



Tay Road Bridge



TAY ROAD BRIDGE JOINT BOARD

ANNUAL ACCOUNTS FOR THE YEAR ENDED 31 MARCH 2021

UNAUDITED



JUNE 2021

**TAY ROAD BRIDGE JOINT BOARD
ANNUAL ACCOUNTS 2020/2021
CONTENTS**

	<u>PAGE NO</u>
Members and Officials	3
Management Commentary	4
Annual Governance Statement	15
Annual Remuneration Report	24
Statement of Responsibilities for the Statement of Accounts	27
Expenditure and Funding Analysis	28
The Core Financial Statements:	
Comprehensive Income & Expenditure Statement	31
Movement in Reserves Statement	32
Balance Sheet	33
Cash Flow Statement	34
Notes to the Financial Statements	35
Independent Auditor's Report to the Members of the Tay Road Bridge Joint Board and the Accounts Commission for Scotland	60

TAY ROAD BRIDGE JOINT BOARD MEMBERS AND OFFICIALS

Tay Road Bridge Joint Board ("the Board") comprises 12 elected members who are appointed by the three constituent local authorities to serve on the Board. Dundee City Council nominates 6 members, Angus Council has 1 member and Fife Council nominates the remaining 5 members. Following the Scottish Local Government Elections that were held in May 2017 it was agreed by the Board that Dundee City Council would continue to act as lead authority to the Board, and consequently, the Council are required to appoint officers to serve as officials of the Board. At the end of financial year 2020/2021, the Members and Officials of the Board were:

Representing Dundee City Council

Councillor Stewart Hunter
Councillor Bill Campbell
Councillor Fraser Macpherson
Councillor Lynne Short (Chair)
Councillor Margaret Richardson
Councillor George McIrvine



Representing Angus Council

Councillor Craig Fotheringham



Representing Fife Council

Councillor Jonny Tepp (Vice-Chair)
Councillor Brian Thomson
Councillor Bill Connor
Councillor Andy Heer
Councillor John Docherty



Bridge Manager

Mr Alan Hutchison BEng (Hons), MSc, CEng, FICE, MCIHT.

Engineer

Mr Gary Brady, BEng (Hons), PGDip, CEng, FICE, MCIHT, Dundee City Council.

Clerk

Mr Roger Mennie LLB (Hons), DipLP, Dundee City Council.

Treasurer

Mr Robert Emmott, BSc, CPFA, Dundee City Council.

Contact Details:

Tay Road Bridge Joint Board website: www.tayroadbridge.co.uk

Bridge Manager

Bridge Office
Marine Parade
Dundee
DD1 3JB
01382 433044
[alan.hutchison@
tayroadbridge.co.uk](mailto:alan.hutchison@tayroadbridge.co.uk)

Engineer

c/o Dundee City Council
City Development
50 North Lindsay Street
Dundee
01382 433711
[gary.brady@
dundeecity.gov.uk](mailto:gary.brady@dundeecity.gov.uk)

Clerk

c/o Dundee City Council
Corporate Services
21 City Square
Dundee
01382 434202
[roger.mennie@
dundeecity.gov.uk](mailto:roger.mennie@dundeecity.gov.uk)

Treasurer

c/o Dundee City Council
Corporate Services
50 North Lindsay Street
Dundee
01382 433633
[robert.emmott@
dundeecity.gov.uk](mailto:robert.emmott@dundeecity.gov.uk)

TAY ROAD BRIDGE JOINT BOARD MANAGEMENT COMMENTARY

INTRODUCTION

We are pleased to present the Annual Accounts for Tay Road Bridge Joint Board ("the Board") for the year ended 31st March 2021. The accounts have been prepared in accordance with the Code of Practice on Local Authority Accounting in the United Kingdom 2020/2021 ("the Code"). This Management Commentary provides a context for the annual accounts and an analysis of the financial performance during the year. The principal risks and uncertainties facing the Board are identified, together with the potential impact and actions being taken.

The Board was established by the Tay Road Bridge Order Confirmation Act 1962 to construct and maintain the Tay Road Bridge. This Order was superseded by the Tay Road Bridge Order Confirmation Act 1991 ("the 1991 Act"). The Board's Business Model has been set up to meet the requirements of the 1991 Act.

ORGANISATIONAL CHANGES

Tay Road Bridge Joint Board has an organisational make-up of twenty-two staff members, comprising eleven shift workers (Operations staff), eight Maintenance members of staff and three members of staff dealing with all administrative duties.

The Maintenance and Operations Manager, Bill Angus, retired in January 2021 after an association with the Tay Road Bridge since 1985. The Board agreed at the December 2020 Board meeting to change the post title to Deputy Bridge Manager to make sure that the post was attractive to suitably qualified engineers. David Robertson was welcomed as Deputy Bridge Manager for the team in March 2021.

The Covid-19 pandemic has significantly impacted the ability of the team to undertake training in 2020/21, but I am pleased that where possible and with adherence to all Scottish Government advice to remain Covid-19 safe, we have managed to deliver the following training to help staff maintain confidence and competence in their individual roles:

- HGV Refresher Training
- Avoiding Unconscious Bias in Recruitment (Management Team)

MANAGEMENT ARRANGEMENTS WITH SCOTTISH GOVERNMENT

During this period, the main point of contact with the Scottish Government continued to be the Trunk Road and Bus Operations Team of Transport Scotland. Virtual meetings to remain Covid 19 safe have been held on a regular basis between Board Officers and officers from the Trunk Road and Bus Operations Team to discuss financial matters and future projects.

CONTRACTS

The management of traffic and pedestrian users of the Tay Road Bridge has benefitted from a number of successful projects delivered in 2020/2021, with more projects due for delivery in 2021/2022 that will add resilience to the bridge's infrastructure.

Administration Building Repairs and Improvement

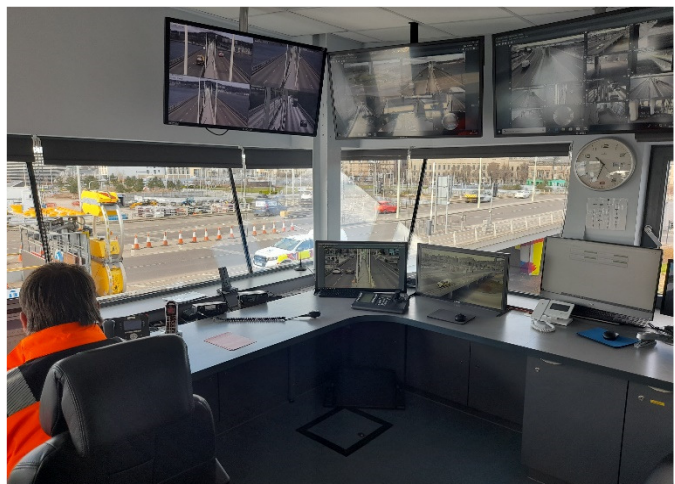
In December 2019 the Board approved the appointment of Wilmott Dixon for the project works with the performance obligations of the contract to be undertaken by Robertson Construction. Works on site commenced in January 2020, with completion due by the end of June, however works were delayed due to the Covid-19 pandemic. Work was able to recommence later in the summer of 2020 with a programme revised to allow for a Covid-19 safe site. The project was completed at the end of January 2021.

TAY ROAD BRIDGE JOINT BOARD MANAGEMENT COMMENTARY

The project involved the installation of a new roof membrane to the Administration Office to replace a defective roof that was leaking.

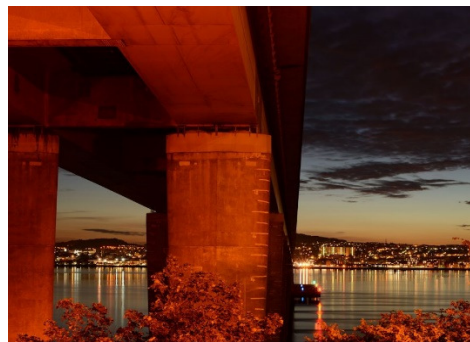


The project also included the recladding of the control tower to improve thermal insulation properties in order to raise the comfort levels for staff, along with a refurbishment of the control room and staff mess room to modern standards. Positive feedback from staff regarding the enhanced facilities has been received. The project also allowed the opportunity to improve some of the critical control room systems, with an upgrade and modernisation of the automatic barriers and traffic light control systems thus improving their reliability and responsiveness. Another change included the enhancement of the CCTV viewing capabilities for supervisors monitoring the bridge, along with a new more ergonomic control system interface layout for user comfort and efficiency. All the supervisors have welcomed the changes and staff have also complimented the new modern mess facilities.



Inspection of Columns and Piers

In March 2020 the Board approved the appointment of CAN Structures Limited to carry out a Principal Inspection of the upper 2.4 metres of the concrete river piers and the entire surface area of the columns of the bridge, clean and inspect all surfaces, identify and mark out defective areas of concrete and report on faults. This work is due to be completed in 2021.



TAY ROAD BRIDGE JOINT BOARD MANAGEMENT COMMENTARY

Consulting Engineering Services

WSP were appointed to provide a multi-disciplinary engineering consultancy service following Board approval in December 2019. The provision of professional consulting engineering services for a five year term is to allow knowledge and expertise to be developed through partnership working and make sure that a robust strategy for all replacement schemes can be evidenced.

WSP have commenced work on the following capital projects:

Gantry Replacement:

The Engineer to the Board and the Bridge Manager have worked closely with WSP to agree the exact scope of the project required to deliver new inspection gantries. This has included determining all design parameters and understanding desirable improvements that could be made to improve efficiency of structural inspections. A detailed survey of the bridge's existing runway beams has also been undertaken and this has informed a disruptive testing regime that will permit an assessment of different solutions that can be taken forward to concept and then detailed design.

Carriageway Resurfacing and Replacement Joints:

A number of core samples have been taken of the asphalt (or pavement) surfacing along both the north and southbound carriageways. Subsequent inspection and lab testing of these cores has confirmed that the original fifty-five year-old Trinidad Lake Asphalt surfacing material is now ready for replacement. The resurfacing of the bridge is scheduled to take place in 2023 and the movement joints will be renewed during this project. The expansion joints are between 25 and 30 years old and are now practically beyond serviceable life.

Park and Choose Proposal

Fife Council was awarded £235,000 by Transport Scotland at the end of November 2019 to take forward the Tay Bridgehead Park and Choose project. This grant from Transport Scotland is to progress and update the Tay Bridgehead Park and Choose work that was undertaken in 2010. The 2010 proposal included a Park and Choose site with an approximate 450 space car park, landscaping, access junction, drainage, lighting, CCTV, bus turning facilities, bus stances and shelters, and EV charging.

A recent project to upgrade the main electrical switchgear that serves the Dundee and Fife sides of the bridge was completed in early 2020 and this will allow work to commence with Fife Council to install electric vehicle charging points (EVCP's) in our Fife car park for public use. This project demonstrates the TRBJB's and Fife Council's commitment to Active Travel and to help tackle the climate emergency.

Fife Council Officers have formed a working group, consisting of the Bridge Manager, Dundee City Council Officers, and Tactran (supported by SEStran) to support them in carrying out all the necessary work to obtain planning permission and push towards a final development plan. Future works would be funded by Scottish Government grants obtained through an application to Transport Scotland.

TRAFFIC

One or both lanes on the bridge were closed on a number of occasions over the past twelve months. The table below summarises the reasons and number of occurrences:-

Wind speed > 80mph	Wind speed > 60mph	Wind speed > 45mph	Works Full Closures	Breakdowns and Minor Accidents	Operational, Miscellaneous and Police
Closed to all Vehicles	Cars Only	No Double Deck buses			
1	4	33	3	12	434
Comparator figures for 2019/2020:					
2	9	53	2	8	540

TAY ROAD BRIDGE JOINT BOARD MANAGEMENT COMMENTARY

The works closures in 2020/2021 related to movement joint repairs that required full closure to facilitate a safe staff and contractor working environment.

STRATEGIC PLAN AND PERFORMANCE SUMMARY

The Board's mission is to provide the travelling public with safe, reliable and efficient crossing of the River Tay through the operation, maintenance and improvement of the Tay Road Bridge. In order to support these aims a Strategic Plan was introduced in December 2018, which details five strategic goals to guide the Board.

- 1. Meeting User Expectations:** Ensuring continued reliability of journeys and providing modern interfaces with our users;
- 2. Fiscally Sustainable:** Maintaining financial responsibility through effective and appropriate deployment of capital and revenue resources;
- 3. Transparent Governance and Clear Decision Making Processes:** Fit for purpose governance arrangements with clear lines of responsibility and accountability that are transparent and clear to users and the general public;
- 4. A Modern, Diverse and Well Trained Workforce:** Providing roles that are fit for purpose whilst offering a range of opportunities for as wide a cross-section of the potential workforce as the service provided allows; and
- 5. Quality and Standards:** Improve safety, maintenance and processes to deliver continuous improvement.

Key Performance Indicators (KPIs) are used to measure general performance and success in achieving some of these key priorities, and these are reported annually to the Board as part of the management commentary contained within the Annual Accounts. KPIs to be measured annually include:

- Quality and Standards: Accidents and incidents (Employees and members of the public);
- Quality and Standards: Lost Time due to accidents and incidents (Employees);
- Fiscally Sustainable: Expenditure (reported in the Annual Accounts);
- Meeting User Expectations: Complaints and questions;
- A Modern, Diverse and Well Trained Workforce: Staff Absences; and
- Fiscally Sustainable: Payment of Invoices.

The remaining KPI is reported quarterly to the Board:

- Meeting User Expectations: Bridge traffic lane availability (reported quarterly as part of a separate report).

KPIs for the full calendar years 2015 to 2020 are as follows:

Safe Services

Years	Accidents Involving Members of the Public
	(Target = Reduction Year on Year)
2015	6
2016	2
2017	9
2018	9
2019	2
2020	0

Years	Reportable Incidents Involving Employees	Minor Accidents Involving Employees	Time Lost – Employees (Hrs)
	(Target = 0)	(Target = 0)	(Target = 0)
2015	0	2	0
2016	0	2	24
2017	0	2	0
2018	0	3	16
2019	2	1	376
2020	0	1	0

The statistics for all accidents, either involving staff, or members of the public, are low. It is noted in the Strategic Plan that many Road Traffic Collisions (RTCs) on the bridge are due to driver error and outwith the control of the Board. Police Scotland are called to all RTC's on the bridge.

TAY ROAD BRIDGE JOINT BOARD MANAGEMENT COMMENTARY

During 2020 there were no lost working hours due to accidents at work. All accidents are investigated and mitigation measure are put in place to avoid a repeat occurrences. A separate H & S report is brought to the Board annually. During 2019 the time lost by employees due to accidents was 376 hours, with one employee accounting for the majority of this absence. The cause of all accidents are investigated and mitigation measure are put in place to avoid a repeat occurrences. All employees have recovered and are back at work. A separate Health and Safety report is presented to the Board annually.

Effective and Efficient Services: Complaints and Enquiries

Years	Complaints Received & Responses			Enquiries Received & Responses		
	Complaints Received	Complaints Responded To	Complaints Responded to within 10 Working Days	Enquiries Received	Enquiries Responded To	Enquiries Responded to within 10 Working Days
	Target = 10% Reduction Year on Year	Target = 100% of Complaints Responded to	Target = 100% of Complaints Responded to	Target = 10% Reduction Year on Year	Target = 100% of Enquiries Responded to	Target = 100% of Enquiries Responded to
2015	7	7	7	36	36	36
2016	10	10	10	77	77	77
2017	4	4	4	28	28	28
2018	6	6	6	50	50	50
2019	1	1	1	28	28	26
2020	1	1	1	21	21	20
2021 (to 31 March 2021)	0	0	0	15	15	15

From 2015 to 2019 the board received on average six complaints from the public per year regarding our services. These generally related to concerns regarding bridge availability during closures, or concerns related to our sharing of information during such closures. Subsequently, a public questionnaire asking for comments and suggestions to help us improve the TRBJB website was issued via social media on 1 May 2019. The results of these, and a reflection on the queries already received, have helped us to redesign a new website through our IT partners at DCC. It is planned to launch the new website in 2021.

In both 2019 and 2020 only one complaint was received although the Board will continue to pursue every opportunity to reflect upon and improve the service that it delivers. All complaints are responded to in a timely manner and within ten working days.

