

The Highland Council

Agenda Item	5
Report No	WRSL/03/25

Committee: Wester Ross, Strathpeffer and Lochalsh

Date: 20 January 2025

Report Title: Area Roads Capital Programme 2025/26

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

1.1 This report details the proposed 2025/26 Area Roads Capital Programme for Wester Ross, Strathpeffer and Lochalsh Area.

2 Recommendations

2.1 Members are asked to **approve** the proposed 2025/26 Area Roads Capital Programme for Wester Ross, Strathpeffer and Lochalsh Area.

3 Implications

3.1 **Resource** - All work will be managed within budget allocations with the Council delivering its legal responsibilities.

3.2 **Legal** - The combined programme for Structural Resurfacing and Structural Integrity Improvements enables the Council to meet its duty under the Roads (Scotland) Act 1984 within the Local Committee area.

3.3 **Risk** - The level of investment across Highland falls short of the budget requirements to maintain a steady state condition of the road network. Deterioration of the overall network will occur with a corresponding risk to the travelling public. An increase in damage claims can also be expected, as the road defects develop.

3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** - All operations have a risk assessment and method statement prior to works commencing. A Dynamic Risk Assessment is also undertaken on site immediately before work starts to include for events that may occur on the day. Additional safety measures are included to mitigate excessive risks. Prior to works starting all operatives attend a Tool Box Talk to ensure that everyone understands their responsibilities to deliver the works safely and to a satisfactory standard.

3.5 **Gaelic** - This report has no impact on Gaelic considerations

4 Impacts

4.1 In Highland, all policies, strategies or service changes are subject to an integrated screening for impact for Equalities, Poverty and Human Rights, Children's Rights and Wellbeing, Climate Change, Islands and Mainland Rural Communities, and Data Protection. Where identified as required, a full impact assessment will be undertaken.

4.2 Considering impacts is a core part of the decision-making process and needs to inform the decision-making process. When taking any decision, Members must give due regard to the findings of any assessment.

4.3 Integrated Impact Assessment - Summary

4.3.1 An Integrated Impact Assessment screening has been undertaken on 13 December 2024. The conclusions have been subject to the relevant Manager Review and Approval.

4.3.2 The Screening process has concluded that there are no negative impacts arising from the Roads Capital Programme for 2025/26. The improved roads will result in improved transport links for residents, visitors and businesses which is a positive impact. Members are asked to consider the summary in **Appendix 1** to support the decision-making process.

4.3.3

Impact Assessment Area	Conclusion of Screening/Full Assessment
Equality	<ul style="list-style-type: none">• Children and Young People – <i>no impact</i>• Children affected by disability – <i>no impact</i>• Older adults – <i>no impact</i>
Socio-economic	<i>No impact</i>
Human Rights	<i>No impact</i>
Children's Rights and Well-being	<i>No impact</i>
Island and Mainland Rural	<i>Positive impact</i>
Climate Change	<i>No impact</i>
Data Rights	<i>No impact</i>

5 Background

5.1 This report outlines the proposed Area Road Capital Programme for 2025/26 in accordance with the approved capital budget.

5.2 Works are delivered both internally and by contractors. Where ever possible works will be delivered internally due to budgetary considerations.

5.3 Additional engineering resources from the Project Design Unit are working with the Roads Operational Manager to plan and deliver the works.

- 5.4 It is recognised that individual schemes on the programme may be a combination of works in addition to the surfacing.
- 5.5 Surfacing works take time to plan and deliver and it is vital that the programme of works is approved as early as possible. Any delay in approval will impact on the construction programme, which is influenced by the availability of resources, coordination with utility companies and also by the prevailing weather conditions.
- 5.6 Notwithstanding the works proposed in this report, it is recognised that variation can be expected, and this will be agreed with members at ward business meeting to maintain a dynamic programme.

6 Budget Allocation

- 6.1 The local allocations capital budget for 2025/26 has yet to be established. This will be adjusted for any acceleration or slippage from the previous financial year.

Consequently the 2025/26 capital roads programme is based on the previous year's Baseline Capital Budget, which is unlikely to vary significantly. Should the approved 2025/26 budget differ from the 2024/25 budget then the programme will be adjusted as appropriate.

