122,000**, on grant-in-aid of £7.07 million for that year. Target efficiency savings for 2009-10 and 2010-11 are set at **£203,000** and **£284,000** respectively.

Clause 3.6 also states that the saving (on Revenue expenditure) can be retained by the authority and redeployed as it sees fit.

	2008-9	2009-10	2010-11
	£'000	£'000	£'000
Cumulative saving?	122	203	284
Cumulative % Approx.	2%	4%	6%

8.0 Efficiencies con't

- 8.3 Confirmation required on whether or not the savings are cumulative and thus the "incremental in-year" savings required would be; £0.122m, £0.081m and £0.081m respectively.
- 8.4 Actual outturn efficiency 2008-09 reported to the Transport Directorate on the 13th August 2009 were £ 715,000. This savings was a direct result of detolling where staffing numbers fell by approx 1/3 between 2007-8 and 2008-9 which is why the saving is significant.

FORTH ESTUARY TRANSPORT AUTHORITY NON-RECURRING FINANCIAL PLAN 2009-2024

** REVISED BUDGET 2009-10 **

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Suspended Spans Underdeck Access Study* 95133 0	Main Cable Replacement/Augmentation Study					_,_ ,0	-		-			-		-				0	(
Cross Forth Studies TBA 72 0 <td>Suspended Spans Underdeck Access Study*</td> <td></td> <td>-,0</td> <td>-</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>-</td> <td></td> <td></td> <td>0</td> <td>0</td>	Suspended Spans Underdeck Access Study*		-,0	-		0	0	0	0			0	0	0	-			0	0
Rosyth Link Road TBA 800 0	Cross Forth Studies		72	0		0	0	0	0	0	0	0	0	0	0	0	0	0	(
Rosyth Link Road TBA 800 0	Ferry Toll (P&R)	TBA	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Oreparation of Charging Order TBA 191 0	Rosyth Link Road	TBA	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
fotal Revenue Schemes 6,988 780 1,030 4,330 2,550 155 550 480 1,450 480 450 1,480 450 450 1,480 450 1,480 450 155 550 480 1,450 480 450 1,480 450 450 155 550	Bus Corridor Studies			Ũ		0	ů.	-	0	-		-	-	0	-			0	(
	Preparation of Charging Order	TBA		Ŭ	0	0	v	ő		ő	ů	-	Ű			Ũ	Ũ	0	(
Total Non-Recurring Programme 47,364 8,007 8,665 15,100 10,000 7,536 8,715 6,160 16,710 7,780 7,220 6,010 5,855 6,630 7,980 5,490 127,85	Total Revenue Schemes		6,988	780	1,030	4,330	2,550	155	550	480	1,450	480	450	480	450	1,480	450	450	15,565
otal Non-Kecurring Programme 47,364 8,007 8,665 15,100 10,000 7,536 8,715 6,160 16,710 7,780 7,220 6,010 5,855 6,630 7,980 5,490 127,85						4- 45-	40.000		a =										/
	i otai Non-Recurring Programme		47,364	8,007	8,665	15,100	10,000	7,536	8,715	6,160	16,710	7,780	7,220	6,010	5,855	6,630	7,980	5,490	127,858

Revenue schemes	Cost	Accum Actual																	
	Centre	Spend to 08-9	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017/18	2018-19	2019-20	2020-21					
Main Cable Investigation	95094	2,260	0	0	1,750	0	0	0	0	1,000	0	0	0	0					
Parapet Investigation	95122	414	300	20	0	0	0	0	0	0	0	0	0	0					
Bridge Specific Assessment Live Load	95113	30	30	0	30	0	30	0	30	0	30	0	30	0					
Susp Span Truss Assessment (Rev element, Cap above)	95105	469	50	0	0	0	75	500	400	400	400	400	400	400					
Contingencies / Minor Works	95098	752	50	210	50	50	50	50	50	50	50	50	50	50					
Anchorage Investigation	95114	288	350	800	2,500	2,500	0	0	0	0	0	0	0	0					
Main Cable Replacement/Augmentation Study	95121	1,022	0	0	0	0	0	0	0	0	0	0	0	0					
Suspended Spans Underdeck Access Study*	95133	0	0	0	0	0	0	0	0	0	0	0	0	0					
Cross Forth Studies	TBA	72	0	0	0	0	0	0	0	0	0	0	0	0					
Ferry Toll (P&R)	TBA	500	0	0	0	0	0	0	0	0	0	0	0	0					
Rosyth Link Road	TBA	800	0	0	0	0	0	0	0	0	0	0	0	0					
Bus Corridor Studies	TBA	190	0	0	0	0	0	0	0	0	0	0	0	0					
Preparation of Charging Order	TBA	191	0	0	0	0	0	0	0	0	0	0	0	0					
Total Revenue Schemes		6,988	780	1,030	4,330	2,550	155	550	480	1,450	480	450	480	450					
Total Non-Recurring Programme		47,364	8,007	8,665	15,100	10.000	7,536	8,715	6,160	16,710	7,780	7,220	6,010	5,855					