Since 2016 there has been a substantial drop in enquiries from members of the public, either received by the Bridge Manager directly or through Councillor enquires, down from seventy-seven enquiries in 2016 to twenty enquiries in 2020. This reduction in enquiries is most likely to be attributable to the introduction of a new social media feed and Frequently Asked Questions published on the Board's website, providing up-to-date bridge user information and answers to common questions.

Effective and Efficient Services: Staff Absence

Calendar Years	Staff Sickness (Average Days per Annum)
	Target = <5
2015	17.45
2016	5.76
2017	6.98
2018	7.55
2019	29.5
2020	11.8

TAY ROAD BRIDGE JOINT BOARD MANAGEMENT COMMENTARY

The Board lost an average 10 days per employee per year in 2020 due to sickness not relating to Covid-19. This is above the national average of 4.4 days published by the Office for National Statistics (ONS) in 2019. There were on average 1.8 days lost to Covid-19 related illness in 2020, although for January to March 31 2021 the Covid-19 related absence has increased to 6.06 days per employee. All staff have now recovered and have returned to work.

Effective and Efficient Services: Payment of Invoices

Years	Payment of Invoices within 30 days of Invoice Date
	Target = 100%
2015/16	98.06%
2016/17	98.81%
2017/18	98.86%
2018/19	98.85%
2019/20	99.68%
2020/21	99.28%

The Board continue to pay invoices timeously and aim to do this within thirty days. The percentage of payments made within thirty days of invoice date during 2020/2021 was 99.28%.

IMPACT OF CORONAVIRUS PANDEMIC ON OPERATIONS

The UK Government announced a lockdown on 23 March 2020 in response to the Covid 19 pandemic. This had a major impact on the management and operations of the bridge. Management took immediate action to safeguard employees and bridge users. These actions were taken to maintain resilience and ensured bridge availability and the continued safety of employees and bridge users during this challenging and unprecedented time. Business Continuity Planning / Incident Response meetings were held between key personnel and guidance issued to all staff on a regular basis. The actions detailed in the Business Continuity Plan have been implemented during the current Covid19 crisis and it will continue to be updated to reflect changing circumstances.

STAFFING ISSUES

Staff Establishment

Staffing levels and the existing establishment stands as follows:-

	2020/2021	2020/2021	2019/2020	2019/2020
	Current	Establishment	Current	Establishment
Administration	3	3	3	3
Operational	10	11	11	11
Maintenance	7	8	7	8
Total	20	22	21	22



TAY ROAD BRIDGE JOINT BOARD MANAGEMENT COMMENTARY

FINANCIAL PERFORMANCE REVIEW

CIPFA's Telling the Story Review of the Presentation of Local Authority Financial Statements:

Following publication in 2015 of CIPFA's Telling the Story Review of the Presentation of Local Authority Financial Statements, the 2016/2017 Code changed the segmental reporting arrangements for the Comprehensive Income and Expenditure Statement and introduced the Expenditure and Funding Analysis. The Expenditure and Funding Analysis brings together Board performance reported on the basis of expenditure measured under proper accounting practices with statutorily defined charges to the General Reserve. Both the Comprehensive Income and Expenditure Statement and the Expenditure and Funding Analysis include a segmental analysis which requires the Board to report performance on the basis of how it is structured and how it operates, monitors and manages financial performance.

Revenue Expenditure

The Tay Road Bridge Joint Board, at its meeting on 2 December 2019, approved the 2020/2021 Revenue Budget. The final budget was projected to break-even. The projected General Reserve balance as at 31 March 2021 would be £1,160,591.

The Board received quarterly Revenue Monitoring reports during 2020/2021 in order to keep the members fully apprised as to the projected revenue outturn position.

The following table reconciles the Revenue Budget approved by the Board on 2 December 2019 to the revised budget figures that are included in the Comprehensive Income and Expenditure Statement shown on page 31. The actual outturn for 2020/2021 was a net overspend against budget of £14,000 before the application of accounting adjustments. The detailed variance analysis is set out on page 12. After the required accounting adjustments this gives a total General Reserve balance of £1,160,591 as at 31 March 2021 which is unchanged from the corresponding figure at 31 March 2020.

TAY ROAD BRIDGE JOINT BOARD MANAGEMENT COMMENTARY

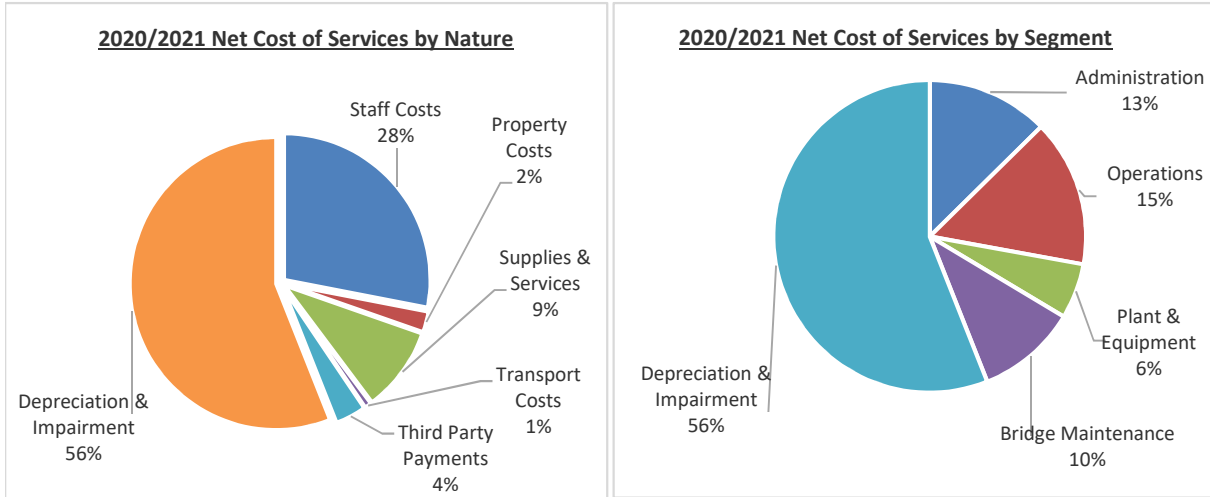
	Approved Budget £000	Net Depreciation & Impairment Allocation £000	Reallocate Investment Property Inc & Exp £000	Employee Benefits Adjustment £000	Revaluation of PPE Assets £000	Recognised Capital Grant £000	IAS 19 Adjs £000	Revised Budget £000	Actual Expend/ (Income) £000	Over / (Under) Spend £000
Administration	461	-	-	-	-	-	1	462	459	(3)
Operations	521	-	-	-	-	-	52	573	555	(18)
Plant & Equipment	224	-	-	-	-	-	-	224	208	(16)
Bridge Maintenance	399	-	(3)	4	-	-	31	431	379	(52)
Corporate Costs	-	2,056	-	-	(19)	-	-	2,037	2,037	-
Net Cost of Services	1,605	2,056	(3)	4	(19)	-	84	3,727	3,638	(89)
Other Operating Income & Expenditure	(11)	-	10	-	-	-	-	(1)	(13)	(12)
Financing & Investment Income & Expenditure	(5)	-	(7)	-	3	-	24	15	11	(4)
Non-Specific Grant Income	(1,589)	-	-	-	-	(815)	-	(2,404)	(2,285)	119
(Surplus) / Deficit on Provision of Service	-	2,056	-	4	(16)	(815)	108	1,337	1,351	14
(Surplus) / Deficit on Revaluation of PPE	-	-	-	-	13	-	-	13	13	-
Actuarial (Gains) / Losses on Pension Assets / Liabilities	-	-	-	-	-	-	(458)	(458)	(458)	-
Total Comprehensive Income & Expenditure	-	2,056	-	4	(3)	(815)	(350)	892	906	14
IAS 19 Adjustments	-	-	-	-	-	-	350	350	336	(14)
Other IFRS Code Accounting Adjustments	-	(2,056)	-	(4)	3	815	-	(1,242)	(1,242)	-
Total (Surplus)/ Deficit	-	-	-	-	-	-	-	-	-	-
General Reserve Balance b/fwd	(1,161)	-	-	-	-	-	-	(1,161)	(1,161)	-
General Reserve Balance c/fwd	(1,161)	-	-	-	-	-	-	(1,161)	(1,161)	-

**TAY ROAD BRIDGE JOINT BOARD
MANAGEMENT COMMENTARY**

The following two charts show how the total 2020/2021 expenditure of the Board is apportioned. Figure 1 shows the split by the nature of expenditure, for example, staff cost, property costs, etc. and Figure 2 shows the proportion of expenditure by operational segment.

Figure 1: 2020/2021 Net Cost of Services by Nature:

Figure 2: 2020/2021 Net Cost of Services by Segment:



Administration (Underspend £3,000)

This reflects lower than anticipated expenditure in relation to training due to the pandemic and salary costs as a post was vacant for a short period of time. These were offset by an increase in insurance premiums.

Operations (Underspend £18,000)

This reflects lower than anticipated expenditure on salary costs due to a long-term absence and a newly vacant post remaining unfilled and a reduction of training programmes as a result of Covid 19. These were offset by increased overtime to cover long-term and Covid 19 related absences.

Plant & Equipment (Underspend £16,000)

This reflects lower than anticipated expenditure for the hire of the safety boat as the start date of the six-month contract period was delayed from the beginning of April until mid-June due to the Covid 19 lockdown resulting in no capital works during this period. This meant that the end date of the contract was extended by approximately ten weeks resulting in there being no requirement for the additional ad-hoc cover period of five weeks that is included in the budget. There were also savings in relation to equipment maintenance, equipment purchases, materials, contractor costs and principal inspections on the gantries as there were ongoing capital works and there will be a major replacement programme in the next few years. These were offset by increased electricity unit costs and an additional supply to a contractor's site office at the Dundee Central Waterfront Development which resulted in increased income as detailed below.

Bridge Maintenance (Underspend £52,000)

This reflects lower than anticipated expenditure on salary costs in relation to a vacant post, a reduction in staff overtime due to reduced maintenance work required during off-peak times, a reduction in standby pay allowance as a result of a vacancy and less staff on standby and a reduction of training programmes as a result of Covid 19. There were also additional savings on miscellaneous inspections and reports and ground maintenance work at the Dundee and Fife landfall areas. These were offset by increased electricity costs as a result of the energy supplier claiming back under-recovered charges between October 2019 and July 2020 after changing to monthly billing from quarterly billing.

Other Operating Income and Expenditure (Underspend £12,000)

This reflects higher than anticipated income due to income for the supply of electricity to a site office for the contractors on the Central Waterfront Development.

**TAY ROAD BRIDGE JOINT BOARD
MANAGEMENT COMMENTARY**

Financing and Investment Income and Expenditure (Underspend £4,000)

This reflects lower than anticipated expenditure on the Fife kiosk building.

Non-Specific Grant Income (Reduced Grant Income £119,000)

Reflects the net underspend on other budget heads, as detailed above.

Other Accounting Adjustments (Underspend £14,000)

Reflects underspends on IAS 19 adjustments due to savings in pension contributions.

Capital Expenditure and Financing

The Board, at its meeting on 2 December 2019, approved the 2020/2021 Capital Plan of £1,475,000. This would be funded from Capital Grants.

The Board received quarterly Capital Monitoring reports during 2020/2021 in order to keep the members fully apprised as to the projected capital outturn position. Actual gross capital expenditure for the year was £815,000. The following table compares the actual outturn position with budget for capital expenditure and the associated funding. The underspend against the original capital budget was due to budget adjustments and slippage across a range of projects mainly due to the Covid-19 Pandemic:-

	Budget	Actual	Variance
	£000	£000	£000
Capital Expenditure:			
Carriageway Resurfacing	200	75	(125)
Cathodic Protection Hardware	250	-	(250)
Inspection of Piers and Columns	250	183	(67)
Replacement of Expansion Joints	25	22	(3)
Bridge Office Refurbishment	200	480	280
New Gantries	175	41	(134)
Fife Landfall Improvements	200	-	(200)
Other Projects	175	14	(161)
	1,475	815	(660)
Capital expenditure was funded as follows:			
	£000	£000	£000
Capital Grant from the Scottish Government	1,475	815	(660)
	1,475	815	(660)

Control of Revenue and Capital Expenditure

The control of both the revenue and capital expenditure of the Board is an on-going and substantial exercise which requires a positive contribution from staff and elected members to ensure that the Board's financial objectives are achieved and that the financial resources are fully utilised.

Pension Liability (IAS 19)

Under IAS 19 (Employee Benefits) the Board is required to include figures in its Statement of Accounts relating to the assets, liabilities, income and expenditure of the pension schemes for its employees. It has been estimated that the Board had a net pension liability of £628,000 as at 31 March 2021. The estimated net pension liability at 31 March 2020 was £964,000. The overall decrease was due to an increase in the value of assets as a result of increased return on assets less interest and changes in demographic assumptions partly offset by changes in financial assumptions.

PRINCIPAL RISKS AND UNCERTAINTIES

As part of the ongoing management of risk, senior officers conduct an annual review of strategic risk management issues which is reported to the Board. The updated Strategic Risk Register details the key risks faced by the Board and the existing controls in place. These are summarised as follows:

- Legislative changes e.g. Health and Safety, environmental, procurement. The Board maintains awareness of changes to legislation and amends policies and procedures timeously.
- Effects of changes to the economy impacting grant funding. The Board maintains financial planning, monitoring and control systems.

TAY ROAD BRIDGE JOINT BOARD MANAGEMENT COMMENTARY

- Loss of structure / operational capacity through ship impact, etc. The Board has Insurance cover, has provided a pier protection system at navigation spans and maintains security through CCTV and 24 hour site attendance. In addition, Dundee Port Authority has controls and procedures governing navigation of vessels on the river.
- Loss of operational capacity through loss of bridge / buildings. The Board maintains a regular inspection programme and maintenance of assets.
- Losses through poor governance. The Board continues to review and apply recognised good governance policies.
- Failure to deliver projects to time and / or cost. The Board adopts robust project management procedures.
- Lack of financial resources. The Board's submission of applications for grant income includes robust estimates as back up. There is regular monitoring and control of expenditure against agreed budgets. Reserves are reviewed and maintained at prudent levels.
- Lack of staff resources, e.g. from pandemic, industrial action, recruitment issues. The Board maintains and reviews its Business Continuity Plans, consults with staff and trade unions on employment matters, manages staff absences, plans recruitment requirements in advance, and maintains a programme of staff training.

FUTURE DEVELOPMENTS

The Board recognises the impact of continuing financial pressures created by the current economic climate and as a consequence it continues to seek to generate efficiencies and utilise limited resources in an effective manner.

CONCLUSIONS

Sound financial management and effective risk management have enabled the Board to successfully manage its financial and operational performance during 2020/2021. However, significant risks surrounding future uncertainties continue to affect plans for the Board to effectively manage budgetary pressures.

Acknowledgements

During the 2020/2021 financial year the Board's financial position has required continuous scrutiny and strict budgetary control. We would like to thank the Bridge Engineer and the Bridge staff for their assistance in controlling the Board's expenditure and income. In addition, we wish to mention our appreciation of the help and co-operation provided during the financial year by the elected members and by Roger Mennie, Clerk to the Board.

The previous Treasurer, Gregory Colgan, took up a new post within Dundee City Council and was replaced as Treasurer of the Board by Robert Emmott, whose appointment was confirmed at the March 2021 Board meeting. We would like to express our thanks to Mr Colgan for his period as the Treasurer.

Finally, we would conclude our report by thanking all staff who contributed to the preparation of the Board's 2020/2021 Annual Accounts.

Robert Emmott, BSc, CPFA

**Treasurer
Tay Road Bridge
Joint Board
13 September 2021**

**Alan Hutchison,
BEng (Hons), MSc,
CEng, FICE, MCIHT**

**Bridge Manager
Tay Road Bridge
Joint Board
13 September 2021**

**Councillor Lynne
Short, BA**

**Chair
Tay Road Bridge
Joint Board
13 September 2021**

TAY ROAD BRIDGE JOINT BOARD ANNUAL GOVERNANCE STATEMENT

Scope of Responsibility

Tay Road Bridge Joint Board is responsible for ensuring that its business is conducted in accordance with the law and appropriate standards. This is to ensure that public funds and assets at its disposal are safeguarded, properly accounted for and used economically, efficiently, effectively, and ethically. The Joint Board also has a duty to make arrangements to secure continuous improvement in the way its functions are carried out.