- 6.2 The local allocations baseline capital budget for 2024/25 for the former Ross and Cromarty Area consists of:-

- Structural Overlay/Inlay – £1,172,431; and
- Surface Dressing - £675,497

This gives a total capital budget of £1,847,928.

- 6.3 The Ross & Cromarty budget has not been disaggregated to either Black Isle and Easter Ross Area; Dingwall and Seaforth Area; or Wester Ross Strathpeffer and Lochalsh Area. However the capital programme for each area is based on the length of the adopted road network in each area. For Wester Ross Strathpeffer and Lochalsh the capital budget is £714,558.
- 6.4 The approved 2024/25 Roads Budget local allocations for the former Ross and Cromarty Area can be found in **Appendix 2** to this report.

7 Road Structural Maintenance Programme

- 7.1 Schemes are selected for the capital programme as follows:-

- approved capital schemes that remain to be completed; and
- prioritised ranking of the road network

7.2 The following information was used to prepare the prioritised ranking:-

- Scottish Road Maintenance Condition Survey (SRMCS) data;
- safety inspections;
- service inspections; and
- input and feedback from Ward Members

The Scottish Road Maintenance Condition Survey (SRMCS) records data which is processed to show rutting, profile, cracking and surface texture. Surface texture is principally used in the preparation of surface dressing programmes. Rutting and profile data is used for surfacing programmes, while cracking data is used in both surface dressing and surfacing programmes. All roads selected for resurfacing have been prioritised based on the criteria above.

7.3 All roads are inspected either monthly, quarterly or annually for safety hazards depending on their priority. Roads are also inspected in the course of preparing the works programmes. These inspections, together with specific concerns raised through Members and Community Councils, are also considered for inclusion in the works programmes.

7.4 The 2025/26 programme is scheduled in **Appendix 3**.

Schemes listed above the red line can be funded from the capital allocation. Those schemes below the red line will be undertaken subject to finalised capital budget allocation.

Designation: Assistant Chief Executive - Place

Date: 17 December 2024

Author: Iain Moncrieff, Roads Operations Manager (Ross & Cromarty)

Background Papers: None

Appendices: Appendix 1 – Integrated Impact Assessment
Appendix 2 – Roads Budget Allocation 2024/25
Appendix 3 – Roads Programme 2025/26

Appendix 1 Integrated Impact Assessment

Appendix 1.1 About the Proposal

Issue	Sub - Issue	Response	Full Impact Assessment Required?	Comment
What does this proposal relate to?		Capital roads programme for Wester Ross Strathpeffer and Lochalsh for 25-26	n/a	
Proposal Name		FY2526 Roads Capital Programme for Wester Ross Strathpeffer and Lochalsh	n/a	
High level summary of the proposal		The 2526 roads capital programme identifies sections of road to be overlaid, inlaid or surface dressed across Wester Ross Strathpeffer and Lochalsh	n/a	
Who may be affected by the proposal?		Public using adopted roads	n/a	
Start date of proposal (where known)		1 st April 2025	n/a	
End date of proposal (where known)		31 March 2026	n/a	
Does this proposal result in a change or impact to one or more Council service?		Yes	n/a	
Which Council services will be impacted by this proposal?		Place	n/a	
Does this relate to an existing proposal?		No	n/a	

Appendix 1.2 Confidentiality

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
What level of confidentiality is required?		Standard	n/a	

Appendix 1.3 Equalities, poverty and human rights

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
Equalities	Sex	No impact	No	Road improvements consist of surfacing existing roads to improve transport links and not constructing new roads that may impact on residents
	Age	No impact		
	Disability	No impact		
	Religion or Belief	No impact		
	Race	No impact		
	Sexual orientation	No impact		
	Gender reassignment	No impact		
	Pregnancy and maternity	No impact		
	Marriage and civil partnership	No impact		
Poverty and socio-economic	Prospects and opportunities – the potential impact on people’s life chances	No impact		
	Places – the potential to impact on specific vulnerable areas or communities	No impact		
	Financial impact – the potential impact on household resources	No impact		
Human rights	Details of Articles covered by the Human Rights Act 1998 can be found here - https://www.equalityhumanrights.com/human-rights/human-rights-act	No impact		