FORTH ESTUARY TRANSPORT AUTHORITY NON-RECURRING FINANCIAL PLAN 2009-2024

** REVISED FORECASTS 5TH NOVEMBER 2009 **

Norm Specing MA Review MA Re	Capital schemes	Cost	Accum Actual					FORECA	ST 2009-10 A	ND INDICATI	VE YEAR BY Y	EAR SPEND 2	010-11 TO 202	23-24					Cum
name and experimentations in the large of th	cupital schemes	Centre	Spend to 08-9	09-10 Foreca	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017/18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2009-23
name and experimentations in the large of th		05000	007	20	20	100	20	20	20	20	100	20	20	20	20	100	20	20	600
upper CMA subsering SPM U						100								30		100			
Andreger Marks His To				0	0	0	0		0			0	0	0		0	-	0	
black dutuum TM 66 0 0 0 0 <				0	0	0	40	0	0			0	0	0		0	Ũ	0	
brack accors 9948 (68	0	0	0	40	0	0	-	0	0	0	0		0	0	0	
non-starting MA production MA producting MA producting MA production MA production MA production MA produ			0	100	0	0	0	0	0		0	0	0	0	•	0	0	0	
bissue MR Spreier 9905 MM 0 0			8.334	1		0	0	-	0	0	0	0	0	0	0	0	0	0	1
add Sign Extra 111 110 0				0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
Interface bare band Table Lass 0 0 0 0 <td>. ,</td> <td></td> <td>0</td>	. ,		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
basile basile S.M. 1 0 0 0 0 </td <td></td> <td></td> <td>3.692</td> <td>0</td> <td>0</td> <td>0</td> <td>50</td> <td>2.500</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>50</td> <td>2.500</td> <td>0</td> <td>5.100</td>			3.692	0	0	0	50	2.500	0	0	0	0	0	0	0	50	2.500	0	5.100
InterfactorMarchMore <td></td> <td></td> <td></td> <td>1</td> <td>0</td> <td>0</td> <td></td> <td></td> <td>0</td> <td>50</td> <td>2,500</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td></td>				1	0	0			0	50	2,500	0	0	0	0	0		0	
beside-field Th SS 0 0 0 0 <t< td=""><td>Resurface Viaducts and North Approaches</td><td></td><td>, 0</td><td>30</td><td>200</td><td>0</td><td>2,700</td><td>0</td><td>0</td><td></td><td>-</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td></td></t<>	Resurface Viaducts and North Approaches		, 0	30	200	0	2,700	0	0		-	0	0	0	0	0	0	0	
Matrix Depring where Single Plane Singl	Resurface Plaza & Service Road	TBA	56	0	0	0	0	0	0	0	0	0	0	500	0	0	0	0	
Macaba Parties TM O O O O SO SOO SOO SOO <td>Viaduct Gantries Contract</td> <td>TBA</td> <td>3,134</td> <td>0</td> <td>30</td> <td>0</td> <td>0</td> <td>0</td> <td>30</td>	Viaduct Gantries Contract	TBA	3,134	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30
Match Statutor Statutor <t< td=""><td>Viaduct Outrigger Beams</td><td>95081</td><td>20</td><td>0</td><td>0</td><td>0</td><td>0</td><td>300</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>300</td></t<>	Viaduct Outrigger Beams	95081	20	0	0	0	0	300	0	0	0	0	0	0	0	0	0	0	300
Match Statutor Statutor <t< td=""><td>Viaducts Painting Access</td><td>TBA</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>500</td><td>500</td><td>500</td><td>400</td><td>400</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>2,300</td></t<>	Viaducts Painting Access	TBA	0	0	0	0	0	500	500	500	400	400	0	0	0	0	0	0	2,300
Main Cale Accoss Monitoling 9533 7.74 3.20 70 100 0	Viaducts S3 platform and access	95073	0	0	0	0	0	120	0	0	0	0	0	0	0	0	0	0	
Main Cale Accoss Monitoling 9533 7.74 3.20 70 100 0	Tower Painting/Dropped Objects Canopy	95080	4,081	2,906	250	1,400	0		0	0	0	0	0	0	30	0	0	0	4,586
Main Cale Market Systems 9009 1.6 0 <t< td=""><td>Main Cable Acoustic Monitoring</td><td>95093</td><td>748</td><td>200</td><td>70</td><td>100</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1,000</td><td>0</td><td>0</td><td>1,370</td></t<>	Main Cable Acoustic Monitoring	95093	748	200	70	100	0	0	0	0	0	0	0	0	0	1,000	0	0	1,370
Main Cale Harrer (House)initiation Spont Log	Main Cable Dehumidification	95120	7,666	3,266	307	15	0	0	0	0	0	0	0	0	0	0	0	0	3,588
Main Cognition Joint Explosionent: 9301<	Main Cable Investigation	95094	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
visical depicting begicsment 93101 528 5300 5022 5.04 3.366 7.44 0 0 0 <th< td=""><td>Viaduct Barrier Replacement</td><td>95087</td><td>167</td><td>0</td><td>0</td><td>0</td><td>300</td><td>1,000</td><td>1,000</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>2,300</td></th<>	Viaduct Barrier Replacement	95087	167	0	0	0	300	1,000	1,000	0	0	0	0	0	0	0	0	0	2,300
Thrue Latitudinges 95106 550 56 0 0 0 0	Main Expansion Joint Replacement	95104	442	774	1,364	50	0	0	0	0	7,000	120	0	0	0	0	0	0	9,308
Unser Manner Amerikanism Amerikani Amerikanism Amerikanism Amerikanism Amerikanism Amerikan	Viaduct Bearing Replacement	95101	528	820	5,022	6,044	3,960	714	0	0	0	0	0	0	0	0	0	0	16,560
Supervise Sym <	Truss End Linkages	95106	54	38	50	1,500	1,500	50	0	0	0	0	0	0	0	0	0	0	3,138
Suns Same Metholisheem 99079/ Supported Spar Trus Strengtheiming (2aptel element) TR4 Sins Same Metholisheem Sins Same Metholisheem<	Tower Wind Barriers/Impact Strengthening	95109	69	74	50	1,500	1,500	90	0	0	0	0	0	0	0	0	0	0	3,214
Main and the strengthening (Capital element) Fill 2 Main and company Fill 2	Suspended Span Painting	95083	115	0	0	0	0	175	6,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	51,175
bispended span frus strengthning (apial element) TA G 0 0 0	Susp Span Gantry Refurbishment	-	1	25	275	0	0	650	650	0	0	0	0	0	0	0	0	0	1,600
Destruint fool (idle tower) TAA 333 0 </td <td>Suspended Span Truss Strengthening (Capital element)</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>75</td> <td>500</td> <td>400</td> <td>400</td> <td>400</td> <td>400</td> <td>400</td> <td>400</td> <td>400</td> <td>400</td> <td>400</td> <td>4.175</td>	Suspended Span Truss Strengthening (Capital element)		0	0	0	0	0	75	500	400	400	400	400	400	400	400	400	400	4.175
Security functionage TBA 15 0			35	0	0	0	0	0	0		0	0		0		0		0	0
SAndromy Sints			19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
damin Bokk Access Improvements PS14 O		95118	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DolA improvements 9517 Q 0 0	Admin Block Access Improvements	95119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Air-raft Warning Lights Replacement 95124 310 12 0<	Comp House Improvements	TBA	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	100
