

Agenda Item	5
Report No	LA/3/26

The Highland Council

Committee: Lochaber

Date: 26 January 2026

Report Title: Area Roads Capital Programme 2026/2027

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

- 1.1 Each year, the Area Committee is responsible for agreeing a rolling programme of roads capital schemes. This report details the proposed prioritised 2026/2027 Area Roads Capital Programme for Lochaber, for Members agreement.

2 Recommendations

- 2.1 Members are asked to:-
- i. **Approve** the rolling programme of Capital schemes as listed in Appendix 2, which will be a multi-year programme;
 - ii. **Note** that the Area budget will be available after the February 2026 Economy and Infrastructure (E&I) Committee; and
 - iii. **Note** that the rolling programme may require to be updated once results from the Scottish Road Maintenance Condition Survey have been received and considered.

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)** – All works are subject to a full risk assessment and method statement before commencement. A dynamic risk assessment is carried out on site immediately prior to starting, to address any unforeseen conditions on the day. Additional safety measures are implemented where necessary to mitigate high-risk scenarios. Before work begins, all operatives participate in a Toolbox Talk to ensure they understand their responsibilities and the procedures required to deliver the works safely and to the required 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 need to inform decision-making process. When taking a decision, Members must give due regard to the fundings of any assessment.

4.3 Integrated Impact Assessment – Summary

4.3.1 An Integrated Impact Assessment screening has been undertaken on 5 January 2026 as detailed in **Appendix 1**. The conclusions have been subject to the relevant Manager Review and Approval.

4.3.2 The Screening process has concluded that there are no impacts are identified, and no impact assessment was required.

4.3.3

Impact Assessment Area	Conclusion of Screening Assessment
Equality	<i>No impact</i>
Poverty and 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>No impact</i>
Climate Change	<i>No impact</i>
Data Rights	<i>No impact</i>

5 Background

5.1 This report outlines the proposed rolling programme of surface treatment works for the Area roads capital allocation for 2026/27 onwards. This is to seek agreement from Members on the schemes being proposed, to allow officers to progress schemes, and identify the most appropriate procurement routes.

- 5.2 Delivery of works will be undertaken by both internal teams and external contractors, with a preference for internal delivery to optimise budget use. Where necessary, additional engineering support will be provided by the Project Design Unit in collaboration with the Road Operations Manager.
- 5.3 Individual schemes may include complementary works beyond surface treatments, such as drainage improvements, signage and road markings. Members are reminded that Area Roads Capital budgets cover all asset types, not just carriageways.
- 5.4 Timely approval of the programme is essential to allow for effective planning and delivery. Delays can impact scheduling due to resource availability, co-ordination with utilities and weather conditions. While this report outlines the intended rolling programme, adjustments may be required, and updates will be shared with Members at Area Business Meetings to maintain flexibility.

6 Budget Allocation

- 6.1 At the time of preparing this report, Area capital budget allocations have not yet been finally confirmed. The agreed Area budgets will largely follow the same 'split' as for the last two years, supplemented by any underspend from the 2025/26 Area budget, (which will only be known at the financial year end of 2025/26), and any external funding that may come in from external sources (for example the Strategic Timber Transport Fund). The indicative allocation for Lochaber for 2026/27, based on last year's allocation, plus the annual uplift is £2,081,641.
- 6.2 The near final budget will be reported to members as soon as it is available, but it is important that agreement is reached on the schemes to be brought forward now. The Economy and Infrastructure Committee in February 2026 will seek agreement on the overall spend including the need to provide for contingency in the programme.
- 6.3 The scheme list in **Appendix 2** is proposed as a rolling programme, with delivery subject to available funding. The Council has also not yet received the latest Scottish Road Maintenance Condition Survey (SRMCS) results, which may necessitate revisions to the programme. This approach supports the Road Services improvement priority of maintaining an annual rolling programme for capital investment, aligned with the Council's 'Our Future Highland' strategic commitment to improving road condition and maintenance.

7 Road Structural Maintenance Programme

- 7.1 Carriageway treatment schemes are prioritised using multiple data sources and factors. The rolling programme includes both previously approved but incomplete schemes and newly identified projects. The road network hierarchy is also used as a prioritisation measure.

