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| Agenda Item | 8 |
| Report No | NC/05/25 |

The Highland Council

Committee: Nairnshire Committee

Date: 10 February 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 prioritised 2025/26 Area Roads Capital Programme for Nairn and Cawdor.

2 Recommendations

- 2.1 Members are asked to approve the proposed 2025/26 Area Roads Capital Programme for Nairn and Cawdor.

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 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)** – We consider the Health and Safety of our workforce, employed contractors and the general public as paramount in carrying out roads' operations. Documentation such as Risk Assessments and Method Statements are required as a matter of course as well as Full Personal Protective Equipment (which includes hard hats and full Hi Vis) and signing Lighting and Guarding. Our operatives are fully trained, and records of such training are maintained.

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 31 January 2025. 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 through the Roads workforce, augmented as required by external contractors. Due to the inter-relationship between the capital and revenue budget to fund the roads workforce, prioritisation to internal delivery will be given, with the use of external contractor being limited to projects where such additional funds permit.
- 5.3 Additional engineering resources may be required from the Project Design Unit working with the Roads Operational Managers to plan and deliver the works.
- 5.4 It is recognised that the works necessary at any location may be a combination of works that are additional to the surfacing works.
- 5.5 Such surfacing works take time to plan and deliver and it is vital that the programme of works is agreed, as any delay in the agreed programme will impact on the construction programme, which is influenced by the availability of resources and also, by the prevailing weather conditions as summer delivery is more reliable and durable.
- 5.6 We also need to ensure that such works are coordinated with utility companies so early uploading of the programme to the Scottish Road Works Register aligns with the necessary reporting requirements and allows the coordination of utility works in advance of structural treatments (statutory advance notification period recorded) ensuring a period of protection from planned excavations.
- 5.7 Notwithstanding these works are as proposed in this report it is recognised that variation can be expected, and these will be agreed with Members at ward business meetings to maintain a dynamic programme.

6 Budget Allocation

- 6.1 The local allocations capital budget for 2025/26 remains to be established, which will be calculated from the approved capital budget allocation. In order to programme works for this report we have considered the same budget allocation as was granted in 2024/25. This includes our baseline Capital allocation plus the extra capital funds allocated to Inverness area (year two of the three-year extra Roads Capital Funding) however this will be adjusted in accordance with analysis of the road condition survey results.

This can be best demonstrated in the Capital Budget Allocation for year 2024/25, shown in **Appendix 2** of this report, which shows the baseline budget. Should the approved 2025/26 budget differ significantly from this baseline budget, then the programme will be adjusted as appropriate.

The local allocations capital budget for 2024/25 for the City of Inverness Area consisted of:-

| Budget | Overlay/Inlay | Surface Dressing | Total |
|-------------------------|----------------------|-------------------------|--------------|
| Expected capital budget | £391,000.00 | £195,000.00 | £586,000.00 |
| Capital remaining | TBC | TBC | TBC |
| Other capital | TBC | TBC | TBC |

- 6.2 **Appendix 2** identifies the capital allocated from budgets set for 2024/25 which includes the uplift from the Area share of the additional Roads Three Year Capital Funding. This figure also includes the Strategic Capital Allocation which is administered by the Roads HQ Team based on Road Condition factors. This figure has been included in the programmed works based on the data that we have to date and previous discussions on strategic planning.

7 Road Structural Maintenance Programme

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

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

- 7.2 The following information was used to prepare the scheme prioritisation:-

- Scottish Road Maintenance Condition Survey (SRMCS) data;
- Safety inspections;
- Number and location of Insurance Claims
- Service inspections; and
- Input and feedback from Ward Members via ward Business Meetings held in December 2024

- 7.3 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.

- 7.4 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 considered for inclusion in the works programmes.

- 7.5 The 2025/26 programme is scheduled in **Appendix 3** (Resurfacing) and **Appendix 4** (Surface Dressing).

Extensive member engagement has been undertaken and Members have been given the opportunity to review and agree the programme at Ward Business Meetings.

Programmed schemes shaded in green can be funded from the capital allocation. Those unshaded schemes (reserves) will be undertaken subject to any finalised increase in capital budget allocation and any potential underspend carried forward.

Designation: Assistant Chief Executive - Place

Date: 6 January 2025

Authors: Steven Grant, Roads Operations Manager
(Inverness, Nairn and Badenoch & Strathspey)

Background Papers: None

Appendices: Appendix 1 – Integrated Impact Assessment
Appendix 2 - Roads Budget Allocation Year 2024/25
Appendix 3 – Resurfacing Programme Year 2025/26
Appendix 4 – Surface Dressing Programme Year 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 Nairn for 25-26 | n/a | |
| Proposal Name | | FY2526 Roads Capital Programme for Nairn | 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 Nairn. | 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 | |

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|---|--|----|-----|--|
| 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 | | |
| | | | | |

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|-----------------------------------|--|-----------|--|--|
| 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 (CO2e)? 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 | | |

Proposed Area Capital Programme – Resurfacing – Year 2025/26

| Appendix 2 - Resurfacing Programme 2025/2026 | | | | | | |
|--|-------|---|-------------|------------|------------------------|--------------|
| Ward | Route | Road Name / Description | Length m | Width m | Area m ² | Cost |
| 18 | U3259 | Assynt Gardens, Nairn (Full Length) | 100 | 6 | 600 | £ 30,000.00 |
| 18 | U3101 | Highland Boath (from cattle grid towards Drynachan) | 600 | 4 | 2400 | £ 120,000.00 |
| 18 | C1154 | Junct to Drynachan U3101 | 150 | 6 | 900 | £ 45,000.00 |
| 18 | U3229 | Cairn Avenue | 150 | 6 | 900 | £ 36,000.00 |
| 18 | B9091 | Clephanton to Croy | 450 | 7 | 3150 | £ 157,500.00 |
| 18 | U1169 | Achmein to Little Urchany | 1400 | 5 | 7000 | £ 350,000.00 |
| 18 | C1154 | Newland of Balmackiver | 500 | 6 | 3000 | £ 150,000.00 |
| 18 | U1169 | Assich Lodge, Galcantray | 600 | 6 | 3600 | £ 190,000.00 |
| Junction resurfacing | | | | | | |
| 18 | U3151 | Budgate- (Junctions at both ends of the road) | 40 | 5 | 200 | £ 12,000.00 |
| 18 | C1174 | Junction with A939 | 20 | 7 | 140 | £ 8,400.00 |
| 18 | | Moss-side Road with Loch Avenue | 70 | 6 | 420 | £ 25,200.00 |
| 18 | | Mossie Road/Blairfield/Mossie Broadly Road | 120 | 7 | 840 | £ 50,400.00 |
| Major Patching | | | | | | |
| 18 | | Major Patching Works | | | | £ 75,000.00 |
| Footpaths | | | | | | |
| 18 | | Footpath (Reconstruction/Resurfacing) | | | | £ 25,000.00 |

Proposed Area Capital Programme – Surface Dressing – Year 2025/26

| Appendix 4 - Surface Dressing 2025/2026 | | | | | | |
|---|-------------|---|-------------|------------|------------------------|--------------|
| Ward | Route | Road Name / Description | Length m | Width m | Area m ² | Cost |
| 18 | B9101/B9090 | Foynesfield Junct with A939 to Claphanton | 6500 | 6 | 39000 | £ 195,000.00 |
| 18 | C0159 | Lochloy Road | 6500 | 5 | 32500 | £ 162,500.00 |

| | |
|------------------------|-------------|
| Total Resurfacing | £391,000.00 |
| Total Surface Dressing | £195,000.00 |
| Overall Total | £586,000.00 |