Appendix 1.4 Children's Rights (see UNCRC - UN Convention on the Rights of the Child)

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
Providing an opportunity for children to express their views in any matter affecting them, and to have their views considered and taken seriously (Article 12)		No impact	No	
Children with disabilities can live a full life with dignity and, as far as possible, independence and to play an active part in the community (Article 23)		No impact		
Children have a standard of living that is good enough to meet their physical and social needs and support their development (Article 27)		No impact		
Children have a right to education (Article 28)		No impact		
Education that develops their personality, talents and abilities to the full (Article 29)		No impact		
Children have the right to relax, play and take part in a wide range of cultural and artistic activities (Article 31)		No impact		

Appendix 1.5 Data Protection

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
Will your proposal involve processing personal data?		No	No	
What change will there be to the way personal data is processed?		No personal data will be processed		

Appendix 1.6 Island and Mainland Rural Communities

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
Does your proposal impact island and mainland rural communities?		Yes	No	The capital programme will result in improved transport links for rural communities.
Could people in island and mainland rural communities be affected differently? Impact could differ within island communities, mainland rural communities as well as between islands. Consider travel time, higher costs, energy costs, internet access, sustainability of service and individuals (seasonal, part-time or self-employed)		No		
Have any negative impacts been identified?		No		

Appendix 1.7 Climate Change

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
Does the proposal involve activities that could impact on greenhouse gas emissions (CO ₂ e)? Related to transport and travel, energy use, land use, procurement or disposal of resources		Yes	No	Work will be undertaken to standards, guidelines and best practice using trained operatives and serviced and maintained plant to minimise the environmental impact of the programme. Should the programme not proceed then existing road defects will become larger and more severe and will create more impacts in future repairs than undertaking the works in FY2526.
Does the proposal have the potential to affect the environment, wildlife or biodiversity?		No		
Have you identified potential impact for any of the areas above or marked any as not known?		No		

Appendix 2 Roads Capital Budget Local Allocations 2024/25

Roads and Infrastructure

Roads Budget Allocation 2024/25

(Ver Draft 1.2, 08/08/24)