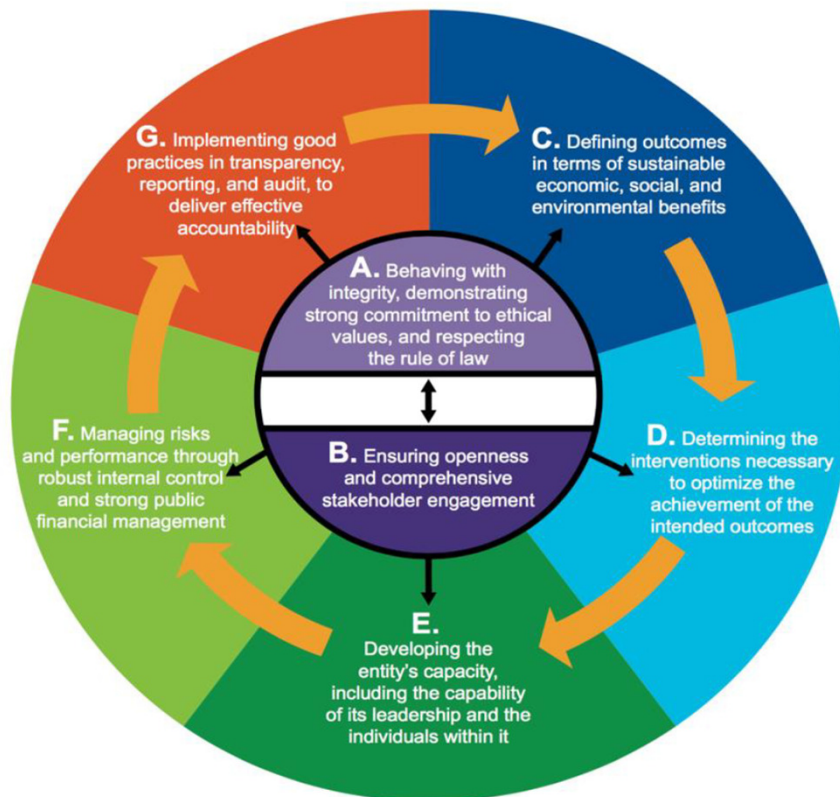
In discharging these responsibilities elected members and senior officers are responsible for implementing effective arrangements for governing the Joint Board's affairs and facilitating the effective exercise of its functions, including arrangements for the management of risk.

In June 2021, the Joint Board approved and adopted an updated Local Code of Corporate Governance that is consistent with the principles of the CIPFA/SOLACE (Chartered Institute of Public Finance & Accountancy / Society of Local Authority Chief Executives) framework *Delivering Good Governance in Local Government (2016)*. This statement explains how Tay Road Bridge Joint Board delivers good governance and reviews the effectiveness of these arrangements.

The Joint Board's Governance Framework

The governance framework comprises the systems, processes, cultures and values by which the Joint Board is directed and controlled. It also describes the way it engages with and accounts to stakeholders. It enables the Joint Board to monitor the achievement of its strategic objectives and consider whether those objectives have led to the delivery of appropriate, cost-effective services.

The framework reflects the arrangements in place to meet the seven supporting principles of effective corporate governance. These are as follows:



Within the overall control arrangements the system of internal financial control is intended to ensure that assets are safeguarded, transactions are authorised and properly recorded, and material errors or irregularities are either prevented or would be detected within a timely period. It is based on a framework of regular management information, financial regulations, administrative procedures and management supervision.

TAY ROAD BRIDGE JOINT BOARD ANNUAL GOVERNANCE STATEMENT

The overall control arrangements include:

- reporting financial and operational information regularly to Joint Board meetings;
- clearly defined Standing Orders and Schemes of Administration covering Financial Regulations, Tender Procedures and Delegation of Powers;
- approved Fraud Guidelines which include anti-fraud and corruption strategies, and "whistle-blowing" arrangements under the Public Interest Disclosure Act 1998;
- approved Anti-Bribery Policy;
- setting targets to measure financial and service performance;
- formal revenue and capital budgetary control systems and procedures; and
- the assurances provided by Internal Audit through their independent review work of the Joint Board's internal control systems.

Additionally, in order to support Chief Financial Officers in the fulfilment of their duties and to ensure that local authority organisations have access to effective financial advice of the highest level, CIPFA's *Role of the Chief Financial Officer (2016)* has introduced a "comply or explain" requirement in the Annual Accounts. The Treasurer complies with the principles set out in CIPFA's *Role of the Chief Financial Officer (2016)*.

Review of Effectiveness

Members and officers of the Joint Board are committed to the concept of sound governance and the effective delivery of Joint Board services and take into account comments made by internal and external auditors and prepare action plans as appropriate. The effectiveness of the governance framework is reviewed annually by senior officers. Their review of the Local Code of Corporate Governance, includes the completion of a self-assessment of their own arrangements. This involved the completion of a 94-point checklist covering the seven supporting principles defined in CIPFA/SOLACE's *Delivering Good Governance in Local Government (2016)*. This indicated a high level of compliance.

In addition, as part of the Annual Governance Statement process the Bridge Manager completes a self-assessment checklist of the Board's own governance, risk management and internal control arrangements. This involved the completion of a 55-point checklist covering seven key governance areas of Service Planning and Performance Management; Internal Control Environment; Fraud Prevention and Detection; Budgeting, Accounting and Financial Control; Risk Management and Business Continuity; Asset Management; and Partnerships. This again indicated a high level of compliance.

The Joint Board's Internal Audit provider conforms with Public Sector Internal Audit Standards and reports to the Joint Board. Internal Audit undertakes an annual programme of work, which is reported to the Joint Board. The Internal Auditor provides an independent opinion on the adequacy and effectiveness of the system of internal control. In the opinion of the Joint Board's Internal Auditor, overall the Board operates adequate internal control systems as defined in the Audit Needs Assessment. The audit and assurance work has not identified any significant gaps in the Board's control environment that would increase the risk of financial loss. This opinion was arrived at by taking into consideration the internal audit, risk management and other assurance work that has been undertaken during 2020/2021 and in previous years since the internal auditors original appointment in 2010.

Impact of Coronavirus Pandemic on Corporate Governance

The UK Government announced a lockdown on 23 March 2020 in response to the Covid 19 pandemic. This has had a major impact on the management and operations of the bridge. Management took immediate action to safeguard employees and bridge users. These actions were taken to maintain resilience and ensured bridge availability and the continued safety of employees and bridge users during this challenging and unprecedented time. Business Continuity Planning / Incident Response meetings were held between key personnel and guidance issued to all staff on a regular basis.

The Annual Governance Statement assesses governance in place during 2020/2021 so the majority of the year was affected by coronavirus. The conclusion on whether or not governance is fit for purpose should reflect the normal operations. However, coronavirus has impacted on governance since March 2020 and the Annual Governance Statement has to reflect the circumstances at the time of publication and the impact on governance.

TAY ROAD BRIDGE JOINT BOARD ANNUAL GOVERNANCE STATEMENT

The impact on governance affected the Board, for example changes to decision making arrangements whereby the following procedures were implemented for Board business from 23 March 2020 until the resumption of Board meetings in September 2020:

- All non-essential Board business was deferred to ensure that all Board Members and all Officers were able to concentrate the maximum possible time and effort on supporting the Board through the Coronavirus period;
- Referring to the Board's existing Scheme of Delegation of Powers to Officers in order to ensure that Officers acted in accordance with the powers which the Board has already delegated; and
- All essential Board business which was not covered by the Scheme of Delegation of Powers to Officers was dealt with as urgent matters arising between meetings (i.e. by the Clerk, in consultation with the Chair and Vice-Chair of the Tay Road Bridge Joint Board).

Continuous Improvement Agenda

The Joint Board's progress against the Continuous Improvement Agenda items for 2020/2021 is detailed in Table 1. Several items are still in progress and have been carried forward to be actioned in 2021/2022. Additional areas for improvement have also been identified by Joint Board officers and these are included in Table 2 and form the Continuous Improvement Action Plan for 2021/2022. These were identified in the self-assessment checklists that were completed as part of the Joint Board's assurance gathering process and also from Internal Audit reviews.

During 2021/2022 steps will be taken to address the outstanding items identified in the Continuous Improvement Agenda to further enhance the Joint Board's governance arrangements.

The annual review demonstrates sufficient evidence that the code's principles of delivering good governance in local government operated effectively and the Joint Board complies with the Local Code of Corporate Governance in all significant respects.

**Councillor Lynne Short, BA
Chair
Tay Road Bridge Joint Board
13 September 2021**

**Alan Hutchison, BEng (Hons), MSc, CEng,
FICE, MCIHT. Bridge Manager
Tay Road Bridge Joint Board
13 September 2021**

ANNUAL GOVERNANCE STATEMENT

TABLE 1 - IMPROVEMENT AGENDA FOR 2020/2021

Original Improvement Agenda						Progress Update	
	Improvement	Source	Source Date	Responsible Officer	Target Completion Date	Actual Completion Date	Comments (e.g. Estimated Completion Date, Reasons for delays, etc.)
1	Training for Bridge Management to avoid unconscious bias recruitment.	Local Code of Corporate Governance 2018/2019 (Principle A: Integrity & Ethics).	Carried forward from 2019/2020. In progress.	Bridge Manager	31/12/2020	17/09/2020	Course was delivered online "Skills to Mitigate Bias and Inclusive Recruitment" by Equate Scotland.
2	Update Data Protection procedures to ensure compliance with GDPR: Develop Records Management Plan.	Local Code of Corporate Governance 2018/2019 (Principle A: Integrity & Ethics and F: Managing Risks & Performance).	Carried forward from 2019/2020. In progress.	Bridge Manager	31/12/2020		Meeting to review current GDPR procedures with DCC Compliance Officer was cancelled in March 2020 due to Covid. This will be rearranged. Existing policy "Guidance on Information Record Management to be reviewed at compliance meeting. Ongoing to ensure continuing compliance. Carried forward with new target date by December 2021. *
3	Review the Board's website in terms of its quality in delivering information to bridge users and implement improvements.	Local Code of Corporate Governance 2018/2019 (Principle B: Openness and E: Developing the Entity).	Carried forward from 2019/2020. In progress.	Bridge Manager	31/12/2020		In progress. New website has been developed following consultation with service users. Test or Draft website has been shared with TRBJB members. To be rolled out after comments received and acted upon. Carried forward with new target date by December 2021. *
4	Update Bridge Byelaws.	Local Code of Corporate Governance 2019/2020 (Principle A: Integrity & Ethics) & Internal Audit Report (2019/2) Compliance with Legislation.	Carried forward from 2019/2020. In progress.	Clerk / Bridge Manager	31/12/2020		In progress. The Byelaws must be made available in hard copy to the public. This is challenging given Covid-19 restrictions and lockdown. To be made available as soon as Scottish Government reduce restrictions on movement and access to public buildings. Carried forward with new target date by December 2021. *

5	Revise Whistle-Blowing Policy.	Whistle-Blowing Policy (Report 12-2016 at June 2016 Board meeting).	Carried forward from 2019/2020. In progress.	Bridge Manager	31/12/2020		Bridge Manager to liaise with DCC HR and take to Board meeting in 2021. Carried forward with new target date by December 2021. *
6	Hold monthly Management Meetings instead of quarterly to improve control given number of capital and inspection surveys due from 2020.	Local Code of Corporate Governance 2019/2020 (Principle D: Achieving Intended Outcomes).	New for 2020/2021.	Bridge Manager	31/12/2020		In progress. Current IT equipment does not support MS Teams or other video sharing platforms. An IT bid was made on 28 September 2020 to secure appropriate hardware to allow access for staff. Pressures on IT hardware are unprecedented and this will be delivered when resources allow. Carried forward with new target date by December 2021. *
7	Review structure and shift patterns of Operations team to improve staff welfare and service to users.	Local Code of Corporate Governance 2019/2020 (Principle E: Developing the Entity).	New for 2020/2021.	Bridge Manager	31/03/2021		In progress. Union consultation ongoing. Staff Consultation issued 13 January 2021. Carried forward with new target Implementation date of 31 December 2021. *
8	Bridge manager development and performance review to be re-established.	Local Code of Corporate Governance 2019/2020 (Principle E: Developing the Entity).	New for 2020/2021.	Engineer	31/03/2021		To be implemented 2021 after key appointment of Deputy Manager in March 2021. Carried forward with new target date by December 2021. *
9	Introduce procedure that allows DCC procurement to approve / challenge bridge officer decisions to waiver tender procedures in order to provide a third party check and balance.	Local Code of Corporate Governance 2019/2020 (Principle F: Managing Risks & Performance).	New for 2020/2021.	Treasurer	31/12/2020	26/03/2021	New Tender Procedure Waiver form was finalised and approved. Implementation date was 26 March 2021.
10	Develop checklist to assist in collation and recording of all evidence required to demonstrate compliance with CDM 2015 Regulations.	Internal Audit Report 2020/03 Management of Health & Safety.	New for 2020/2021.	Bridge Manager	31/12/2020		No projects planned, so delayed due to competing priorities. Carried forward with new target date by December 2021. *

11	Ensure that a formal programme of reporting of data protection issues to the Joint Board.	Internal Audit Report 2020/05 Data Protection.	New for 2020/2021.	Clerk / Bridge Manager	31/12/2020		Bridge manager will liaise with Committee Clerk. Carried forward with new target date by December 2021. *
12	Transport and Works Manager and Administration Officer to attend training course on Recruitment and Interviewing to enable the Board to recruit more effectively at all levels.	Annual Governance Self-Assessment Checklist.	New for 2020/2021.	Bridge Manager	31/03/2021		This training must also be given to the new Deputy Manager appointed March 2021. Carried forward with new target date by December 2021. *
13	Review the Board's response to the Covid 19 crisis.		New for 2020/2021.	Bridge Manager	31/03/2021		Ongoing. Risk assessments in place. Bridge Manager reviews latest government guidance online and looks out for changes to Scottish Government advice. Carried forward with new target date by December 2021. *

* Carried forward items have been included in Table 2 with new target completion dates.

ANNUAL GOVERNANCE STATEMENT

TABLE 2 - IMPROVEMENT AGENDA FOR 2021/2022

	Improvement	Source	Source Date	Responsible Officer	Target Completion Date	Details
1	Update Data Protection procedures to ensure compliance with GDPR: Develop Records Management Plan.	Local Code of Corporate Governance 2018/2019 (Principle A: Integrity & Ethics and F: Managing Risks & Performance).	Carried forward from 2019/2020. In progress.	Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.
2	Review the Board's website in terms of its quality in delivering information to bridge users and implement improvements.	Local Code of Corporate Governance 2018/2019 (Principle B: Openness and E: Developing the Entity).	Carried forward from 2019/2020. In progress.	Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.
3	Update Bridge Byelaws.	Local Code of Corporate Governance 2019/2020 (Principle A: Integrity & Ethics) & Internal Audit Report (2019/2) Compliance with Legislation.	Carried forward from 2019/2020. In progress.	Clerk / Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.
4	Revise Whistle-Blowing Policy.	Whistle-Blowing Policy (Report 12-2016 at June 2016 Board meeting).	Carried forward from 2019/2020. In progress.	Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.

5	Hold monthly Management Meetings instead of quarterly to improve control given number of capital and inspection surveys due from 2020.	Local Code of Corporate Governance 2019/2020 (Principle D: Achieving Intended Outcomes).	Carried forward from 2020/2021.	Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.
6	Review structure and shift patterns of Operations team to improve staff welfare and service to users.	Local Code of Corporate Governance 2019/2020 (Principle E: Developing the Entity).	Carried forward from 2020/2021.	Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.
7	Bridge manager development and performance review to be re-established.	Local Code of Corporate Governance 2019/2020 (Principle E: Developing the Entity).	Carried forward from 2020/2021.	Engineer	31/12/2021	Carried forward from 2020/2021. In progress.
8	Develop checklist to assist in collation and recording of all evidence required to demonstrate compliance with CDM 2015 Regulations.	Internal Audit Report 2020/03 Management of Health & Safety.	Carried forward from 2020/2021.	Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.
9	Ensure that a formal programme of reporting of data protection issues to the Joint Board.	Internal Audit Report 2020/05 Data Protection.	Carried forward from 2020/2021.	Clerk / Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.
10	Transport and Works Manager and Administration Officer to attend training course on Recruitment and Interviewing to enable the Board to recruit more effectively at all levels.	Annual Governance Self-Assessment Checklist.	Carried forward from 2020/2021.	Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.
11	Review the Board's response to the Covid 19 crisis.		Carried forward from 2020/2021.	Bridge Manager	31/12/2021	Carried forward from 2020/2021. In progress.
12	Develop a TRB Team Charter to help convey core service values/ standards to managers and employees.	Local Code of Corporate Governance 2020/2021 (Principle A: Integrity & Ethics & B: Openness).	New for 2021/2022.	Bridge Manager	31/03/2022	Source: Local Code of Corporate Governance checklist.