7.2 In summary, the following information is utilised for scheme identification:-

- Scottish Road Maintenance Condition Survey (SRMCS) data;
- Safety inspections;
- Service inspections;
- Feedback from Ward Members, Community Councils and the public; and
- Other relevant data as available.

7.3 The Scottish Road Maintenance Condition Survey records data which is processed to determine rutting, profile, cracking and surface texture. These factors are used in the preparation and prioritisation of carriageway schemes for surface dressing and resurfacing programmes.

7.4 Adopted roads are inspected either monthly, quarterly or annually for safety defects, depending on their priority. Roads are also inspected in the course of preparing the works programmes. These inspections, combined with feedback, are considered for inclusion in the works programmes.

Designation: Assistant Chief Executive - Place

Date: 13 January 2026

Author: Kristen MacLeod, Roads Operations Manager (Lochaber)

Background Papers: None

Appendices: Appendix 1 – Integrated Impact Assessment Summary
Appendix 2 – Proposed Area Capital Programme 2026/27

Appendix 1 – Integrated Impact Assessment Screening Summary

Proposal name: Area Roads Capital Programme

High level summary of the proposal: The proposal relates to the delivery of infrastructure works by the Roads Service, funded through annual revenue and capital expenditure already approved by the Council as part of its agreed budget strategy. The proposal may affect road users, local residents, businesses and communities in areas where works are undertaken. It may also impact contractors, suppliers and Council staff involved in planning and delivery. Emergency services and public transport operators could be indirectly affected by any temporary changes to road access or traffic management. There is no specific group of people, such as those with disabilities or children, who are expected to be disproportionately affected by the proposal.

Equalities, poverty and human rights; The proposal involves delivering infrastructure works funded through previously approved budgets. It does not introduce any changes to service provision, access to services or policies that would affect individuals or groups differently. There are no elements that would disadvantage people based on protected characteristics, socio-economic status or human rights considerations. Therefore, no negative impact is anticipated in relation to equalities, poverty or human rights.

Children's rights and wellbeing; The proposal is focused on delivering infrastructure works and does not directly target services for children or young people. Any impact is expected to be indirect and generally positive, such as improved road safety and travel routes. No negative impacts are anticipated.

Data protection Full IIA required; No impact

Island and mainland rural communities; No impact

Climate change; As with all construction and maintenance activities, the extent of carbon and environmental impacts will vary depending on the nature and scale of the works. Construction and maintenance activities: Use of plant, machinery and site compounds generates direct fuel related emissions. Materials and embodied carbon: Procurement of aggregates, asphalt, concrete, steel and other products carries embodied emissions; haulage also contributes. Traffic management and diversions: temporary road closures, diversions and stop-go controls can increase vehicle idling and journey lengths during works. Energy use: Temporary site power, lighting and welfare units add to operational energy demand.

While the proposal will have some environmental implications, including potential impacts on greenhouse gas emissions, wildlife, biodiversity and resilience to extreme weather or a changing climate, these impacts are not quantifiable. The works are part of routine infrastructure delivery funded through existing budgets and no significant policy or operational changes are being introduced. As a result, a full Climate Change Impact Assessment is not considered proportionate, practical or necessary. Instead, impacts will be managed through compliance with relevant environmental legislation, best practice standards and mitigation measures during project delivery.