Item	Description	Total	Communal Resource	Caithness	Sutherland	Ross and Cromarty	Skye and Raasay	Nairn	Badenoch and Strathspey	Lochaber	Inverness	Road Asset and Policy Team
Parameters												
1	Total Road Length (km)	6,785		762.4	1,336.7	1,661.4	621.5	315.5	387.2	670.4	1,029.9	
2	Urban Road Length (km)	1,147		124.3	106.6	311.2	38.2	67.8	74.3	73.1	351.3	
3	Number of Bridges	1332		93	282	308	112	32	96	230	179	
4	Population (Year 2022)	235,269		25,212	13,750	56,877	10,707	12,681	12,733	19,982	83,327	
5	Gullies (WDM db)	44,606		4,829	2,491	11,521	878	2,041	2,653	3,656	16,537	
6	Winter Allocation	100%	2.23%	9.36%	21.56%	22.55%	9.93%	2.28%	9.30%	6.05%	16.74%	
7	Weighted Mileage	100%		10.86%	19.39%	24.31%	8.82%	4.56%	5.57%	9.87%	16.63%	
8	Watercourse	100%		10.83%	16.38%	24.28%	7.87%	4.75%	5.54%	9.56%	20.80%	
9	Structural Maint. (SRMCS)	100%		10.98%	16.93%	21.88%	9.73%	4.97%	6.53%	11.61%	17.37%	
10	Surface Dressing (SRMCS)	100%		10.96%	11.89%	18.91%	9.53%	5.58%	10.06%	12.52%	20.56%	
REVENUE												
11	Winter Allocation	£5,611,018	£125,011	£525,016	£1,209,699	£1,265,052	£557,159	£127,974	£522,088	£339,563	£939,457	
12	Cyclic Maintenance	£7,528,797	£20,000	£815,520	£1,455,792	£1,825,272	£662,151	£342,484	£418,396	£740,830	£1,248,352	
12b	Additional £2M Revenue (Recurring)	£2,000,000		£143,326	£286,652	£358,315	£143,326	£71,663	£71,663	£143,326	£286,652	£495,076
13	Drainage	£200,00										
14	Gully Emptying	£400,00										
15	Bridges - Structural Maintenance	£480,00										
16	Bridge Inspections	£200,00										
17	Cattle Grids	£30,00										
18	Vehicle Restraint Systems (VRS)	£180,00										
19	Watercourse Maintenance	£80,000	£80,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
20	Tree Management	£110,000	£110,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
21	Asset Management (Mobile Working)	£60,000										£60,000
	Total Revenue Budget	£16,879,815	£565,011	£1,601,950	£3,149,776	£3,755,316	£1,444,379	£589,287	£1,091,705	£1,376,878	£2,750,435	£495,076
Capital Budget for Structural Maintenance												
22	Structural Overlay/ Inlay	£5,359,200		£588,420	£907,463	£1,172,431	£521,223	£266,462	£350,004	£622,391	£930,806	
23	Surface Dressing	£3,572,800		£391,425	£424,879	£675,497	£340,565	£199,210	£359,494	£447,170	£734,561	
24	Strategic Allocation	£8,655,000		£2,132,750	£882,300	£1,349,000	£2,089,850	£121,900	£165,900	£734,900	£1,178,400	
25	Structures	£600,000		£50,000	£100,000	£100,000	£50,000	£50,000	£50,000	£100,000	£100,000	
	Total Capital - Structural Maintenance	£18,187,000		£3,162,594	£2,314,642	£3,296,928	£3,001,638	£637,572	£925,398	£1,904,461	£2,943,767	
Capital Allocations For Various Asset Area Works (central contracts/ resource, 1 year programme, planned spend in Areas as shown by X below)												
26	Bridges, Walls and Culverts	£650,000	£650,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
27	Cattle Grids	£150,000	£150,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
28	Large Directional Signs	£160,000	£160,000	TBC	TBC	X	TBC	TBC	TBC	TBC	TBC	
29	Vehicle Restraint Systems (VRS)	£350,000	£350,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
30	Road Markings	£200,000	£200,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
31	Weather Stations	£250,000	£250,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
32	Minor Network Improvements	£35,000	£35,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
33	SCRIM	£25,000	£25,000	X	X	X	X	X	X	X	X	
34	Drainage	£150,000	£150,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
35	Coast Protection	£53,000	£53,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
	Total Capital - Roads Allocations	£2,023,000	£2,023,000									
	Total £20M Capital Budgets	£20,210,000										
Strategic Timber Transport Schemes												
36	STTS	£500,000	£500,000			X				X		
	Total STTS Budget	£500,000	£500,000									
	Total Capital Budgets (Roads + STTS)	£20,710,000										
	Total Revenue + Capital	£37,589,815										

No revenue figures available.

TBC - To Be Confirmed (In year spend will vary depending on works completed)
 Road Asset Management and Policy Team - Revenue funding for Roads Redesign Team And Road Marking Team
 Weather Stations - several assets now past end of life so need upgraded

Appendix 3 Roads Programme 2025/26

Road No	Road Name	Works Type	Length (m)	Width (m)	Area (sq m)
U4997	Scallascaig Rd Glenelg	Patching	420	3.5	1470
U4997	Glenelg Avenue	Overlay	95	3.5	332.5
U4997	Mam Rattagan patching	patching	287	1	287
C1232	Erbusaig	Overlay	110	6	660
C1221	Plockton High School	patching/overlay	80	6	480
C1232	Duirinish bridge	patching/overlay	60	5	300
A896	Annat	Patching			
C1096	Ardneaskan Rd	Overlay	500	3.5	1750
C1221	Plockton Hill School - Harbour St jct	Inlay	977	6	5862
A832	Poolewe	structural patching	120	1.5	180
A834	Ardmair	Patching	500	6	3000
A832	Achnasheen - Viewpoint Car Park	Patching			1000
A832	Fain bridge x 2 sections	inlay	100	6	600
A832	Red Point Jct - Gairloch E	Patching			1000
A832	Gairloch Shop	Inlay	50.00	6.00	300.00
C1087	Bealach Rd	Patching	350	3.5	1225