Main Towers Cathodic Protection (Piers) 95129 00 0	DDA Improvements	95117	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Replace weigh in motion system 9512 0	Aircraft Warning Lights Replacement	95128	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
improvements to beck Half Joints* 95131 0 63 300 50 </td <td>Main Towers Cathodic Protection (Piers)</td> <td>95124</td> <td>30</td> <td>0</td> <td>250</td> <td>0</td> <td>250</td>	Main Towers Cathodic Protection (Piers)	95124	30	0	250	0	0	0	0	0	0	0	0	0	0	0	0	0	250
High Max Light Replacement 95131 0 20 500 500 0	Replace weigh in motion system	95129	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
Cable Band Bolt Replacement** 95122 0 30 300 300 0	Improvements to Deck Half Joints *	95130	0	63	300	50	0	0	0	0	0	0	0	0	0	0	0	0	413
North Approach Rock Cut Stabilisation TRA 0	High Mast Light Replacement	95131	0	20	50	500	0	0	0	0	0	0	0	0	0	0	0	0	570
Met Spurietension / A8000 upgrade 95091 39.427 833 133 194 13.63 194 13.63 194 13.63 194 13.63 194 13.63 194 13.63 13.61 </td <td>Cable Band Bolt Replacement *</td> <td>95132</td> <td>0</td> <td>30</td> <td>300</td> <td>300</td> <td>0</td> <td>630</td>	Cable Band Bolt Replacement *	95132	0	30	300	300	0	0	0	0	0	0	0	0	0	0	0	0	630
Administration Block Upgrade 95077 4 0 <	North Approach Rock Cut Stabilisation	TBA	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	0	500
Total Capital Schemes Cost Centre Accum Actual Spend to 08-9 Cost Centre Accum Actual Spend to 08-9 Example 2009-10 Z011-12 Z012-13 Z013-14 Z013-14 Z013-15 Z013-16 Z016-17 Z017/18 Z018-19 Z019-20 Z020-21 Z022-22 Z022-23 Z022-23 Z022-23 Z022-24 Z022-23 Z022-24 Z022-24 Z022-24 Z022-24 Z022-24 Z022-24 Z022-24 Z022-23 Z022-24 Z022-23 Z022-24 Z022-24 <thz02-24< th=""> Z022-24 Z022-24</thz02-24<>	M9 Spur extension / A8000 upgrade	95091	39,427	833	183	153	194												1,363
Revenue schemes Cost Centre Accum Actual Spend to 08-9 2009-10 2010-11 2011-12 2012-13 2013-14 2013-16 2016-17 2017/18 2018-19 2019-20 2020-21 2021-22 2022-23 2023-24 2009-33 Main Cable Investigation 9512 441 300 20 0	Administration Block Upgrade	95077	4	0	0	0	0	0	75	0	0	0	0	0	75	0	0	0	150
Centre Spend to 08-9 2009-10 2010-11 2011-12 2012-13 2013-14 2015-16 2016-17 2017/18 2018-19 2019-20 2020-21 2021-22 2022-23 2023-24 2009-23 Main Cable Investigation 95102 414 300 20 0 </td <td>Total Capital Schemes</td> <td></td> <td>75,771</td> <td>9,263</td> <td>8,831</td> <td>11,712</td> <td>10,264</td> <td>7,904</td> <td>8,745</td> <td>6,080</td> <td>15,600</td> <td>5,950</td> <td>5,420</td> <td>5,930</td> <td>5,805</td> <td>6,550</td> <td>7,930</td> <td>5,440</td> <td>121,424</td>	Total Capital Schemes		75,771	9,263	8,831	11,712	10,264	7,904	8,745	6,080	15,600	5,950	5,420	5,930	5,805	6,550	7,930	5,440	121,424
Centre Spend to 08-9 2009-10 2010-11 2011-12 2012-13 2013-14 2015-16 2016-17 2017/18 2018-19 2019-20 2020-21 2021-22 2022-23 2023-24 2009-23 Main Cable Investigation 95102 414 300 20 0 </td <td></td>																			
Main Cable Neestigation 95094 2,260 0 0 0 1,750 1,000 <th>Revenue schemes</th> <th></th> <th></th> <th>2000.40</th> <th></th> <th>2011 12</th> <th>2012.12</th> <th></th> <th></th> <th></th> <th></th> <th>-</th> <th></th> <th>2010.20</th> <th></th> <th>2024 22</th> <th></th> <th>2022.24</th> <th></th>	Revenue schemes			2000.40		2011 12	2012.12					-		2010.20		2024 22		2022.24	
Parapet Investigation 95122 414 300 20 <		Centre	Spend to 08-9	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017/18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2009-23
Parapet Investigation 95122 414 300 20 <	Main Cable Investigation	95094	2.260	0	0	0	1.750	1.000	0	0	1.000	ſ	ſ	ſ	0	1.000	٥	0	4,750
Bridge Specific Assessment Live Load 95113 30 0 30 30 30 0 30 30 30 30 30	.					0		-			-								
Susp Span Truss Assessment (Rev element, Cap above) 95105 469 74 50 0 0 0 0 0 0 0 0 0 124 Contingencies / Minor Works 95098 752 50 210 50						20	0				-	-	-	-		-	•	-	
Contingencies / Minor Works 95098 752 50 210 50 <td></td> <td></td> <td></td> <td></td> <td></td> <td>50</td> <td>0</td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td>						50	0		-				-				-	-	
Androrage Investigation 95114 288 338 100 800 2,500 2,500 700 <th< td=""><td></td><td></td><td></td><td></td><td></td><td>50</td><td>Ŭ</td><td></td><td>-</td><td></td><td></td><td>-</td><td></td><td>-</td><td></td><td></td><td></td><td></td><td></td></th<>						50	Ŭ		-			-		-					
Main Cable Replacement/Augmentation Study 95121 1,022 30 0	-					000													
Suspended Spans Underdeck Access Study* 95133 0 0 75 40 <td< td=""><td></td><td></td><td></td><td></td><td></td><td>006</td><td></td><td>-</td><td></td><td></td><td></td><td>-</td><td></td><td>-</td><td></td><td></td><td></td><td>-</td><td></td></td<>						006		-				-		-				-	
TBA 72 Ferry Toll (P&R) TBA 500 Rosyth Link Road TBA 800 Bus Corridor Studies TBA 190 Preparation of Charging Order TBA 191 Total Revenue Schemes 6,988 822 455 920 4,300 3,580 750 80 1,050 80 50 1,080 50 50 1,080 50 1,397			1,022			40	-					-		-			-	-	
Ferry Toll (P&R) TBA 500 <td></td> <td></td> <td>70</td> <td>0</td> <td></td> <td>-+0</td> <td>0</td> <td>113</td>			70	0		-+0	0	0	0	0	0	0	0	0	0	0	0	0	113
Rosyth Link Road TBA 800 100 100 Bus Corridor Studies TBA 190 0 Preparation of Charging Order TBA 191 0 Total Revenue Schemes 6,988 822 455 920 4,300 3,580 750 80 1,050 80 50 1,080 50 1,080 50 1,080 50 1,3397																			0
Bus Corridor Studies TBA 190 00 Preparation of Charging Order TBA 191 00 Total Revenue Schemes 6,988 822 455 920 4,300 3,580 750 80 1,050 80 50 1,080 50 50 1,080 50 50 1,080 50 13,397																			0
Preparation of Charging Order TBA 191 0 Total Revenue Schemes 6,988 822 455 920 4,300 3,580 750 80 1,050 80 50 1,080 50 50 1,080 50 50 1,080 50 50 13,397																			0
Total Revenue Schemes 6,988 822 455 920 4,300 3,580 750 80 1,050 80 50 80 50 1,080 50 50 13,397																			0
		TDA		\$ 77	455	920	4 300	3 580	750	80	1 050	20	50	80	50	1 020	50	50	12 207
Total Non-Recurring Programme 47,364 10,085 9,286 12,632 14,564 11,484 9,495 6,160 16,650 6,030 5,470 6,010 5,855 7,630 7,980 5,490 134,821			0,500	022	400	520	4,500	3,300	750	00	1,030	00	50	00	50	1,000		50	13,337
	Total Non-Recurring Programme		47,364	10,085	9,286	12,632	14,564	11,484	9,495	6,160	16,650	6,030	5,470	6,010	5,855	7,630	7,980	5,490	134,821