13	Revise Communications Policy.	Local Code of Corporate Governance 2020/2021 (Principle B: Openness).	New for 2021/2022.	Bridge Manager	31/03/2022	Source: Local Code of Corporate Governance checklist.
14	Establish a formal business case process for all major capital projects.	Internal Audit Report 2021/03 Capital Projects.	New for 2021/2022.	Bridge Manager	31/03/2022	Source: Internal Audit Report 2021/03 Capital Projects.

TAY ROAD BRIDGE JOINT BOARD ANNUAL REMUNERATION REPORT

INTRODUCTION

The Board is required to prepare and publish within its Annual Accounts an annual Remuneration Report under the Local Authority Accounts (Scotland) Amendment Regulations 2014. The report sets out the remuneration of the Chair and Vice-Chair and Senior Employees of the Board and accrued pension benefits of the Senior Employees of the Board. The report also provides information on the number of Board employees (including Senior Employees) whose total actual remuneration was £50,000 or more, this information being disclosed in salary bandings of £5,000 above £50,000. The following report has been prepared in accordance with the aforementioned Regulations and also in accordance with other relevant guidance.

The Board's External Auditor is required to audit certain parts of the Remuneration Report and give a separate opinion in his report on the Annual Accounts as to whether the Remuneration Report has been properly prepared in accordance with the Regulations. All of the tables in this report are subject to audit, and the remainder of the report is subject to review.

REMUNERATION ARRANGEMENTS

Senior Board Members

The remuneration of Councillors is regulated by the Local Governance (Scotland) Act 2004 (Remuneration) Regulations 2007 (SSI No. 2007/183). The Regulations set out the remuneration payable to Councillors with the responsibility of a Chair or Vice-Chair of a Joint Board. The Regulations require the remuneration to be paid by the Council of which the Chair or Vice-Chair is a member. The Board has an arrangement with each Council which remunerates the Chair and Vice-Chair, to reimburse the Council for the additional costs of that councillor arising from them being a Chair or Vice-Chair of the Board. The disclosures made in this report are limited to the amounts paid to the Council by the Board for remuneration and do not reflect the full value of the remuneration that may be paid to the councillor. The remuneration details for the Chair and Vice-Chair of Tay Road Bridge Joint Board are set out in Table 1.

Senior Employees

The salary of Senior Employees is set by reference to national agreements. The salaries of senior employees of the Board take into account the duties and responsibilities of their posts. The Board is responsible for agreeing the salaries of senior employees. All Board employees are entitled to participate in Dundee City Council's Contract Car Hire Scheme, subject to meeting certain criteria. The Council's Policy & Resources Committee is responsible for agreeing the terms of the Contract Car Hire Scheme.

For the purposes of the Remuneration Report, the Regulations set out the following criteria for designation as a Senior Employee of the Board:

- (i) has responsibility for management of the Board to the extent that the person has power to direct or control the major activities of the Board (including activities involving the expenditure of money), during the year to which the Report relates, whether solely or collectively with other persons;
- (ii) holds a post that is politically restricted by reason of section 2(1)(a), (b) or (c) of the Local Government and Housing Act 1989; or
- (iii) annual remuneration, including any remuneration from a local authority subsidiary body, is £150,000 or more.

The Board has determined that one employee met the criteria for designation as a Senior Employee in 2020/2021, with the employee falling into category (i) above. The remuneration details for the Senior Employees of the Board are set out in Table 2.

The Regulations also require information to be published on the total number of Board employees (including Senior Employees) whose total actual remuneration was £50,000 or more. This information is to be disclosed in salary bandings of £5,000 above £50,000 and is shown in the following table.

Remuneration Bands	No of	No of
	Employees	Employees
	2020/2021	2019/2020
£55,000 - £59,999	1	1
Total	1	1

TAY ROAD BRIDGE JOINT BOARD ANNUAL REMUNERATION REPORT

EXIT PACKAGES

There were no exit packages agreed during 2020/2021 (2019/2020: None).

ACCRUED PENSION BENEFITS

Pension benefits for Local Government Employees are provided through the Local Government Pension Scheme (LGPS). A new Local Government Pension Scheme (Scotland) came into effect on 1 April 2015 based on career average related earnings (CARE Scheme).

From 1 April 2009 a five tier contribution system was introduced with contributions from scheme members being based on how much pay falls into each tier. This is designed to give more equality between the cost and benefits of scheme membership. Prior to 2009, contribution rates were set at 6% for all non-manual employees. The members' contribution rates for 2020/2021 remain at the 2009/2010 rates although the pay bandings have been adjusted. The tiers and contribution rates are as follows:

Whole Time Pay	Contribution Rate 2020/2021	Whole Time Pay	Contribution Rate 2019/2020
On earnings up to and including £22,200	5.50%	up to and including £21,800	5.50%
On earnings above £22,200 and up to £27,100	7.25%	above £21,800 and up to £26,700	7.25%
On earnings above £27,100 and up to £37,200	8.50%	above £26,700 and up to £36,600	8.50%
On earnings above £37,200 and up to £49,600	9.50%	above £36,600 and up to £48,800	9.50%
On earnings above £49,600	12%	above £48,800	12%

If a person works part-time their contribution rate is worked out on the whole-time pay rate for the job, with actual contributions paid on actual pay earned.

There is no automatic entitlement to a lump sum. Members may opt to give up (commute) pension for lump sum up to the limit set by the Finance Act 2004. The accrual rate guarantees a pension based on 1/49th of average pensionable salary and years of pensionable service. Prior to 2015 the accrual rate guaranteed a pension based on 1/60th of final pensionable salary and years of pensionable service. Prior to 2009 the accrual rate guaranteed a pension based on 1/80th and a lump sum based on 3/80th of final pensionable salary and years of pensionable service.

Senior Employees

The accrued pension benefits for Senior Employees are set out in Table 3, together with the pension contributions made by the Board.

Assumptions and Contextual Information

The value of the accrued pension benefits has been calculated on the basis of the age at which the person will first become entitled to receive a pension on retirement without reduction on account of its payment at that age; without exercising any option to commute pension entitlement into a lump sum; and without any adjustment for the effects of future inflation. The pension figures shown relate to the benefits that the person has accrued as a consequence of their total Local Government service and not just their current appointment.

In considering the accrued pension benefits figures the following contextual information should be taken into account:

- (i) the figures for pension and lump sum are illustrative only in light of the assumptions set out above and do not necessarily reflect the actual benefits that any individual may receive upon retirement.
- (ii) the accrued benefits figures are reflective of the pension contributions that both the employer and the scheme member have made over a period of time. In 2020/2021, the scheme member contribution rate for Senior Employees of the Board was 8.1% of pensionable pay (2019/2020: 7.9%). In 2020/2021, the employer contribution rate was 17% of pensionable pay for Senior Employees (2019/2020: 17%).

Councillor Lynne Short, BA
Chair
Tay Road Bridge Joint Board
13 September 2021

Alan Hutchison, BEng (Hons), MSc, CEng,
FICE, MCIHT. Bridge Manager
Tay Road Bridge Joint Board
13 September 2021

TABLE 1 – REMUNERATION OF COUNCILLORS WHO ARE CHAIR AND VICE-CHAIR OF TAY ROAD BRIDGE JOINT BOARD

Councillor Name	Responsibility	Salary, Fees & Allowances	Taxable Expenses	Total Remuneration 2020/2021	Total Remuneration 2019/2020
		£	£	£	£
Lynne Short	Chair, Tay Road Bridge Joint Board	2,234	-	2,234	1,640
Jonny Tepp	Vice-Chair, Tay Road Bridge Joint Board	4,622	7	4,629	3,287
Total		6,856	7	6,863	4,927

TABLE 2 – REMUNERATION OF SENIOR EMPLOYEES

Employee Name	Post Title	Salary, Fees & Allowances	Total Remuneration 2020/2021	Total Remuneration 2019/2020
		£	£	£
Alan Hutchison	Bridge Manager	59,343	59,343	57,615
Total		59,343	59,343	57,615

TABLE 3 – SENIOR EMPLOYEES ACCRUED PENSION BENEFITS

Employee Name	Post Title	Pension as at 31 March 2021	Pension Difference from 31 March 2020	Lump Sum as at 31 March 2021	Lump Sum Difference from 31 March 2020	Pension Contribution 2020/2021	Pension Contribution 2019/2020
		£000	£000	£000	£000	£000	£000
Alan Hutchison	Bridge Manager	16	1	9	-	10	10
Total		16	1	9	-	10	10

TAY ROAD BRIDGE JOINT BOARD

STATEMENT OF RESPONSIBILITIES FOR THE STATEMENT OF ACCOUNTS

The Board's responsibilities

The Board is required to:

- make arrangements for the proper administration of its financial affairs and to secure that one of its officers has the responsibility for the administration of those affairs (section 95 of the Local Government (Scotland) Act 1973). In this Board, that officer is the Treasurer;
- manage its affairs to secure economic, efficient and effective use of resources and safeguard its assets;
- ensure the Annual Accounts are prepared in accordance with legislation (The Local Authority Accounts (Scotland) Regulations 2014), and so far as is compatible with that legislation, in accordance with proper accounting practices (section 12 of the Local Government in Scotland Act 2003); and
- approve the Audited Annual Accounts.

I confirm that these Annual Accounts were approved for signature by the Joint Board at its meeting on 13 September 2021.

Signed on behalf of Tay Road Bridge Joint Board

Councillor Lynne Short, BA
Chair

Tay Road Bridge Joint Board
13 September 2021

The Treasurer's responsibilities

The Treasurer is responsible for the preparation of the Board's Annual Accounts in accordance with proper practices as required by legislation and set out in the CIPFA/LASAAC Code of Practice on Local Authority Accounting in the United Kingdom ('the Code of Practice').

In preparing the Annual Accounts, the Treasurer has:

- selected suitable accounting policies and then applied them consistently;
- made judgements and estimates that were reasonable and prudent;
- complied with legislation; and
- complied with the Code of Practice (in so far as it is compatible with legislation).

The Treasurer has also:

- kept proper accounting records which were up to date;
- taken reasonable steps for the prevention and detection of fraud and other irregularities.

I certify that the Annual Accounts give a true and fair view of the financial position of the Board at the reporting date and the transactions of the Board for the year ended 31 March 2021.



Robert Emmott, BSc, CPFA
Treasurer

Tay Road Bridge Joint Board
14 June 2021

TAY ROAD BRIDGE JOINT BOARD EXPENDITURE AND FUNDING ANALYSIS

The objective of the Expenditure and Funding Analysis is to demonstrate how the funding available to the Board (i.e. government grants) for the year has been used in providing services in comparison with those resources consumed or earned by the Board in accordance with generally accepted accounting practices. The Expenditure and Funding Analysis also shows how this expenditure is allocated for decision making purposes between the Board's operational divisions. Income and expenditure accounted for under generally accepted accounting practices is presented more fully in the Comprehensive Income and Expenditure Statement.

2019/2020			2020/2021		
Net Expenditure Chargeable to General Fund £000	Adjustments between the Funding and Accounting Basis £000	Net Expenditure in the CIES £000	Net Expenditure Chargeable to General Fund £000	Adjustments between the Funding and Accounting Basis £000	Net Expenditure in the CIES £000
Expenditure					
441	10	451	455	4	459
492	73	565	497	58	555
200	-	200	208	-	208
365	44	409	340	39	379
-	2,254	2,254	-	2,037	2,037
1,498	2,381	3,879	1,500	2,138	3,638
(1,498)	(37)	(1,535)	(1,500)	(787)	(2,287)
-	2,344	2,344	-	1,351	1,351
1,161			1,161		
-			-		
1,161			1,161		

TAY ROAD BRIDGE JOINT BOARD EXPENDITURE AND FUNDING ANALYSIS

ADJUSTMENTS BETWEEN FUNDING AND ACCOUNTING BASIS

This note provides a reconciliation of the main adjustments to Net Expenditure Chargeable to the General Reserve to arrive at the amounts in the Comprehensive Income and Expenditure Statement (CIES). The relevant transfers between reserves are explained in the Movement in Reserves Statement.

2020/2021

Adjustments from General Reserve to arrive at Comprehensive Income & Expenditure Statement Amounts	Adjustments between Funding & Accounting Basis			
	Adjustments for Capital Purposes	Net Change for the		
		Pensions Adjustment	Other Differences	Total Adjustments
		(1)	(2)	(3)
<i>Explanatory Notes:</i>	£000	£000	£000	£000
Administration	-	4	-	4
Operations	-	58	-	58
Plant & Equipment	-	-	-	-
Bridge Maintenance	-	39	-	39
Corporate Costs	2,037	-	-	2,037
Net Cost of Services	2,037	101	-	2,138
Other Operating Income & Expenditure from the Expenditure & Funding Analysis	(815)	24	4	(787)
Difference between General Reserve Surplus or Deficit and CIES Surplus or Deficit on the Provision of Services	1,222	125	4	1,351

2019/2020

Adjustments from General Reserve to arrive at Comprehensive Income & Expenditure Statement Amounts	Adjustments between Funding & Accounting Basis			
	Adjustments for Capital Purposes	Net Change for the		
		Pensions Adjustment	Other Differences	Total Adjustments
		(1)	(2)	(3)
<i>Explanatory Notes:</i>	£000	£000	£000	£000
Administration	-	15	-	15
Operations	-	73	-	73
Plant & Equipment	-	-	-	-
Bridge Maintenance	-	44	-	44
Corporate Costs	2,215	39	-	2,254
Net Cost of Services	2,215	171	-	2,386
Other Operating Income & Expenditure from the Expenditure & Funding Analysis	(67)	20	5	(42)
Difference between General Reserve Surplus or Deficit and CIES Surplus or Deficit on the Provision of Services	2,148	191	5	2,344

TAY ROAD BRIDGE JOINT BOARD EXPENDITURE AND FUNDING ANALYSIS

Explanatory Notes:

- 1) Adjustments for capital purposes - this column adds in depreciation and impairment and revaluation gains and losses in the services line and for:
 - a) Other operating expenditure - adjustments for capital disposals with a transfer of income on disposal of assets and the amounts written off for those assets.
 - b) Financing and investment income and expenditure - the statutory charges for capital financing i.e. loan repayments and other revenue contributions are deducted from other income and expenditure as these are not chargeable under generally accepted accounting practices.
 - c) Taxation and non-specific grant income and expenditure - capital grants are adjusted for income not chargeable under generally accepted accounting practices. Revenue grants are adjusted from those receivable in the year to those receivable without conditions or for which conditions were satisfied throughout the year. The Taxation and Non Specific Grant Income and Expenditure line is credited with capital grants receivable in the year without conditions or for which conditions were satisfied in the year.
- 2) Net change for the removal of pension contributions and the addition of IAS 19 Employee Benefits pension related expenditure and income:
 - a) For services this represents the removal of the employer pension contributions made by the Board as allowed by statute and the replacement with current service costs and past service costs.
 - b) For Financing and investment income and expenditure - the net interest on the defined benefit liability is charged to the Comprehensive Income and Expenditure Statement.
- 3) Other differences between amounts debited / credited to the Comprehensive Income and Expenditure Statement and amounts payable /receivable to be recognised under statute:
 - a) For services this represents the inclusion of a charge for short-term accumulating compensating absences, mainly relating to accrued annual leave entitlement. Allocations of insurance costs and impairment allowances on trade debtors have been included.