Appendix 2

Proposed Area Capital Programme 2026/27

priority 1 req this FY
priority 2 next FY
priority 3 TBC

No.	Route	Road Name /Description	Scheme Length m	Average Width m	Total Area M2	Est Cost (£)	Priority
1	U2256	Lochaber Road	315	6	1890	£94,500.00	1
2	U2193	Kennedy Road	100	6	600	£30,000.00	1
3	B8007	Sliver Hill -Glenmore	1000	5	5000	£250,000.00	1
4	U245	Braemore Place	50	6	300	£15,000.00	1
5	B849	Drimnin	600	3.5	2100	£105,000.00	1
6	A884	Carnoch	1000	3.5	3500	£175,000.00	1
7	U2271	Angus Crescent	130	6	780	£39,000.00	1
8	B863	North Ballachulish to Kinlochleven Low Rd	1000	6	6000	£300,000.00	1
9	C1158	Station Road - Corpach	300	6	1800	£90,000.00	1
10	U2389	Ben Nevis Industrial Estate	200	6	1200	£60,000.00	1
11	U2266	Banaff Crescent	130	6	780	£39,000.00	1
12	U1622	Blar Mhor Road	100	6	600	£30,000.00	1
13		West End Car Park	75	30	2250	£112,500.00	1
14	U1166	Clunes Avenue	100	6	600	£30,000.00	1
15	U1154	Locheil Road	200	6	1200	£60,000.00	1
16	U1154	Abrach Road - Inverlochy	200	6	1200	£60,000.00	1
17	B863	Kinlochleven Low Rd Calhort	350	6	2100	£105,000.00	2
18	B863	Kinlochleven Graveyard	350	6	2100	£105,000.00	2
19	B863	Kinlochleven to Glencoe	1006	6	6036	£301,800.00	3
20	B8007	Laga to Glenmore Bridge	1429	6	8574	£428,700.00	3
21	B8007	Glenmore Bridge to Ockle Rd	8773	3.5	30705.5	£1,535,275.00	3
22	B8007	Ockle Rd to Ferry Pier	5458	3.5	19103	£955,150.00	2
23	B8043	Kingairloch road	1020	3	3060	£153,000.00	3
24	B8004	Banavie - Gairloch - Spean	14000	6	84000	£4,200,000.00	1
25	C1150	Morar	500	5	2500	£125,000.00	3
26	A884	Acharn Bridge North	1000	6	6000	£300,000.00	3
27	C1150	Bracara	1500	3.5	5250	£262,500.00	3
28	U041	Rob Roy	200	6	1200	£60,000.00	3
29	U1685	Freight Road Access Road	300	6	1800	£90,000.00	2

30	U1154	Nevis Road	200	6	1200	£60,000.00	2
31	U1154	Lochy Road	200	6	1200	£60,000.00	3
32	U1154	Wades Road	200	6	1200	£60,000.00	2
33	U1289	Ben Nevis Drive	200	6	1200	£60,000.00	1
34	U2301	Dunbarton Road	110	6	660	£33,000.00	2
35	U2231	Connachie Road	100	6	600	£30,000.00	2
36	U2291	Perth Place	350	6	2100	£105,000.00	3
37	U2365	Zetland Avenue	290	6	1740	£87,000.00	2
38	U1166	Glenmallie Road	255	6	1530	£76,500.00	2
39	U1234	Moss Road	290	6	1740	£87,000.00	2
40	U1166	Glenmallie Road	200	6	1200	£60,000.00	3
41	U1166	Glen Gloy Street	177	6	1062	£53,100.00	3
42	U1166	Glenkinnie Terrace/street	112	6	672	£33,600.00	3
43	U1373	Shielfoot - West Lochaber	3000	3.5	10500	£525,000.00	1
44	U1578	Park Road- Kinlochleven	500	6	3000	£150,000.00	1
45	U1578	Glendale Road	80	6	480	£24,000.00	1
46	U1162	Brown Terrace	170	6	1020	£51,000.00	3
47	U1693	Garbhien Crescent	30	6	180	£9,000.00	2
48	U1329	Kentra Branch Road	500	6	3000	£150,000.00	3
49	U1740	Lower Carnoch	250	6	1500	£75,000.00	2
50	U1072	Leanachan Road	1000	3	3000	£150,000.00	1
50	U1199	The Camisky Road	500	6	3000	£150,000.00	2
51	U1624	Kirkbrae Housing Scheme	300	6	1800	£90,000.00	1
52	U1490	Glen Etive	500	3	1500	£75,000.00	2
53	U1578	Lismore Road	200	6	1200	£60,000.00	2
54	U2769	Carmichael Way / Fire Station	100	6	600	£30,000.00	2
55	U1027	Glen Gloy Road	3000	3	9000	£450,000.00	2

Additional Works

B8007		West - Salen / Kilochan
Various		Smaller schemes (incl B8007, urban & rural)
Various		Drainage resolutions
Various		Storm Damage repairs

A884	Edge Strengthening
Various	Road Marking