Revenue schemes	Cost	Accum Actual						INDICAT	IVE YEAR BY	YEAR SPEND 2	2009/10 TO 20	023/24		
	Centre	Spend to 08-9	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017/18	2018-19	2019-20	2020-21
Main Cable Investigation	95094	2,260	0	0	0	1,750	1,000	0	0	1,000	0	0	0	0
Parapet Investigation	95122	414	300	20	0	0	0	0	0	0	0	0	0	0
Bridge Specific Assessment Live Load	95113	30	30	0	30	0	30	0	30	0	30	0	30	0
Susp Span Truss Assessment (Rev element, Cap above)	95105	469	74	50	0	0	0	0	0	0	0	0	0	0
Contingencies / Minor Works	95098	752	50	210	50	50	50	50	50	50	50	50	50	50
Anchorage Investigation	95114	288	338	100	800	2,500	2,500	700	0	0	0	0	0	0
Main Cable Replacement/Augmentation Study	95121	1,022	30	0	0	0	0	0	0	0	0	0	0	0
Suspended Spans Underdeck Access Study*	95133	0	0	75	40	0	0	0	0	0	0	0	0	0
Cross Forth Studies	TBA	72												
Ferry Toll (P&R)	TBA	500												
Rosyth Link Road	TBA	800												
Bus Corridor Studies	TBA	190												
Preparation of Charging Order	TBA	191												
Total Revenue Schemes		6,988	822	455	920	4,300	3,580	750	80	1,050	80	50	80	50
Total Non-Recurring Programme		47,364	10,085	9,286	12,632	14,564	11,484	9,495	6,160	16,650	6,030	5,470	6,010	5,855