EXPENDITURE AND INCOME ANALYSED BY NATURE

The Board's expenditure and income is analysed as follows:

	2019/2020 Net Expenditure / (Income) £000	2020/2021 Net Expenditure / (Income) £000
Expenditure:		
Staff Costs	1,085	1,020
Property Costs	76	84
Supplies & Services	310	342
Transport Costs	32	29
Third Party Payments	122	126
Corporate Costs	2,254	2,037
Total Expenditure	3,879	3,638
Income:		
Fees, Charges & Other Service Income	(7)	(13)
Interest & Investment Income	(15)	11
Government Grants & Contributions	(1,513)	(2,285)
Total Income	(1,535)	(2,287)
(Surplus) or Deficit on Provision of Services	2,344	1,351

TAY ROAD BRIDGE JOINT BOARD COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT

The Comprehensive Income and Expenditure Statement shows the accounting cost in the year of providing services in accordance with generally accepted accounting practices.

2019/2020			2020/2021			
Gross Expenditure £000	Gross Income £000	Net Expenditure/ (Income) £000	Budgeted Net Expenditure (unaudited) £000	Gross Expenditure £000	Gross Income £000	Net Expenditure/ (Income) £000
						Expenditure
451	-	451	462	459	-	459
565	-	565	573	555	-	555
200	-	200	224	208	-	208
409	-	409	431	379	-	379
2,254	-	2,254	2,037	2,037	-	2,037
3,879	-	3,879	3,727	3,638	-	3,638
						Net Cost Of Services
-	(7)	(7)	(1)	-	(13)	(13)
						Other Operating Income & Expenditure (note 6)
20	(35)	(15)	15	27	(16)	11
						Financing and Investment Income and Expenditure (note 7)
-	(1,513)	(1,513)	(2,404)	-	(2,285)	(2,285)
						Non-Specific Grant Income (note 8)
3,899	(1,555)	2,344	1,337	3,665	(2,314)	1,351
						Net Deficit on Provision of Services
-	-	-	13	43	(30)	13
						Net deficit on revaluation of PPE
-	(36)	(36)	(458)	2,576	(3,034)	(458)
						Actuarial (Gains) / Losses on Pension Assets / Liabilities
-	(36)	(36)	(445)	2,619	(3,064)	(445)
						Other Comprehensive Income and Expenditure
3,899	(1,591)	2,308	892	6,284	(5,378)	906
						Total Comprehensive Income and Expenditure

TAY ROAD BRIDGE JOINT BOARD MOVEMENT IN RESERVES STATEMENT

The Movement on Reserves Statement shows the movement from the start of the year to the end on the different reserves held by the Board, analysed into 'usable reserves' (i.e. those that can be applied to fund expenditure) and 'unusable reserves.' The Statement shows how the movements in year of the Board's reserves are broken down between gains and losses incurred in accordance with generally accepted accounting practices. The Net Increase / (Decrease) line shows the statutory General Reserve Balance movements in the year following those adjustments.

	Revenue Reserves	Capital Reserves			
	General Fund Balance £000	Capital Grants Unapplied Account £000	Total Usable Reserves £000	Unusable Reserves £000	Total Board Reserves £000
Balance at 31 March 2019	(1,161)	(645)	(1,806)	(66,786)	(68,592)
<u>Movement in Reserves during 2019/2020</u>					
Total Comprehensive Expenditure and Income	2,344	-	2,344	(36)	2,308
Adjustments between accounting basis & funding basis under regulations (note 5)	(2,344)	645	(1,699)	1,699	-
Net (Increase) / Decrease before Transfers to Earmarked Reserves	-	645	645	1,663	2,308
Transfers to / (from) Earmarked Reserves	-	-	-	-	-
(Increase) / Decrease in 2019/2020	-	645	645	1,663	2,308
Balance at 31 March 2020 carried forward	(1,161)	-	(1,161)	(65,123)	(66,284)
Total Comprehensive Expenditure and Income	1,351	-	1,351	(445)	906
Adjustments between accounting basis & funding basis under regulations (note 5)	(1,351)	-	(1,351)	1,351	-
Net (Increase) / Decrease before Transfers to Earmarked Reserves	-	-	-	906	906
Transfers to / (from) Earmarked Reserves	-	-	-	-	-
(Increase) / Decrease in Year	-	-	-	906	906
Balance at 31 March 2021 carried forward	(1,161)	-	(1,161)	(64,217)	(65,378)

TAY ROAD BRIDGE JOINT BOARD BALANCE SHEET

The Balance Sheet shows the value as at the Balance Sheet date of the assets and liabilities recognised by the Board. The net assets of the Board (assets less liabilities) are matched by the reserves held by the Board. Reserves are reported in two categories. The first category of reserves are usable reserves, i.e. those reserves that the Board may use to provide services, subject to the need to maintain a prudent level of reserves and any statutory limitations on their use (for example the Capital Receipts Reserve that may only be used to fund capital expenditure). The second category of reserves is those that the Board is not able to use to provide services. This category of reserves includes reserves that hold unrealised gains and losses (for example the Revaluation Reserve), where amounts would only become available to provide services if the assets are sold; and reserves that hold timing differences shown in the Movement in Reserves Statement line 'Adjustments between accounting basis and funding basis under regulations'.

31 March 2020		Note	31 March 2021
£000			£000
66,089	Property, Plant & Equipment	20	64,853
71	Investment Property	19	68
<u>66,160</u>	Total Long Term Assets		<u>64,921</u>
56	Inventories	22	50
171	Short Term Debtors	23	292
1,333	Cash and Cash Equivalents	13	835
<u>1,560</u>	Total Current Assets		<u>1,177</u>
<u>(472)</u>	Short Term Creditors	24	<u>(92)</u>
(472)	Total Current Liabilities		(92)
<u>(964)</u>	Net Pension Liabilities	15	<u>(628)</u>
(964)	Total Long Term Liabilities		(628)
<u>66,284</u>	Net Assets		<u>65,378</u>
1,161	Usable reserves	9	1,161
65,123	Unusable Reserves	10	64,217
<u>66,284</u>	Total Reserves		<u>65,378</u>



Robert Emmott, BSc, CPFA
Treasurer

Tay Road Bridge Joint Board
14 June 2021

TAY ROAD BRIDGE JOINT BOARD CASH FLOW STATEMENT

The Cash Flow Statement shows the changes in cash and cash equivalents of the Board during the reporting period. The statement shows how the Board generates and uses cash and cash equivalents by classifying cash flows as operating, investing and financing activities. The amount of net cash flows arising from operating activities is a key indicator of the extent to which the operations of the Board are funded by way of grant income or from the recipients of services provided by the Board. Investing activities represent the extent to which cash outflows have been made for resources which are intended to contribute to the Board's future service delivery. Cash flows arising from financing activities are useful in predicting claims on future cash flows by providers of capital (i.e. borrowing) to the Board.

2019/2020		2020/2021
£000		£000
2,344	Net deficit on the provision of services	1,351
259	Adjust net surplus or deficit on the provision of services for non cash movements	(2,265)
175	Adjust for items included in the net surplus or deficit on the provision of services that are investing and financing activities	883
2,778	Net cash flows from Operating Activities	(31)
327	Investing Activities (note 11)	556
(32)	Financing Activities (note 12)	(27)
3,073	Net (Increase) in cash and cash equivalents	498
4,406	Cash and cash equivalents at the beginning of the reporting period	1,333
1,333	Cash and cash equivalents at the end of the reporting period (note 13)	835

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

1 ACCOUNTING POLICIES

A General Principles

The Annual Accounts summarise the Board's transactions for the 2020/2021 financial year and its position at the year-end of 31 March 2021. The Board is required to prepare Annual Accounts by the Local Authority Accounts (Scotland) Regulations 2014. Section 12 of the Local Government in Scotland Act 2003 requires that they be prepared in accordance with proper accounting practices. These practices under Section 21 of the 2003 Act primarily comprise the Code of Practice on Local Authority Accounting in the United Kingdom 2020/2021 and the Service Reporting Code of Practice 2020/2021, and International Financial Reporting Standards (IFRS) and statutory guidance issued under Section 12 of the 2003 Act. The accounting convention adopted in the Annual Accounts is principally historical cost, modified by the revaluation of certain categories of non-current assets.

B Accruals of Income and Expenditure

Activity is accounted for in the year that it takes place, not simply when cash payments are made or received. In particular:

- Revenue from contracts with service recipients, whether for services or the provision of goods, is recognised when (or as) the goods or services are transferred to the service recipient in accordance with the performance obligations in the contract.
- Supplies are recorded as expenditure when they are consumed – where there is a gap between the date supplies are received and their consumption, they are carried as inventories on the Balance Sheet.
- Expenses in relation to services received (including those rendered by the Board's employees) are recorded as expenditure when the services are received, rather than when payments are made.
- Where revenue and expenditure have been recognised but cash has not been received or paid, a debtor or creditor for the relevant amount is recorded in the Balance Sheet. Where debts may not be settled, the balance of debtors is written down and a charge made to revenue for the income that might not be collected.

C Cash and Cash Equivalents

Cash is represented by cash in hand and deposits with financial institutions repayable without penalty on notice of not more than 24 hours. Cash equivalents comprise short term lending that is repayable on demand or within 3 months of the Balance Sheet date and that is readily convertible to known amounts of cash with insignificant risk of change in value. In the Cash Flow Statement, cash and cash equivalents are shown net of bank overdrafts that are repayable on demand and form an integral part of the Board's cash management.

D Changes in Accounting Policies and Estimates and Prior Period Errors

Changes in accounting policies are only made when required by proper accounting practices or when the change provides more reliable or relevant information about the effect of transactions, other events and conditions on the Board's financial position or financial performance. Where a change is made and it is material to the financial statements, it is applied retrospectively (unless otherwise stated) by adjusting opening balances and comparative amounts for the prior period as if the new policy had always been applied. Changes in accounting estimates are accounted for prospectively, i.e. in the current and future years affected by the change. Material errors discovered in prior period figures are corrected retrospectively by amending opening balances and comparative amounts for the prior period.

E Charges to Revenue for Non-Current Assets

The Comprehensive Income and Expenditure Statement is debited with the following amounts to record the cost of holding non-current assets during the year:

- depreciation attributable to the assets used by the Board; and
- revaluation and impairment losses on assets used by the Board where there are no accumulated gains in the Revaluation Reserve against which the losses can be written off.

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

The Board is not required to apply revenue grant receipts to fund depreciation, revaluation and impairment losses. Depreciation, revaluation and impairment losses are therefore reversed by way of an adjusting transaction with the Capital Adjustment Account in the Movement in Reserves Statement.

F Employee Benefits

Benefits Payable During Employment

Short-term employee benefits (those that fall due wholly within 12 months of the year-end), such as wages and salaries, paid annual leave and paid sick leave, bonuses and non-monetary benefits (e.g. cars) for current employees, are recognised as an expense in the year in which employees render service to the Board. An accrual is made for the cost of holiday entitlements earned by employees but not taken before the year-end which employees can carry forward into the next financial year. The accrual is made at the remuneration rates applicable in the following financial year, being the period in which the employee takes the benefit. The accrual is charged to Surplus or Deficit on Provision of Services, but then reversed out through the Movement in Reserves Statement so that holiday entitlements are charged to revenue in the financial year in which the holiday absence occurs.

Termination Benefits

Termination benefits are amounts payable as a result of a decision by the Board to terminate an employee's employment before the normal retirement date or an employee's decision to accept voluntary redundancy in exchange for those benefits and are charged on an accruals basis to the appropriate service segment or, where applicable, to the Corporate Costs line in the Comprehensive Income and Expenditure Statement at the earlier of when the Board can no longer withdraw the offer of those benefits or when the Board recognises costs for a restructuring. Where termination benefits involve the enhancement of pensions, statutory provisions require the General Reserve balance to be charged with the amount payable by the Board to the pension fund or pensioner in the year, not the amount calculated according to the relevant accounting standards. In the Movement in Reserves Statement, appropriations are required to and from the Pensions Reserve to remove the notional debits and credits for pension enhancement termination benefits and replace them with debits for the cash paid to the pension fund and pensioners and any such amounts payable but unpaid at the year-end.

Post Employment Benefits

Employees of the Board are members of a separate pension scheme being the Local Government Pension Scheme (Tayside Pension Fund), a defined benefits scheme which is administered by Dundee City Council. The scheme provides defined benefits to members (retirement lump sums and pensions), earned as employees worked for the Board.

The Local Government Pension Scheme is accounted for as a defined benefits scheme:

- The liabilities of the Tayside Pension Fund attributable to the Board are included in the Balance Sheet on an actuarial basis using the projected unit method – i.e. an assessment of the future payments that will be made in relation to retirement benefits earned to date by employees, based on assumptions about mortality rates, employee turnover rates, etc, and projections of earnings for current employees.
- Liabilities are discounted to their value at current prices, using a discount rate based on the indicative rate of return on high quality corporate bond, iBoxx AA rated over 15 year corporate bond index.
- The assets of the Tayside Pension Fund attributable to the Board are included in the Balance Sheet at their fair value:
 - quoted securities – current bid price
 - unquoted securities – professional estimate
 - unitised securities – current bid price
 - property – market value.

The change in the net pensions liability is analysed into the following components:

- Service cost comprising:
 - current service cost – the increase in liabilities as a result of years of service earned this year – allocated in the Comprehensive Income and Expenditure Statement to relevant operating areas;

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

- past service cost – the increase in liabilities arising as a result of a scheme amendment or curtailment the effect of which relates to years of service earned in earlier years – debited to the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement as part of Corporate Costs; and
- net interest on the defined benefit liability / (asset), i.e. net interest expense for the Board – the change during the period in the net defined benefit liability / (asset) that arises from the passage of time charged to the Financing and Investment Income and Expenditure line in the Comprehensive Income and Expenditure Statement. This is calculated by applying the discount rate used to measure the defined benefit obligation at the beginning of the period to the net defined benefit liability / (asset) at the beginning of the period – taking into account any changes in the net defined benefit liability / (asset) during the period as a result of contribution and benefit payments.
- Re-measurements comprising:
 - the return on plan assets – excluding amounts included in the net interest on the net defined benefit liability / (asset) – charged to the Pension Reserve as Other Comprehensive Income and Expenditure; and
 - actuarial gains and losses – changes in the net pensions liability that arise because events have not co-incided with assumptions made at the last actuarial valuation or because the actuaries have updated their assumptions – charged to the Pensions Reserve as Other Comprehensive Income and Expenditure.
- contributions paid to the Tayside Pension Fund – cash paid as employer’s contributions to the pension fund in settlement of liabilities; not accounted for as an expense.

In relation to retirement benefits, statutory provisions require the General Reserve balance to be charged with the amount payable by the Board to the pension fund or directly to pensioners in the year, not the amount calculated according to the relevant accounting standards. In the Movement in Reserves Statement, this means that there are transfers to and from the Pensions Reserve to remove the notional debits and credits for retirement benefits and replace them with debits for the cash paid to the pension fund and pensioners and any such amounts payable but unpaid at the year-end. The negative balance that arises on the Pensions Reserve thereby measures the beneficial impact on the General Reserve of being required to account for retirement benefits on the basis of cash flows rather than as benefits are earned by employees.

Discretionary Benefits

The Board also has restricted powers to make discretionary awards of retirement benefits in the event of early retirements. Any liabilities estimated to arise as a result of an award to any member of staff are accrued in the year of the decision to make the award and accounted for using the same policies as are applied to the Local Government Pension Scheme.

G Events After the Reporting Period

Events after the Balance Sheet date are those events, both favourable and unfavourable, that occur between the end of the reporting period and the date when the Annual Accounts are authorised for issue. Two types of events can be identified:

- those that provide evidence of conditions that existed at the end of the reporting period – the Annual Accounts are adjusted to reflect such events; and
- those that are indicative of conditions that arose after the reporting period – the Annual Accounts are not adjusted to reflect such events, but where a category of events would have a material effect disclosure is made in the notes of the nature of the events and their estimated financial effect.

Events taking place after the date of authorisation for issue are not reflected in the Annual Accounts.

TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS

H Government Grants and Contributions

Whether paid on account, by instalments or in arrears, government grants and third party contributions and donations are recognised as due to the Board when there is reasonable assurance that:

- the Board will comply with the conditions attached to the payments; and
- the grants or contributions will be received.

Amounts recognised as due to the Board are not credited to the Comprehensive Income and Expenditure Account until conditions attaching to the grant or contribution have been satisfied. Conditions are stipulations that specify that the future economic benefits or service potential embodied in the asset in the form of the grant or contribution are required to be consumed by the recipient as specified or future economic benefits or service potential must be returned to the transferor. Monies advanced as grants and contributions for which conditions have not been satisfied are carried in the Balance Sheet as creditors. When conditions are satisfied, the grant or contribution is credited to the relevant line (Non-Specific Grant Income) in the Comprehensive Income and Expenditure Statement. Where capital grants are credited to the Comprehensive Income and Expenditure Statement, they are reversed out of the General Reserve Balance in the Movement in Reserves Statement. Where the grant has yet to be used to finance capital expenditure, it is posted to the Capital Grants Unapplied Account. Where it has been applied, it is posted to the Capital Adjustment Account. Amounts in the Capital Grants Unapplied Account are transferred to the Capital Adjustment Account once they have been applied to fund capital expenditure.

I Heritage Assets

The Board's Heritage Assets are held in support of the primary objective of increasing knowledge, understanding and appreciation of the history of the Tay Road Bridge and the surrounding area. Heritage assets are recognised and measured (including the treatment of revaluation gains and losses) in accordance with the Board's accounting policies on property, plant and equipment. However, some of the measurement rules are relaxed in relation to heritage assets as detailed below. The accounting policies in relation to heritage assets are also presented below.

The Board's heritage assets are accounted for as follows:

Heritage Assets Not Recognised in the Balance Sheet

The Board holds heritage assets which, in light of the relaxation of measurement rules, are not recognised in the balance sheet. The Board considers that, due to the unique nature of the assets held and the lack of comparable values, the cost of obtaining valuations would be disproportionate in relation to the benefits to the users of the Board's financial statements. As a result, fair value information is unavailable and cost information is also unknown. These assets are therefore not recognised in the balance sheet, however, detailed information regarding them is held on relevant databases.

J Inventories and Long Term Contracts

Inventories are included in the Balance Sheet at the lower of cost and net realisable value. The cost of inventories is assigned using the First-in-First-out (FIFO) costing formula. Long-term contracts are accounted for on the basis of charging the Surplus or Deficit on the Provision of Services with the consideration allocated to the performance obligations satisfied based on the goods or services transferred to the service recipient during the financial year.

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

K Investment Properties

Investment properties are those that are used solely to earn rentals and/or for capital appreciation. The definition is not met if the property is used in any way to facilitate the delivery of services or production of goods or is held for sale. Investment properties are measured initially at cost and subsequently at fair value, being the price that would be received to sell such an asset in an orderly transaction between market participants at the measurement date. As a non-financial asset, investment properties are measured at highest and best use. Properties are not depreciated but are re-valued annually according to market conditions at the year-end. Gains and losses on revaluation are posted to the Financing and Investment Income and Expenditure line in the Comprehensive Income and Expenditure Statement. The same treatment is applied to gains and losses on disposal. Rentals received in relation to investment properties are credited to the Financing and Investment Income and Expenditure line and result in a gain for the General Reserve Balance. However, revaluation and disposal gains and losses are not permitted by statutory arrangements to have an impact on the Balance. The gains and losses are therefore reversed out of the General Reserve Balance in the Movement in Reserves Statement and posted to the Capital Adjustment Account.

L Leases

Leases are classified as finance leases where the terms of the lease transfer substantially all the risks and rewards incidental to ownership of the property, plant or equipment from the lessor to the lessee. All other leases are classified as operating leases. Where a lease covers both land and buildings, the land and buildings elements are considered separately for classification. Arrangements that do not have the legal status of a lease but convey a right to use an asset in return for payment are accounted for under this policy where fulfilment of the arrangement is dependent on the use of specific assets.

The Board currently has no assets acquired under finance leases or leased to third parties on finance lease. The Board currently has no assets acquired under operating leases. Accounting policies for operating leases where the Board is a lessor are set out below.

The Board as Lessor

Where the Board grants an operating lease over a property or an item of plant or equipment, the asset is retained in the Balance Sheet as a non-current asset and continues to be subject to depreciation, revaluation and impairment review, in accordance with the relevant accounting policies. Rental income is credited to the appropriate service line in the Comprehensive Income and Expenditure Statement. Credits are made on a straight-line basis over the life of the lease, even if this does not match the pattern of payments (e.g., there is a premium paid at the commencement of the lease). Any initial direct costs incurred in negotiating and arranging the lease are added to the carrying amount of the relevant asset and charged as an expense over the lease term on the same basis as rental income.

M Property, Plant and Equipment

Assets that have physical substance and are held for use in the production or supply of goods or services, for rental to others or for administrative purposes and that are expected to be used during more than one financial year are classified as Property, Plant and Equipment.

Recognition

Expenditure on the acquisition, creation or enhancement of Property, Plant and Equipment is capitalised on an accruals basis, provided that it is probable that the future economic benefits or service potential associated with the item will flow to the Board and the cost of the item can be measured reliably. Expenditure that maintains but does not add to an asset's potential to deliver future economic benefits or service potential (i.e. repairs and maintenance) is charged as an expense when it is incurred.

Measurement

Assets are initially measured at cost, comprising:

- the purchase price; and

TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS

- any costs attributable to bringing the asset to the location and condition necessary for it to be capable of operating in the manner intended by management.

The Board does not capitalise borrowing costs incurred whilst assets are under construction.

Assets are then carried in the Balance Sheet using the following measurement bases:

- infrastructure and vehicles, plant & equipment – depreciated historical cost;
- all other assets – fair value, determined as the amount that would be paid for the asset in its existing use (existing use value – EUV).

Where there is no market-based evidence of current value because of the specialist nature of an asset, depreciated replacement cost is used as an estimate of current value. Assets included in the Balance Sheet at current value are re-valued sufficiently regularly to ensure that their carrying amount is not materially different from their current value at the year-end, but as a minimum every five years. Increases in valuations are matched by credits to the Revaluation Reserve to recognise unrealised gains. Exceptionally, gains would be credited to the Comprehensive Income and Expenditure Statement where they arise from the reversal of a revaluation or impairment loss previously charged to a service. Where decreases in value are identified, the revaluation loss is accounted for by:

- where there is a balance of revaluation gains for the asset in the Revaluation Reserve, the carrying amount of the asset is written down against that balance (up to the amount of the accumulated gains);
- where there is no balance in the Revaluation Reserve or insufficient balance, the carrying amount of the asset is written down against the relevant line(s) in the Comprehensive Income and Expenditure Statement.

The Revaluation Reserve contains revaluation gains recognised since 1 April 2007 only, the date of its formal implementation. Gains arising before that date have been consolidated into the Capital Adjustment Account.

Impairment

Assets are assessed at each year-end as to whether there is any indication that an asset may be impaired. Where indications exist and any possible differences are estimated to be material, the recoverable amount of the asset is estimated and, where this is less than the carrying amount of the asset, an impairment loss is recognised for the shortfall. Where impairment losses are identified, they are accounted for by:

- where there is a balance of revaluation gains for the asset in the Revaluation Reserve, the carrying amount of the asset is written down against that balance (up to the amount of the accumulated gains);
- where there is no balance in the Revaluation Reserve or insufficient balance, the carrying amount of the asset is written down against the relevant line(s) in the Comprehensive Income and Expenditure Statement.

Where an impairment loss is reversed subsequently, the reversal is credited to the Comprehensive Income and Expenditure Statement, up to the amount of the original loss, adjusted for depreciation that would have been charged if the loss had not been recognised.

Assets Held for Sale / Disposals

When it becomes probable that the carrying amount of an asset will be recovered principally through a sale transaction rather than through its continuing use, it is reclassified as an Asset Held for Sale. The asset is re-valued immediately before reclassification and then carried at the lower of this amount and fair value less costs to sell. Where there is a subsequent decrease to fair value less costs to sell, the loss is posted to the Other Operating Expenditure line in the Comprehensive Income and Expenditure Statement. Gains in fair value are recognised only up to the amount of any previously recognised losses. Depreciation is not charged on Assets Held for Sale. Assets that are to be abandoned or scrapped are not reclassified as Assets Held for Sale.

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

When an asset is disposed of or decommissioned, the carrying amount of the asset in the Balance Sheet (whether Property, Plant and Equipment or Assets Held for Sale) is written off to the Other Operating Expenditure line in the Comprehensive Income and Expenditure Statement as part of the gain or loss on disposal. Receipts from disposals (if any) are credited to the same line in the Comprehensive Income and Expenditure Statement also as part of the gain or loss on disposal (i.e. netted off against the carrying value of the asset at the time of disposal). Any revaluation gains accumulated for the asset in the Revaluation Reserve are transferred to the Capital Adjustment Account. Amounts received for disposals are categorised as capital receipts. Receipts are required to be credited to the Capital Receipts Reserve, and can then only be used for new capital investment or set aside to reduce the Board's underlying need to borrow (the capital financing requirement). Receipts are appropriated to the Reserve from the General Reserve in the Movement in Reserves Statement. Amounts are appropriated to the Capital Adjustment Account from the General Reserve in the Movement in Reserves Statement.

Depreciation

Depreciation is provided for on all Property, Plant and Equipment assets by the systematic allocation of their depreciable amounts over their useful lives. An exception is made for assets without a determinable finite useful life (i.e. freehold land) and assets that are not yet available for use (i.e. assets under construction).

Depreciation is calculated on the following bases:

- buildings – straight-line allocation over the useful life of the property as estimated by the valuer.
- vehicles, plant and equipment – straight line allocation over between 3 and 30 years.
- infrastructure – straight-line allocation up to 120 years.

Depreciable assets are not depreciated in the year of purchase, but are depreciated in the year of disposal.

Where an item of Property, Plant and Equipment asset has major components whose cost is significant in relation to the total cost of the item, the components are depreciated separately. Revaluation gains are also depreciated, with an amount equal to the difference between current value depreciation charged on assets and the depreciation that would have been chargeable based on their historical cost being transferred each year from the Revaluation Reserve to the Capital Adjustment Account.

N Reserves

Reserves are created by transferring amounts out of the General Reserve in the Movement in Reserves Statement. When expenditure to be financed from a reserve is incurred, it is charged to the appropriate expenditure line in that year to count against the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement. The reserve is then transferred back into the General Reserve Balance in the Movement in Reserves Statement so that there is no net charge against grant receipts for the expenditure. Certain reserves are kept to manage the accounting processes for non-current assets, financial instruments, retirement and employee benefits and these reserves do not represent usable resources for the Board. Further information on the Board's reserves is contained in notes 9 and 10.

O VAT

VAT payable is included as an expense only to the extent that it is not recoverable from Her Majesty's Revenue and Customs. VAT receivable is excluded from income.

P FAIR VALUE MEASUREMENT

The Board measures some of its non-financial assets as investment properties at fair value at each reporting date. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The fair value measurement assumes that the transaction to sell the asset or transfer the liability takes place either:

- a) in the principal market for the asset or liability; or
- b) in the absence of a principal market, in the most advantageous market for the asset or liability.

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

The Board measures the fair value of an asset or liability using the assumptions that market participants would use when pricing the asset or liability, assuming that market participants act in their economic best interest. When measuring the fair value of a non-financial asset, the Board takes into account a market participant's ability to generate economic benefits by using the asset in its highest and best use or by selling to another market participant that would use the asset in its highest and best use.

The Board uses valuation techniques that are appropriate in the circumstances and for which sufficient data is available, maximising the use of relevant observable inputs and minimising the use of unobservable inputs. Inputs to the valuation techniques in respect of assets and liabilities for which fair value is measured or disclosed in the Board's financial statements are categorised within the fair value hierarchy as follows:

- Level 1 - quoted prices (unadjusted) in active markets for identical assets or liabilities that the Board can access at the measurement date;
- Level 2 - inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly; or
- Level 3 - unobservable inputs for the asset or liability.

The Board's investment properties are measured using the income approach, by means of a discounted cash flow method, where the expected cash flows from the properties are discounted (using a market derived discount rate) to establish the present value of the net income stream. The approach has been developed using the Board's own data requiring it to factor in assumptions such as the duration and timing of cash inflows and outflows, rent growth, occupancy levels, bad debt levels, maintenance costs, etc.

The Board's investment properties are therefore categorised as Level 3 in the fair value hierarchy as the measurement technique uses significant unobservable inputs to determine the fair value measurements (and there is no reasonably available information that indicates that market participants would use different assumptions).

2 ACCOUNTING STANDARDS THAT HAVE BEEN ISSUED BUT HAVE NOT YET BEEN ADOPTED

The deferral of implementation of IFRS 16 Leases to the 2022/2023 Code of Practice has meant that the 2021/2022 Code has not yet completed its full due process. There are no other relevant accounting standards that have been issued but that are not yet adopted in the 2021/2022 Code of Practice.

3 CRITICAL JUDGEMENTS IN APPLYING ACCOUNTING POLICIES

In applying the accounting policies set out in Note 1, the Board has had to make certain judgements about future events. The key judgement made in the Annual Accounts relates to the high degree of uncertainty about future levels of funding for public bodies, especially in light of the financial impact of the Covid 19 pandemic. The Board has determined that this uncertainty is not sufficient to provide an indication that the assets of the Board might be impaired as a result of a need to reduce levels of service provision or affect the underlying assumption of the Board's Going Concern basis.

4 ASSUMPTIONS MADE ABOUT THE FUTURE AND OTHER MAJOR SOURCES OF ESTIMATION

The Statement of Accounts contains estimated figures that are based on assumptions made by the Board about the future or that are otherwise uncertain. Estimates are made taking into account historical experience, current trends and other relevant factors. However, because balances cannot be determined with certainty, actual results could be materially different from the assumptions and estimates.

The items in the Board's Balance Sheet at 31 March 2021 for which there is a significant risk of material adjustment in the forthcoming financial year are as follows:

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

Item	Uncertainties	Effect if Actual Results Differ from Assumptions
Property, Plant and Equipment	Assets are depreciated over useful lives that are dependent on assumptions about the level of repairs and maintenance that will be incurred in relation to individual assets. The current economic climate makes it uncertain that the Board will be able to sustain its current spending on repairs and maintenance, bringing into doubt the useful lives assigned to assets.	If the useful life of assets is reduced, depreciation increases and the carrying amount of the assets falls. It is estimated that the annual depreciation charge for property, plant and equipment would increase by £79,887 for every year that useful lives had to be reduced.
Pension Liability	Estimation of the net liability to pay pensions depends on a number of complex judgements relating to the discount rate used, the rate at which salaries are projected to increase, changes in retirement ages, mortality rates and expected returns on pension fund assets. A firm of consulting actuaries is engaged to provide the Board with expert advice about the assumptions to be applied.	The effects on the net pensions liability of changes in individual assumptions can be measured. For instance, a 0.1% increase in the discount rate assumption would result in a decrease in the pension liability of £184,000. However, the assumptions interact in complex ways. During 2020/2021, the Board's actuaries advised that the net pensions assets had increased by £3,034,000 as a result of an increase in the return on assets less interest and net pension liabilities had also increased by £2,576,000 attributable to updating of the assumptions.

This list does not include any assets and liabilities that are carried at fair value based on a recently observed market price.

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

5 MOVEMENT IN RESERVES STATEMENT - ADJUSTMENTS BETWEEN ACCOUNTING BASIS AND FUNDING BASIS UNDER REGULATIONS

This note details the adjustments that are made to the total comprehensive income and expenditure recognised by the Board in the year in accordance with proper accounting practice to the resources that are specified by statutory provisions as being available to the Board to meet future capital and revenue expenditure.