FORTH ESTUARY TRANSPORT AUTHORITY NON-RECURRING FINANCIAL PLAN 2009-2024

**** BUDGET VARIANCE TO FORECAST ****

Capital schemes	Cost	Accum Actual							,	VARIANCES								Cum
Capital schemes	Centre	Spend to 08-9	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017/18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2009-23
Vehicle Replacement	95089	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0
External Repairs to Buildings	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Upgrade CCTV & intruder alarms	95092	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Landscape Works	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Refurb Canteen	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Areas Landscaping & reconstruction	95084	0	(150)	130	0	0	0	0	0	0	0	0	0	0	0	0	0	(20)
Toll Eq Rep/Plaz Impr/Adm Bld Extension	95096-7	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Replace FRB VMS System	95095	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
A90 Sign Gantry 4 Replacement	95116	0	0	0	0	0	0	(320)	0	0	0	0	0	0	0	0	0	(320)
Resurface Main Span South	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Resurface Main/Side Spans North	95072	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Resurface Viaducts and North Approaches	95099	0	30	(275)	0	2,250	(6)	0	0	(60)	(1,750)	(1,750)	0	0	0	0	0	(1,561)
Resurface Plaza & Service Road	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Viaduct Gantries Contract	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Viaduct Outrigger Beams	95081	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Viaducts Painting Access	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Viaducts S3 platform and access	95073	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tower Painting/Dropped Objects Canopy	95080	0	406	0	0	0	0	0	0	0	0	0	0	0	0	0	0	406
Main Cable Acoustic Monitoring	95093	0	130	0	65	0	0	0	0	0	0	0	0	0	1,000	0	0	1,195
Main Cable Dehumidification	95120	0	979	17	0	0	0	0	0	0	0	0	0	0	0	0	0	996
Main Cable Investigation	95094	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Viaduct Barrier Replacement	95087	0	0	0	(300)	300	0	0	0	0	0	0	0	0	0	0	0	0
Main Expansion Joint Replacement	95104	0	274	964	50	0	0	0	0	0	0	0	0	0	0	0	0	1,288
Viaduct Bearing Replacement	95101	0	520	1,322	194		(136)	(250)	0	0	0	0	0	0	0	0	0	610
Truss End Linkages	95106	0	18	(450)	1,000	1,500	50	0	0	0	0	0	0	0	0	0	0	2,118
Tower Wind Barriers/Impact Strengthening	95109	0	(1)	(1,450)	0	1,410	90	0	0	0	0	0	0	0	0	0	0	49
Suspended Span Painting	95083	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Susp Span Gantry Refurbishment	95079 /	0	(175)	275	(650)	(650)	650	650	0	0	0	0	0	0	0	0	0	100
	95112																	
Suspended Span Truss Strengthening (Capital element)	TBA	0	0	0	0	0	75	500	400	400	400	400	400	400	400	400	400	4,175
Destressing tool (side towers)	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Security fence south anchorage	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
S Anchorage build ext & storage area	95118	0	(200)	0	0	0	(700)	0	0	0	0	0	0	0	0	0	0	(900)
Admin Block Access Improvements	95119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comp House Improvements	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DDA Improvements	95117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Main Towers Cathodic Protection (Piers)	95124	0	(250)	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Replace weigh in motion system	95129	0	(75)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(75)
Improvements to Deck Half Joints *	95130	0	43	280	30	(500)	0	0	0	0	0	0	0	0	0	0	0	(147)
High Mast Light Replacement	95131	0	20	50	500	(500)	0	0	0	0	0	0	0	0	0	0	0	70
Cable Band Bolt Replacement *	95132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Approach Rock Cut Stabilisation	TBA	0	0	0	0	0	500	0	0	0	0	0	0	0	0	0	0	500
M9 Spur extension / A8000 upgrade	95091	0	453	83	53	44	0	0	0	0	0	0	0	0	0	0	0	633
Administration Block Upgrade	95077	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Capital Schemes		0	2,036	1,196	942	2,814	523	580	400	340	(1,350)	(1,350)	400	400	1,400	400	400	9,131
Revenue schemes	Cost	Accum Actual						INDICAT	TIVE YEAR BY Y	YEAR SPEND	2009/10 TO 2	023/24						Cum
	Centre	Spend to 08-9	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017/18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2009-23
Main Cable Investigation	95094	0	0	0	(1,750)	1,750	1,000	0	0	0	0	0	0	0	0	0	0	1,000
Parapet Investigation	95122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge Specific Assessment Live Load	95113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Susp Span Truss Assessment (Rev element, Cap above)	95105	0	24	50	0	0	(75)	(500)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(4,101)
Contingencies / Minor Works	95098	0	0	0	0	0	0	0	0	0	0		0	0				0
Anchorage Investigation	95114	0	(12)	(700)	(1,700)	0	2,500	700	0	0	0	0	0	0	0	0	0	788
Main Cable Replacement/Augmentation Study	95121	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
Suspended Spans Underdeck Access Study*	TBA	0	0	75	40	0	0	0	0	0	0	0	0	0	0	0	0	115
Cross Forth Studies	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ferry Toll (P&R)	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rosyth Link Road	ТВА	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Corridor Studies	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preparation of Charging Order	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0
Total Revenue Schemes		0	42	(575)	(3,410)	1,750	3,425	200	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(400)	(2,168)
	-			. /					. /	/		, , ,	, , ,	, , ,	,	, - <i>i</i>	, ,	
Total Non-Recurring Programme		0	2,078	621	(2,468)	4,564	3,948	780	0	(60)	(1,750)	(1,750)	0	0	1,000	0	0	6,963

Main Cable Investigation	95094	0	0	0	(1,750)	1,750	1,000	0	0	0	0	0	0	C
Parapet Investigation	95122	0	0	0	0	0	0	0	0	0	0	0	0	0
Bridge Specific Assessment Live Load	95113	0	0	0	0	0	0	0	0	0	0	0	0	0
Susp Span Truss Assessment (Rev element, Cap above)	95105	0	24	50	0	0	(75)	(500)	(400)	(400)	(400)	(400)	(400)	(400)
Contingencies / Minor Works	95098	0	0	0	0	0	0	0	0	0	0	0	0	0
Anchorage Investigation	95114	0	(12)	(700)	(1,700)	0	2,500	700	0	0	0	0	0	0
Main Cable Replacement/Augmentation Study	95121	0	30	0	0	0	0	0	0	0	0	0	0	0
Suspended Spans Underdeck Access Study*	TBA	0	0	75	40	0	0	0	0	0	0	0	0	0
Cross Forth Studies	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0
Ferry Toll (P&R)	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0
Rosyth Link Road	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Corridor Studies	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0
Preparation of Charging Order	TBA	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Revenue Schemes		0	42	(575)	(3,410)	1,750	3,425	200	(400)	(400)	(400)	(400)	(400)	(400)
					(0.100)					(50)	(4 == 0)	(4 == 0)		
Total Non-Recurring Programme		0	2,078	621	(2,468)	4,564	3,948	780	0	(60)	(1,750)	(1,750)	0	0