	<u>Revenue</u> <u>Reserve</u>	<u>Capital</u> <u>Reserve</u>	<u>Capital</u> <u>Reserve</u>	<u>Movement</u> <u>in</u>	<u>Total</u>
	General Fund Balance	Capital Receipts Reserve	Capital Grants Unapplied Account	Unusable Reserves	2020/2021
2020/2021	£000	£000	£000	£000	£000
Adjustments involving the Capital Adjustment Account:					
<u>Reversal of items debited or credited to the Comprehensive Income and Expenditure Statement:</u>					
Charges for depreciation and impairment of non current assets	(2,056)	-	-	2,056	-
Revaluation Gains on Property, Plant & Equipment	19	-	-	(19)	-
Movements in the fair value of Investment Properties	(3)	-	-	3	-
Capital grants and contributions that have been applied to capital financing	815	-	-	(815)	-
<u>Insertion of items not debited or credited to the Comprehensive Income and Expenditure Statement:</u>					
Capital expenditure charged against the General Reserve	-	-	-	-	-
Adjustments involving the Capital Receipts Reserve:					
Transfer of sale proceeds credited as part of the gain/loss on disposal to the Comprehensive Income and Expenditure Statement	-	-	-	-	-
Use of the Capital Receipts Reserve to finance new capital expenditure	-	-	-	-	-
Adjustments involving the Capital Grants Unapplied Account:					
Reversal of unapplied capital grant and contributions credited to the Comprehensive Income and Expenditure Statement	-	-	-	-	-
Adjustments involving the Pensions Reserve:					
Reversal of items relating to post employment benefits debited or credited to the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement (see note 15)	(253)	-	-	253	-
Employer's pensions contributions and direct payments to pensioners payable in the year	131	-	-	(131)	-
Adjustment involving the Accumulating Compensated Absences Adjustment Account:					
Amount by which officer remuneration charged to the Comprehensive Income and Expenditure Statement on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	(4)	-	-	4	-
Total Adjustments	(1,351)	-	-	1,351	-

TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS

	<u>Revenue Reserve</u>	<u>Capital Reserve</u>	<u>Capital Reserve</u>	<u>Capital Grants Unapplied Account</u>	<u>Movement in Unusable Reserves</u>	<u>Total 2019/2020</u>
2019/2020	General Fund Balance	Capital Receipts Reserve	Capital Grants Unapplied Account	Movement in Unusable Reserves	Total 2019/2020	Total 2019/2020
	£000	£000	£000	£000	£000	£000
Adjustments involving the Capital Adjustment Account:						
<u>Reversal of items debited or credited to the Comprehensive Income and Expenditure Statement:</u>						
Charges for depreciation and impairment of non current assets	(2,215)	-	-	-	2,215	-
Movements in the fair value of Investment Properties	-	-	-	-	-	-
Capital grants and contributions that have been applied to capital financing	4	-	-	-	(4)	-
<u>Insertion of items not debited or credited to the Comprehensive Income and Expenditure Statement:</u>						
Capital expenditure charged against the General Reserve	57	-	-	-	(57)	-
Adjustments involving the Capital Receipts Reserve:						
Transfer of sale proceeds credited as part of the gain/loss on disposal to the Comprehensive Income and Expenditure Statement	6	(6)	-	-	-	-
Use of the Capital Receipts Reserve to finance new capital expenditure	-	6	-	-	(6)	-
Adjustments involving the Capital Grants Unapplied Account:						
Reversal of unapplied capital grant and contributions credited to the Comprehensive Income and Expenditure Statement	-	-	645	-	(645)	-
Adjustments involving the Pensions Reserve:						
Reversal of items relating to post employment benefits debited or credited to the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement (see note 15)	(325)	-	-	-	325	-
Employer's pensions contributions and direct payments to pensioners payable in the year	134	-	-	-	(134)	-
Adjustment involving the Accumulating Compensated Absences Adjustment Account						
Amount by which officer remuneration charged to the Comprehensive Income and Expenditure Statement on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	(5)	-	-	-	5	-
Total Adjustments	(2,344)	-	645	-	1,699	-

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

6 COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT - OTHER OPERATING INCOME AND EXPENDITURE

<u>2019/2020</u>		<u>2020/2021</u>
<u>£000</u>		<u>£000</u>
(1)	Miscellaneous Income	(13)
(6)	(Gains) / Losses on the disposal of non current assets	-
<u>(7)</u>	Total	<u>(13)</u>

7 COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT - FINANCING AND INVESTMENT INCOME AND EXPENDITURE

<u>2019/2020</u>		<u>2020/2021</u>
<u>£000</u>		<u>£000</u>
20	Net interest on the defined benefit liability (asset)	24
(27)	Interest receivable and similar income	(6)
-	Changes in the fair value of investment properties	3
(8)	Net Income & Expenditure on investment properties	(10)
<u>(15)</u>	Total	<u>11</u>

8 COMPREHENSIVE INCOME AND EXPENDITURE STATEMENT - NON SPECIFIC GRANT INCOME

<u>2019/2020</u>		<u>2020/2021</u>
<u>£000</u>		<u>£000</u>
(1,509)	Non-ring fenced government grants	(1,470)
(188)	Capital grants and contributions	(815)
184	Repayment of Capital grants and contributions	-
<u>(1,513)</u>	Total	<u>(2,285)</u>

9 BALANCE SHEET - USABLE RESERVES

Movements in the Authority's usable reserves are detailed in the Movement in Reserves Statement and note 5.

10 BALANCE SHEET - UNUSABLE RESERVES

<u>31 March 2020</u>		<u>31 March 2021</u>
<u>£000</u>		<u>£000</u>
762	Revaluation Reserve	749
65,330	Capital Adjustment Account	64,105
(964)	Pensions Reserve	(628)
(5)	Accumulating Compensated Absences Adjustment Account	(9)
<u>65,123</u>	Total Unusable Reserves	<u>64,217</u>

Revaluation Reserve

The Revaluation Reserve contains the gains made by the Board arising from increases in the value of its Property, Plant and Equipment. The balance is reduced when assets with accumulated gains are:

- re-valued downwards or impaired and the gains are lost;
- used in the provision of services and the gains are consumed through depreciation; or
- disposed of and the gains are realised.

The Reserve contains only revaluation gains accumulated since 1 April 2007, the date that the Reserve was created. Accumulated gains arising before that date are consolidated into the balance on the Capital Adjustment Account.

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

2019/2020		2020/2021
<u>£000</u>		<u>£000</u>
762	Balance at 1 April	762
-	Upward Revaluation of assets	30
-	Downward revaluation of assets and impairment losses not charged to the Surplus/Deficit on the Provision of Services	(43)
-	Accumulated gains on assets sold or scrapped	-
-	Amount written off to the Capital Adjustment Account	-
<u>762</u>	Balance at 31 March	<u>749</u>

Capital Adjustment Account

The Capital Adjustment Account absorbs the timing differences arising from the different arrangements for accounting for the consumption of non-current assets and for financing the acquisition, construction or enhancement of those assets under statutory provisions. The Account is debited with the cost of acquisition, construction or enhancement as depreciation and impairment losses are charged to the Comprehensive Income and Expenditure Statement. The Account is credited with the amounts set aside by the Board as finance for the costs of acquisition, construction and enhancement. The Account contains accumulated gains and losses on Investment Properties that have yet to be consumed by the Board. The Account also contains revaluation gains accumulated on Property, Plant and Equipment before 1 April 2007, the date that the Revaluation Reserve was created to hold such gains. Note 5 provides details of the source of all the transactions posted to the Account, apart from those involving the Revaluation Reserve.

2019/2020		2020/2021
<u>£000</u>		<u>£000</u>
66,833	Balance at 1 April	65,330
	Reversal of items relating to capital expenditure debited or credited to the Comprehensive Income and Expenditure Statement:	
(2,215)	• Charges for depreciation and impairment of non current assets	(2,056)
-	• Revaluation losses on Property, Plant & Equipment	19
<u>(2,215)</u>	Net written out amount of the cost of non current assets consumed in the year	<u>(2,037)</u>
	Capital financing applied in the year:	
6	• Use of the Capital Receipts Reserve to finance new capital expenditure	-
649	• Capital grants and contributions credited to the Comprehensive Income and Expenditure Statement that have been applied to capital financing	815
57	• Capital expenditure charged against the General Reserve	-
<u>712</u>	Total Capital Financing Applied during the year	<u>815</u>
-	Movements in the market value of Investment Properties debited or credited to the CIES	(3)
<u>65,330</u>	Balance at 31 March	<u>64,105</u>

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

Pensions Reserve

The Pensions Reserve absorbs the timing differences arising from the different arrangements for accounting for post employment benefits and for funding benefits in accordance with statutory provisions. The Board accounts for post employment benefits in the Comprehensive Income and Expenditure Statement as the benefits are earned by employees accruing years of service, updating the liabilities recognised to reflect inflation, changing assumptions and investment returns on any resources set aside to meet the costs. However, statutory arrangements require benefits earned to be financed as the Board makes employer's contributions to pensions funds or eventually pays any pensions for which it is directly responsible. The debit balance on the Pensions Reserve therefore shows a substantial shortfall in the benefits earned by past and current employees and the resources the Board has set aside to meet them. The statutory arrangements will ensure that funding will have been set aside by the time the benefits come to be paid.

2019/2020 £000		2020/2021 £000
(809)	Balance at 1 April	(964)
-	Actuarial gains or (losses) on pensions assets and liabilities	(268)
36	Re-measurements of the net defined benefit liability / (asset)	726
(325)	Reversal of items relating to retirement benefits debited or credited to the Surplus or Deficit on the Provision of Services in the Comprehensive Income and Expenditure Statement	(253)
134	Employer's pensions contributions and direct payments to pensioners payable in the year	131
(964)	Balance at 31 March	(628)

Accumulating Compensated Absences Adjustment Account

The Accumulating Compensated Absences Adjustment Account absorbs the differences that would otherwise arise on the General Reserve Balance from accruing for compensated absences earned but not taken in the year. Statutory arrangements require that the impact on the General Reserve Balance is neutralised by transfers to or from the Account.

2019/2020 £000		2020/2021 £000
-	Balance at 1 April	(5)
-	Settlement or cancellation of accrual made at the end of the preceding year	-
(5)	Amounts accrued at the end of the current year	(4)
(5)	Amount by which officer remuneration charged to the Comprehensive Income and Expenditure Statement on an accruals basis is different from remuneration chargeable in the year in accordance with statutory requirements	(4)
(5)	Balance at 31 March	(9)

11 CASH FLOW STATEMENT - INVESTING ACTIVITIES

2019/2020 £000		2020/2021 £000
527	Purchase of property, plant and equipment, investment property and intangible assets	1,051
(12)	Proceeds from the sale of property, plant and equipment, investment property and intangible assets	-
(188)	Other receipts from investing activities	(495)
327	Net cash flows from investing activities	556

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

12 CASH FLOW STATEMENT - FINANCING ACTIVITIES

2019/2020		2020/2021
<u>£000</u>		<u>£000</u>
(32)	Other receipts from financing activities	(27)
<u>(32)</u>	Net cash flows from financing activities	<u>(27)</u>

13 CASH FLOW STATEMENT - CASH AND CASH EQUIVALENTS

The balance of Cash and Cash Equivalents is made up of the following elements:

31 March 2020		31 March 2021
<u>£000</u>		<u>£000</u>
1,333	Bank current account	835
<u>1,333</u>	Total cash and cash equivalents	<u>835</u>

14 EXTERNAL AUDIT COSTS

The Board has incurred the following costs in relation to the audit of the Annual Accounts provided by the Board's external auditors:

	2019/2020	2020/2021
	<u>£000</u>	<u>£000</u>
Fees payable to Audit Scotland with regard to external audit services carried out by the appointed auditor for the year	13	13
Total	<u>13</u>	<u>13</u>

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

15 DEFINED BENEFIT PENSION SCHEMES

Participation in pension schemes

As part of the terms and conditions of employment of its officers, the Board makes contributions towards the cost of post employment benefits. Although these benefits will not actually be payable until employees retire, the Board has a commitment to make the payments and this needs to be disclosed at the time that employees earn their future entitlement.

The Board participates in two post employment schemes:

- The Local Government Pension Scheme (Tayside Pension Fund), which is administered locally by Dundee City Council and is a funded defined benefit final salary scheme, meaning that the Board and employees pay contributions into a fund, calculated at a level intended to balance the pension liabilities with investment assets. The Scheme currently provides benefits based on career average revalued salary and length of service on retirement.
- The Board also has liabilities for any discretionary pension payments outside the main scheme. These benefits are an unfunded defined benefit final arrangement, under which liabilities are recognised when awards are made. There are no investment assets built up to meet the pension liabilities for discretionary awards, and cash has to be generated to meet actual pensions payments as they eventually fall due.

The Tayside Pension Fund is operated under the regulatory framework for the Local Government Pension Scheme (Scotland) regulations 2008 and the governance of the scheme is the responsibility of the Pensions Investment Sub-Committee of the Policy and Resources Committee of Dundee City Council. Policy is determined in accordance with the Pension Fund Regulations. The investment managers of the fund are appointed by the Sub-Committee.

The principal risks to the Board of the scheme are the life expectancy assumptions, statutory changes to the scheme, structural changes to the scheme (i.e. large-scale withdrawals of members from the scheme), changes to inflation, bond yields and the performance of the equity investments held by the scheme. These are mitigated to a certain extent by the statutory requirements to charge the Cost of Services the amounts required by statute as described in the accounting policies note (please refer to Note 1 item F for further details).

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

Transactions relating to post employment benefits

The Board recognises the cost of retirement benefits in the reported cost of services when they are earned by employees, rather than when the benefits are eventually paid as pensions. However, the charge the Board is required to make against reserves is based on the cash payable in the year, so the real cost of post employment/retirement benefits is reversed out of the General Reserve via the Movement in Reserves Statement. The following transactions have been made in the Comprehensive Income and Expenditure Statement and the General Reserve Balance via the Movement in Reserves Statement during the year:

		Local Government Pension Scheme	
		2019/2020	2020/2021
		£000	£000
Comprehensive Income and Expenditure Statement:			
<i>Cost of Services:</i>			
• current service cost		266	229
• past service cost		39	-
• curtailment		-	-
<i>Financing and Investment Income and Expenditure</i>			
• net interest on the defined liability (asset)		17	21
• administration expenses		3	3
Total Post Employment Benefit Charged to the Surplus or Deficit on the Provision of Services		325	253
<i>Other Post Employment Benefit Charged to the Comprehensive Income and Expenditure Statement</i>			
Re-measurement of the net defined benefit liability comprising:			
• Return on plan assets (excluding amount included in the net interest expense)		727	(2,593)
• Other actuarial gains / (losses) on assets		-	268
• Actuarial gains and losses arising on changes in demographic assumptions		-	(310)
• Actuarial gains and losses arising on changes in financial assumptions		(763)	2,308
• Other (if applicable)		-	(131)
Total Re-measurements		(36)	(458)
Total Post Employment Benefit Charged to the Comprehensive Income and Expenditure Statement		289	(205)
Movement in Reserves Statement:			
• reversal of net charges made to the Surplus or Deficit for the Provision of Services for post employment benefits in accordance with the Code		(325)	(253)
<i>Actual amount charged against the General Fund Balance for pensions in the year:</i>			
• employers' contributions payable to scheme		134	131

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

Pension assets and liabilities recognised in the Balance Sheet

Local Government Pension Scheme

	2018/2019 £000	2019/2020 £000	2020/2021 £000
Net pension liabilities as at March:			
Present value of funded obligation	9,836	9,314	11,216
Fair value of scheme assets	(9,381)	(8,673)	(10,944)
Net liability	455	641	272
Present value of unfunded obligation	354	323	356
Net liability arising from defined benefit obligation	809	964	628

Assets and liabilities in relation to post employment benefits

Reconciliation of present value of the scheme liabilities (defined benefit obligation):

**Funded liabilities: Local
Government Pension Scheme**

	2019/2020 £000	2020/2021 £000
Opening balance at 1 April	10,190	9,637
Current service cost	266	229
Interest cost	240	222
Contributions by scheme participants	44	43
<i>Re-measurement (gains) and losses:</i>		
o change in financial assumptions	(763)	2,308
o change in demographic assumptions	-	(310)
Experience gain on defined benefit obligation	-	(131)
Benefits paid	(379)	(426)
Past service costs, including curtailments	39	-
Closing balance at 31 March	9,637	11,572

Reconciliation of fair value of the scheme assets:

Local Government Pension Scheme

	2019/2020 £000	2020/2021 £000
Opening balance at 1 April	9,381	8,673
Interest income on assets	223	201
Re-measurement gain: return on assets less interest	(727)	2,593
Actuarial gains and (losses)	-	(268)
Administration expenses	(3)	(3)
Employer contributions	134	131
Contributions by scheme participants	44	43
Benefits paid	(379)	(426)
Closing balance at 31 March	8,673	10,944

The expected return on scheme assets is determined by considering the expected returns available on the assets underlying the current investment policy. Expected yields on fixed interest investments are based on gross redemption yields as at the Balance Sheet date. Expected returns on equity investments reflect long-term real rates of return experienced in the respective markets.