FORTH ROAD BRIDGE REVENUE AND CAPITAL EXPENDITURE 2008-11

Price <th< th=""><th></th><th>2008-9</th><th></th><th></th><th></th><th>_</th><th></th><th>2009-10</th><th></th><th></th><th>2010-11</th></th<>		2008-9				_		2009-10			2010-11
11 13 <th13< th=""> 13 13 13<!--</th--><th></th><th></th><th>Bridge Ope</th><th>rations</th><th>FORTH ROAD BRIDGE</th><th></th><th>Virements</th><th></th><th>Forecast</th><th>Variance</th><th>Budget</th></th13<>			Bridge Ope	rations	FORTH ROAD BRIDGE		Virements		Forecast	Variance	Budget
13.1 1.1 2.3 1 1.0 2.17 3 1.0 2.17 3 1.0											
14315443Some Laboration Sources130013001300130013		78	1.3	Premises	Buildings	216	0	216	217	1	218
Answers of bidge, subling of 1.2 is disk for 1.2 is di							-				30
	-		1.6	All others	Other Costs						
1 1.2 1.3 1.3 1.3 1.3 1 1.2 1.33 1.0 1.2 1.3 1.3 1 1.2 1.33 1.3 1.3 1.3 1.3 1 1.3 1.3 1.3 1.3 1.3 1.3 1 1.4 1.4 1.4 1.4 1.4 1.4 1.4 1 1.4 <td></td> <td></td> <td>Maintenand</td> <td>ce of Bridges, Bu</td> <td>uildings etc</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>			Maintenand	ce of Bridges, Bu	uildings etc						
2 2.3 3.537 introduction 3.5 0 3.5 0.7 3.5 2.5		-									
1 2-3 10013 10020 100 10		73	2.3	95010	Carriageways	78	0	78	78	0	74
01 2.2 9010 Back statute 10 0											
2 2 3936 Website 385-70000 1 3 0 1 3 0 1 3 0 1 3 0 1 3 0 1 3 0 1 3 0 1 3 0 1											
1 2.30 9007 5008a 8 0 5 5 0 1 0 2.31 9007 5008a 3 0 2 0 1 <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>					-						
32 32.3 90.39 Count 3 3 9 2 1 <		2	2.10	95017	Toll Plaza	8	0	8	8	0	8
10 2.14 922.1 Bit office 97 0 27 0 27 0 17 1 17 11 2.17 923.2 Part Felts 7 0 7 7 2 0 7 12 2.23 923.2 Part Felts 7 0 7 2 0 7 12 2.23 923.2 Part Felts 2 0 2 2 0 2 0 2 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 3 0 <t< td=""><td></td><td>15</td><td>2.12</td><td>95019</td><td>Grounds</td><td>8</td><td>0</td><td>8</td><td>7</td><td>(1)</td><td>8</td></t<>		15	2.12	95019	Grounds	8	0	8	7	(1)	8
15 2.19 90.02 Grage in the first part of the first part part part of the first part part part of the first part par											
1 2.27 9623 Pair Frein 7 3 7 7 2 0 7 3 2.30 9635 Markenee 3 0 1 0 0 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0 1 0 1 0 1 0 0 1 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1											
3 2.39 60258 Store 1 0 1 1 <t< td=""><td></td><td>0</td><td>2.17</td><td>95024</td><td>Public Toilets</td><td>7</td><td>0</td><td>7</td><td>7</td><td>0</td><td>7</td></t<>		0	2.17	95024	Public Toilets	7	0	7	7	0	7
9 2.21 SECU Modeling and particle a		3	2.19	95026	Stores	1	0	1	1	0	1
2 2.22 9502 Matrix Space 2 0 2 2 0 2 1 2 1 2 1		9	2.21	95028		3	0	3	3	0	3
6 2.24 \$9531 Mark (all of the stars) 8 8 8 8 8 8 8 2.14 2.25 \$9501 host the type Dark (all of the stars) 2.24 2.35 1.35 1.3 2.35 1.35 2.34 2.34 2.34 2.35 1.35 1.35 1.35 1.33 1.33 1.33 1.35					Boathouse and Slipway		-				2
2.26 2.26 5.26 5.053 liss from 30 flow flagstepsince 113 0 110 123 2.25 123 2.61 Tarlif Operations Instance 113 0 110 123 2.25 123 3 3 3000 Communication 113 12 1,00 1,03 123 123 123 3 3000 Communication 113 12 1,00 1,03 123		6	2.24	95031	Rescue Launch	82	0	82	82	0	81
Nume Num< Nume Num< Num Num Num< Num< Num< Num		243				130	0	130	151	21	132
33 1.2 9559 Genuchacidom 42 0 24 2 0 24 1.1 9552 Genuchacidom 1.4 0 24 2.0 2.3 2.4 2.9533 1.5 0		2,253	Traffic Ope	rations		2,142	44	2,186	2,355	169	2,127
33 1.2 9559 Genuchacidom 42 0 24 2 0 24 1.1 9552 Genuchacidom 1.4 0 24 2.0 2.3 2.4 2.9533 1.5 0		941			Employees - Pay etc	1.175	32	1.207	1.033	(174)	1.206
151 3.4 9032 Dher Cots 151 0 0		33	3.2	95050	Communications	42	0	42	42	0	42
Intervention District of the Cost 0 <t< td=""><td></td><td>151</td><td></td><td></td><td></td><td>161</td><td>0</td><td>161</td><td>211</td><td>50</td><td>147</td></t<>		151				161	0	161	211	50	147
121 4.1 1011.46.1 implypent- Portic 0 <t< td=""><td></td><td>1,192</td><td></td><td></td><td></td><td>1,433</td><td>32</td><td>1,465</td><td>1,341</td><td>(124)</td><td>1,452</td></t<>		1,192				1,433	32	1,465	1,341	(124)	1,452
121 4.1 1011.46.1 implypent- Portic 0 <t< td=""><td></td><td></td><td>Toll Collecti</td><td>ion</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>			Toll Collecti	ion							
137 Non-Recent process degraphe 6011 Total abs/dec one off prant. 0 <td></td> <td></td> <td>4.1</td> <td>1011-1461</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>			4.1	1011-1461							
(3.58) 5.1 Bridge Op SeD01 Toll abolition or explanes 0	-		4.2 95	5033 less Emps	Other Costs						
(93) 5.2 Bridge Cip (5.21) Tolling income-vanchers 0 <td></td> <td></td> <td>Income</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>			Income								
5.3 5.4 income less 6001 Other income 0 </td <td></td> <td></td> <td>5.1 Br</td> <td></td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>			5.1 Br		0						
(3,449) (233) 0 (233) (28) (15) (249) 4,516 Revene Corts of Capital Plan 5,048 5,048 5,048 5,048 5,048 5,048 5,048 5,048 5,048 5,048 5,048 5,048 5,048 5,048 5,016 5,017 </td <td></td> <td></td> <td>5.3</td> <td>95004</td> <td>Asset disposal</td> <td>0</td> <td>0</td> <td>0</td> <td>(6)</td> <td>(6)</td> <td>0</td>			5.3	95004	Asset disposal	0	0	0	(6)	(6)	0
Non-Recurring Revenue Costs of Capital Plan 330 (280) 500 500 0 210 0 6.1 95098 Minor Projects 330 (280) 50 50 0 20 1 6.3 9122 Vehicle Parage Study 300 0 300			5.4 Ind	come less 6001	Other Income		-				
Non-Recurring Revenue Costs of Capital Plan 330 (280) 500 500 0 210 0 6.1 95098 Minor Projects 330 (280) 50 50 0 20 1 6.3 9122 Vehicle Parage Study 300 0 300		4,516	Revenue Re	ecurring Total		5,048	0	5,048	5,186	138	4,996
0 6.1 5508 Minor Projects 330 280 50 50 74 24 50 6.1 6.3 93122 Wehlcle Paraget Study 300 0 300 300 300 0 20 0.6 4 9313 Bridge Specific Assessment Use Load 300 0 300 0 0 0 300 0					sts of Capital Plan						
61 6.3 9513 Bridge Specific Assessment Live Load 300 0 300 300 300 00 285 6.5 9513.4 Anchorages Investigation 350 0 350 338 (12) 100 285 6.5 9513.4 Main Cable Replacement Lay Logner Lay Lay Lay Logner Lay			6.1	95098	Minor Projects						
288 6.5 9114 Anchorage investigation 350 0 350 338 (12) 00 20 6.7 9513 Supended Span Underdick Access Study 0 <td></td> <td>61</td> <td>6.3</td> <td>95122</td> <td>Vehicle Parapet Study</td> <td>300</td> <td>0</td> <td>300</td> <td>300</td> <td>0</td> <td>20</td>		61	6.3	95122	Vehicle Parapet Study	300	0	300	300	0	20
0 6.7 95133 Suspended Span Underdeck Access Study 0 0 0 0 0 0 0 75 5033 Gross Revenue Expenditure 5.08 (200) 5.628 6.008 100 5.442 455 7.070 7.1 Income 6001 Grant (6,108) 1.060 (5,048) (5,048) 0 (4,410) (2,037) Net Revenue Expenditure 0 780 960 100 1.041 Edige Schemes: 0 750 700 0 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td>							-				
5,03 Gross Revenue Expenditure 6,108 (280) 5,828 6,008 180 5,641 (7,070) 7.1 income 6001 Grant (6,108) 1,060 (5,048) (5,048) 0 (4,410) (2,027) Net Revenue Expenditure 0 780 780 960 180 1,041 CAPTAL Fridge Schemes 0 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td></td> <td></td>							-				
(7,07) 7.1 Income 6001 Grant (6,108) 1,060 (5,048) (5,048) 0 (4,410) (2,037) Net Revenue Expenditure 0 780 780 960 180 1,041 CAPITAL Endge Schemes 5 5 9502 Resurface Main/Side Span North 0 </td <td></td> <td>517</td> <td></td> <td></td> <td></td> <td>1,060</td> <td>(280)</td> <td>780</td> <td>822</td> <td>42</td> <td>455</td>		517				1,060	(280)	780	822	42	455
(2,037) Net Revenue Expenditure 0 780 780 960 180 1,041 CAPITAL Bridge Schemes 0		5,033	Gross Reve	nue Expenditure	2	6,108	(280)	5,828	6,008	180	5,451
CAPITAL Stridge Schemes String Areas Landscaping and Reconstruction String Areas Landscaping Areas Landscaping and Reconstruction String Areas Landscaping Areas Lan		(7,070)	7.1	Income 6001	Grant	(6,108)	1,060	(5,048)	(5,048)	0	(4,410)
Bridge Schemes Solution O		(2,037)	Net Revenu	ie Expenditure		0	780	780	960	180	1,041
82 8.1 95072 Resurface Main/Side Span North 0 0 0 0 0 814 8.2 95080 Tower Painting/Dropped Objects Canopy 2,500 0 2,500 2,906 406 250 0 8.3 95084 Parking Areas Landscaping and Reconstruction 250 0 250 100 (150) 130 94 8.4 95089 Wainic Replacements 20 0 20 0 30 47 8.5 95093 Main Cable Acoustic Monitoring 70 0 70 200 130 70 35 8.7 95095 Bridge Warning Signs Replacement 0 0 0 1 1 0 0 8.9 95099 Resurface Vaiducts and North Appraches 0 0 30 30 200 327 8.10 95101 Viaducts Bearing Replacement 300 300 820 520 5,022 4 8.12 95106 Tr			CAPITAL								
82 8.1 95072 Resurface Main/Side Span North 0 0 0 0 0 814 8.2 95080 Tower Painting/Dropped Objects Canopy 2,500 0 2,500 2,906 406 250 0 8.3 95084 Parking Areas Landscaping and Reconstruction 250 0 250 100 (150) 130 94 8.4 95089 Wainic Replacements 20 0 20 0 30 47 8.5 95093 Main Cable Acoustic Monitoring 70 0 70 200 130 70 35 8.7 95095 Bridge Warning Signs Replacement 0 0 0 1 1 0 0 8.9 95099 Resurface Vaiducts and North Appraches 0 0 30 30 200 327 8.10 95101 Viaducts Bearing Replacement 300 300 820 520 5,022 4 8.12 95106 Tr			Bridge Sche	emes							
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8.18 95128 Aircraft Warning Light Replace 0 0 0 12 12 0 0 8.19 95129 Replace Weigh in Motion System 125 0 125 50 (75) 0 0 8.20 95130 Improvements to Deck Half Joints 20 0 20 63 43 300 0 8.21 95131 High Mast Light Replacement 0 0 0 20 20 20 20 20 50 300 30 0 300 30 6 30 33 453 183 183 183 183 183 183 183		3,322	8.16	95120	Main Cable Dehumidification	2,287	0	2,287	3,266	979	307
0 8.19 95129 Replace Weigh in Motion System 125 0 125 50 (75) 0 0 8.20 95130 Improvements to Deck Half Joints 20 0 20 63 43 300 0 8.21 95131 High Mast Light Replacement 0 0 0 20 20 20 50		30								12	
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696 8.23 95091 M9 Spur/A8000 Main Contract 100 280 380 833 453 183 6,505 Gross Capital Expenditure 6,947 280 7,227 9,263 2,036 8,831 (6,895) 9.10 95211 Grant (6,947) (1,060) (8,007) (8,007) 0 (9,577) (390) Net Capital Expenditure 0 (780) 1,256 2,036 (746)		0	8.21	95131	High Mast Light Replacement	0	0	0	20	20	50
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(6,895) 9.10 95211 Grant (6,947) (1,060) (8,007) (8,007) (9,577) (390) Net Capital Expenditure 0 (780) 1,256 2,036 (746)		6,505	Gr <u>oss Capit</u>	al Expenditure		6,947	280	7,227	9,263	2,036	8,831
(390) Net Capital Expenditure 0 (780) 1,256 2,036 (746)					Grant						
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		(2,427)	Total Net E	xpenditure		0	0	0	2,216	2,216	295