The actual return on scheme assets in the year was £2,794,000 (2019/2020: Loss of £504,000).

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

The liabilities show the underlying commitments that the Board has in the long run to pay post employment (retirement) benefits. The total liability of £0.628m is reflected in the Board's Balance Sheet. However, statutory arrangements for funding the deficit mean that the financial position of the Board remains healthy. The deficit on the local government scheme will be made good by increased contributions over the remaining working life of employees (i.e., before payments fall due), as assessed by the scheme actuary.

Basis for estimating assets and liabilities

Liabilities have been assessed on an actuarial basis using the projected unit method, an estimate of the pensions that will be payable in future years dependent on assumptions about mortality rates, salary levels, etc. The Tayside Pension Fund has been assessed by Barnett Waddingham, an independent firm of actuaries, being based on the latest full valuation of the scheme as at 31 March 2020.

The principal assumptions used by the actuary have been:

	Local Government Pension Scheme	
	2019/2020	2020/2021
Long-term expected rate of return on assets in the scheme:		
Mortality assumptions:		
Longevity at 65 for current pensioners (years):		
Men	19.7	18.9
Women	21.7	22.2
Longevity at 65 for future pensioners (years):		
Men	21.4	20.2
Women	23.5	23.8
Rate of inflation (RPI)	2.80%	2.90%
Rate of inflation (CPI)	1.90%	2.45%
Rate of increase in salaries	2.90%	3.45%
Rate of increase in pensions	1.90%	2.90%
Rate of discounting scheme liabilities	2.35%	1.95%

The estimate of the defined benefit obligations is sensitive to the actuarial assumptions set out in the table above. The sensitivity analyses below have been determined based on reasonably possible changes of the assumptions occurring at the end of the reporting period and assumes for each change that the assumption analysed changes while all the other assumptions remain constant. The assumptions in longevity, for example, assume that the life expectancy increase or decreases for men and women. In practice, this is unlikely to occur, and changes in some of the assumptions may be interrelated. The estimations in the sensitivity analyses have followed the accounting policies for the scheme, i.e. on an actuarial basis using the projected unit credit method. The methods and types of assumptions used in preparing the sensitivity analysis below did not change from those used in the previous period.

Impact on the defined benefit obligation in the Scheme:

	Local Government Pension Scheme		
	£000	£000	£000
	+0.1%	0%	-0.1%
Adjustment to discount rate:			
○ Present value of total obligation	11,388	11,572	11,759
○ Projected service cost	295	303	311
Adjustment to long term salary increase:			
○ Present value of total obligation	11,598	11,572	11,546
○ Projected service cost	303	303	303
Adjustment to pension increases and deferred re-valuation:			
○ Present value of total obligation	11,731	11,572	11,416
○ Projected service cost	311	303	295
Adjustment to mortality age rating assumption:	+ 1 year	None	- 1 year
○ Present value of total obligation	12,266	11,572	10,921
○ Projected service cost	318	303	288

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

The Board's share of Tayside Pension Fund's assets consist of the following categories, by amount and proportion of the total assets held:

	31 March 2020 £000	31 March 2020 %	31 March 2021 £000	31 March 2021 %
Equity investments	5,735	66	7,836	72
Gilts	120	1	433	4
Other Bonds	1,532	18	1,428	13
Property	1,067	12	1,000	9
Cash and alternatives	219	3	247	2
Total	8,673	100	10,944	100

Impact on the Board's cash flows

The objectives of the scheme are to keep employers' contributions at as constant a rate as possible. The Tayside Pension Fund has agreed a strategy with the scheme's actuary to achieve a funding level of 100%. Funding levels are monitored on an annual basis. The next triennial valuation is due to be completed as at 31 March 2023.

The Board anticipated to pay £115,000 expected contributions to the scheme in 2021/2022. The weighted average duration of the defined benefit obligation for scheme members is 16 years (2019/2020: 17 years).

16 EVENTS AFTER THE BALANCE SHEET DATE

There were no events that occurred between 1 April 2021 and 14 June 2021 that required adjustment to the 2020/2021 financial statements. The latter date is the date on which the unaudited accounts were authorised for issue by the Treasurer.

17 RELATED PARTIES

The Board is required to disclose material transactions with related parties – bodies or individuals that have the potential to control or influence the Board or to be controlled or influenced by the Board. Disclosure of these transactions allows readers to assess the extent to which the Board might have been constrained in its ability to operate independently or might have secured the ability to limit another party's ability to bargain freely with the Board.

Central Government

Central government has effective control over the general operations of the Board. It is responsible for providing the statutory framework within which the Board operates, provides the majority of its funding in the form of grants and prescribes the terms of many of the transactions that the Board has with other parties. There are £287,000 of grant receipts outstanding at 31 March 2021 (2019/2020: none) (see note 23).

Other Local Authorities

Angus, Dundee City and Fife Councils are considered to be related parties of the Board. During 2020/2021, the Board entered into a number of transactions with Dundee City Council and Fife Council, as detailed below:

2019/2020			2020/2021	
Income £000	Expenditure £000		Income £000	Expenditure £000
(27)	-	Dundee City Council:		
-	83	Interest Receivable	(6)	-
-	8	Central Support Services	-	84
-	71	Grounds Maintenance	-	5
-	103	Professional Fees	-	70
-	46	Capital Works	-	-
-	-	Miscellaneous	-	42
(27)	311	Total Dundee City Council	(6)	201
		Fife Council:		
-	-	Grounds Maintenance	-	-
-	5	Miscellaneous	-	5
-	5	Total Fife Council	-	5

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

The following balances existed between the Board and Dundee City Council and Fife Council as at 31 March 2021:

2019/2020			2020/2021	
Asset £000	Liability £000		Asset £000	Liability £000
		Dundee City Council:		
(3)	-	Central Support Services	-	-
(27)	-	Interest Receivable	(6)	-
-	39	Professional Fees	-	-
-	4	Miscellaneous	(11)	1
(30)	43	Total Dundee City Council	(17)	1
		Fife Council:		
-	-	Miscellaneous	-	-
-	-	Total Fife Council	-	-

18 LEASES

The Board as Lessee

The Board held no assets on finance or operating lease during 2020/2021 and, accordingly, there were no lease rentals paid to lessors during the year (2019/2020: None) or commitments due to lessors in 2020/2021 (2019/2020: None).

The Board as Lessor

The Board had entered a three year agreement for the lease of land and property to a third party which ended in 2011. This arrangement has continued on a monthly basis as permitted in the lease agreement. This agreement is accounted for as an operating lease. In 2020/2021 the Board received rent of £10,213 from this agreement (2019/2020: £10,213). Assuming that the lease continues for one year, the present value of minimum lease payments receivable as at the Balance Sheet date are as follows:

- a) Not later than 1 year = £10,213
- b) later than 1 year and not later than 5 years = £Nil
- c) later than 5 years = £Nil.

19 INVESTMENT PROPERTY

The following items of income and expense have been accounted for in the Comprehensive Income and Expenditure Statement:

	2019/2020 £000	2020/2021 £000
Rental income from investment property	10	10
Direct operating expenses arising from investment property	(2)	-
Net gain/(loss)	8	10

There are no restrictions on the Board's ability to realise the value inherent in its investment property or on the Board's right to the remittance of income and the proceeds of disposal.

	2019/2020 £000	2020/2021 £000
Balance at start of the year	71	71
Net gains / (losses) from changes in fair value	-	(3)
Balance at end of the year	71	68

The Board's Investment Properties are valued using the Level 3 (unobservable inputs for the asset) valuation technique / fair value hierarchy. There has been no change in the valuation technique used during the year.

**TAY ROAD BRIDGE JOINT BOARD
NOTES TO THE FINANCIAL STATEMENTS**

20 PROPERTY, PLANT AND EQUIPMENT

Movements on Balances

Movements in 2020/2021:

	Other Land and Buildings £000	Vehicles, Plant & Equipment £000	Infrastructure Assets £000	Total Property, Plant & Equipment £000
Cost or Valuation				
At 1 April 2020	1,398	1,846	86,160	89,404
Additions	-	251	564	815
Expenditure Not Adding Value	-	(3)	(82)	(85)
Revaluation Increases / (Decreases) recognised in RR	(14)	-	-	(14)
Revaluation Increases / (Decreases) recognised in the Surplus / Deficit on the Provision of Services	(75)	-	-	(75)
At 31 March 2021	1,309	2,094	86,642	90,045
Accumulated Depreciation and Impairment				
At 1 April 2020	95	690	22,530	23,315
Depreciation charge	35	165	1,771	1,971
Impairment Losses/Reversals to CIES	(94)	-	-	(94)
At 31 March 2021	36	855	24,301	25,192
Net Book Value:				
At 31 March 2021	1,273	1,239	62,341	64,853
At 31 March 2020	1,303	1,156	63,630	66,089

Comparative Movements in 2019/2020:

	Other Land and Buildings £000	Vehicles, Plant & Equipment £000	Infrastructure Assets £000	Total Property, Plant & Equipment £000
Cost or Valuation				
At 1 April 2019	1,398	1,604	85,962	88,964
Additions	-	292	420	712
Derecognition – Disposals	-	(35)	-	(35)
Expenditure Not Adding Value	-	(10)	(222)	(232)
Other Movements in Cost or Valuation	-	(5)	-	(5)
At 31 March 2020	1,398	1,846	86,160	89,404
Accumulated Depreciation				
At 1 April 2019	77	569	20,721	21,367
Depreciation charge	18	156	1,809	1,983
Derecognition – Disposals	-	(35)	-	(35)
At 31 March 2020	95	690	22,530	23,315
Net Book Value:				
At 31 March 2020	1,303	1,156	63,630	66,089
At 31 March 2019	1,321	1,035	65,241	67,597

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

Capital Commitments

At 31 March 2021, the Board has entered into a number of contracts for the construction or enhancement of Property, Plant and Equipment in 2021/2022 and future years, budgeted to cost £192,000 (Similar commitments at 31 March 2020 were £577,000).

The major commitments are for:

- Inspection of Piers and Columns = £39,000;
- Cathodic Protection Hardware = £25,000; and
- Term Consulting Engineers = £125,000.

Revaluations

The Authority carries out a rolling programme that ensures that all Property, Plant and Equipment required to be measured at fair value is re-valued at least every five years. All valuations were carried out by Mr Alastair Kay BSc MRICS, Registered Valuer for Dundee City Council's City Development service. Valuations of land and buildings were carried out in accordance with the methodologies and bases for estimation set out in the professional standards of the Royal Institution of Chartered Surveyors (RICS).

21 CAPITAL EXPENDITURE AND CAPITAL FINANCING

The total amount of capital expenditure incurred in the year is shown in the table below, together with the resources that have been used to finance it.

	2019/2020 £000	2020/2021 £000
<i>Capital investment:</i>		
Property, Plant and Equipment	712	815
Total Capital Investment	712	815
<i>Sources of finance:</i>		
Capital receipts	6	-
Government grants and other contributions	649	815
Capital Funded from Current Revenue	57	-
Total Sources of Finance	712	815

22 INVENTORIES

	Maintenance Materials		Total	
	2019/2020 £000	2020/2021 £000	2019/2020 £000	2020/2021 £000
Balance outstanding at start of year	56	56	56	56
Recognised as an expense in the year	-	(3)	-	(3)
Other adjustments	-	(3)	-	(3)
Balance outstanding at year-end	56	50	56	50

23 SHORT-TERM DEBTORS

	31 March 2020 £000	31 March 2021 £000
Central government bodies	133	257
Local authorities	30	17
Other entities and individuals	8	18
Total	171	292

24 SHORT-TERM CREDITORS

	31 March 2020 £000	31 March 2021 £000
Central government bodies	211	28
Local authorities	30	48
Other entities and individuals	231	16
Total	472	92

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

25 GRANT INCOME

The Board credited the following grants, contributions and donations to the Comprehensive Income and Expenditure Account in 2020/2021:

	2019/2020 £000	2020/2021 £000
Credited to Taxation and Non Specific Grant Income		
Scottish Government Revenue Grant	1,509	1,470
Scottish Government Capital Grant	188	815
Repayment of Scottish Government Capital Grant	(184)	-
Total	1,513	2,285

The Board has £nil revenue grants, contributions and donations that have yet to be recognised as income due to them having conditions attached to them that requires the monies or property to be returned to the grant provider (2019/2020: £nil).

26 CONTINGENT LIABILITIES

Equalisation of Guaranteed Minimum Pension (GMP) in Public Service Pension Schemes

As a result of the High Court's recent Lloyds ruling on the equalisation of GMPs between genders, a number of pension schemes have made adjustments to accounting disclosures to reflect the effect this ruling has on the value of pension liabilities. It is the understanding of Tayside Pension Fund's actuaries that HM Treasury have confirmed that the judgement "does not impact on the current method used to achieve equalisation and indexation in public service pension schemes.

On 22 January 2018, the Government published the outcome to its Indexation and Equalisation of GMP in Public Service Pension Schemes Consultation, concluding that the requirement for public service pension schemes to fully price protect the GMP element of individuals' public service pension would be extended to those individuals reaching State Pension Age (SPA) before 6 April 2021. HM Treasury published a Ministerial Direction on 4 December 2018 to implement this outcome, with effect from 6 April 2016.

On 23 March 2021, the Government published the outcome to its GMP Indexation GMP Consultation, concluding that all public service pension schemes, including the LGPS, will be directed to provide full indexation to members with a GMP reaching State Pension Age (SPA) beyond 5 April 2021. This is a permanent extension of the existing 'interim solution' that has applied to members with a GMP reaching SPA on or after 5 April 2016.

Tayside Pension Fund's actuaries valuation assumption for GMP is that the Fund will pay limited increases for members that have reached SPA by 6 April 2016, with the Government providing the remainder of the inflationary increase. For members that reach SPA after this date, the actuaries have assumed that the Fund will be required to pay the entire inflationary increase. The actuaries assumption is consistent with the consultation outcome and they do not believe that any adjustments are required to the value placed on the liabilities as a result of the consultation outcome.

Goodwin Case

The Goodwin case affects male survivors (of female members) by extending the applicable service back from 1988 back to 1978. This only impacts survivor benefits coming into payment after 2005. This doesn't affect who is entitled to benefit, it just impacts the amount to be paid to widowers.

TAY ROAD BRIDGE JOINT BOARD NOTES TO THE FINANCIAL STATEMENTS

The widower liability calculated as part of the formal valuation was less than 0.5% of the total liabilities for the Fund. Tayside Pension Fund's actuaries don't normally receive information on the dependent's pension amount of current members, as this is calculated only when it comes into payment by the administering authority, but they do have to allow for this in the liability calculations that they estimate based on the total service and accrued pension so they have effectively covered any adjustment for pre 1988 service/benefit for active/deferred and pensioner members. The only potential adjustment is therefore a small increase in the current widowers' liability.

For these widowers to be affected the female member would have to have pre 1988 service, which is now thirty-two years ago. There would therefore need to be a combination of service and pension in payment to be greater than thirty-two years. Given the average age of dependents was around seventy-three at the last valuation and the average service might be around ten years the actuaries expect there are very few members where this is the case. If they assume even 10% meet this criteria then the impact might be $0.5\% \times 10\% \times \text{pre 1988 benefit} / \text{total benefit}$. Even if the pre 1988 benefit was 50% of the total (which is unlikely) then the impact would be 0.025%. Whilst there are a number of estimates and assumptions outlined the actuaries believe that the impact is not material.

**INDEPENDENT AUDITOR'S REPORT TO THE MEMBERS OF TAY ROAD BRIDGE
JOINT BOARD AND THE ACCOUNTS COMMISSION FOR SCOTLAND**

The Annual Accounts set out on pages 15 to 59 are subject to audit in accordance with the requirements of Part VII of the Local Government (Scotland) Act 1973.

The Auditor appointed for this purpose by the Accounts Commission for Scotland is:

**Richard Smith FCCA
Senior Audit Manager
Audit Scotland
8 Nelson Mandela Place
Glasgow
G2 1BT.**