CHAPTER 20: FINANCE AND SUSTAINABLE GROWTH

OTHER TRANSPORT DIRECTORATE PROGRAMMES

Table 20.11 Detailed Spending Plans 2008-11

	2007-08 Budget £m	2008-09 Draft Budget £m	2009-10 Plans £m	2010-11 Plans £m
Forth and Tay Road Bridge Authorities	5.8	29.4	20.6	10.7
Support for the Freight Industry	14.7	14.9	14.9	14.9
British Waterways Scotland	11.4	11.6	11.8	12.0
Support for Sustainable and Active Travel	6.6	11.0	11.0	11.0
Transport Strategy and Innovation	26.5	9.7	8.6	7.1
Road Safety	2.0	3.0	3.0	3.0
Total	67.0	79.6	69.9	58.7

What the budget does

The Forth and Tay Road Bridge Authorities budget is to replace toll income following the abolition of bridge tolls in Scotland.

The budget to support the freight industry will fund grants designed to encourage the transport of freight by rail or water rather than road, and allow further progress in delivering the Freight Action Plan.

The grant to British Waterways Scotland will allow it to maintain Scotland's canals in good condition and contribute to the process of economic regeneration.

The budget for Sustainable and Active Travel promotes alternatives to car use and more active forms of travel, particularly cycling and walking, by supporting projects which raise awareness or facilitate sustainable travel choices.

The budget for Transport Strategy and Innovation provides running cost support for regional transport partnerships, the Mobility and Access Committee for Scotland (MACS), Passengers' View Scotland and support for innovative transport solutions.

The budget funds our strategy policies on road safety, including the development of a ten year road safety strategy.

Formerly - Tolled Bridges Budget position - Spending Review allocations								
Year Amount (£m)	2008-09	2009-10	2010-11	TOTAL				
Forth	6.980	4.715	4.833	16.528				
Тау	1.208	1.235	1.262	3.705				
Total Resource	8.188	5.950	6.095	20.233				
Forth	14.051	8.042	2.386	24.479				
Тау	7.190	6.625	2.265	16.080				
Total Capital	21.241	14.667	4.651	40.559				
TOTAL	29.429	20.617	10.746	60.792				
Forth Total	21.031	12.757	7.219	41.007				