

Agenda Item	<b>6</b>
Report No	<b>BIER-10-26</b>

# The Highland Council

**Committee:** Black Isle and Easter Ross

**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 Ross and Cromarty 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 findings 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 Ross and Cromarty for 2026/27, based on last year's allocation, plus the annual uplift is £3,334,666.
- 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: Iain Moncrieff, Roads Operations Manager, (Ross and Cromarty)

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.

## Proposed Area Capital Programme 2026/27

26/27 Priority	Ward	Locality	Route	Road Name	General Description	Average Width (m)	Scheme Length (m)	Total Area (sq. m)	Estimated Cost (£)
1	6	Struie	B9176	Novar Toll - Ardross – Aultnamain - Mid Fearn Road	From near Strathy Rd to Cattle Grid	6	3041	18,246	182,460
2	7	Balintore	U1538	Loans Of Tullich	Whole road	3.5	752	2,632	26,320
3	7	Invergordon	U1905	Delny Smithy Road	From A9(T) jct to U1904 Tullich Muir - Northfield Rd jct	3.5	1400	4,900	73,500
4	7	Tain	U1536	Kirksheaf Farm Road	Last section from sharp bend	4.5	150	675	23,625
5	9	Culbokie	U2662	Bridge View (Formerly Cocked Hat)	Whole road	6	251	1,506	75,300
6	7	Fearn	U1454	Lower Pitkerrie Rd	Ph 1 nr Meikle Rhynie	3.5	220	770	26,950
7	7	Fearn	U1454	Lower Pitkerrie Rd	Ph 2 nr The Willows	3.5	70	245	8,575
8	7	Fearn	U1454	Lower Pitkerrie Rd	Ph 3 Lower Pitkerrie to end	3.5	200	700	24,500
9	9	Rosemarkie	U4657	Gollanfield Ave	Incl Gowan Brae	6	40	240	12,000
10	9	Munlochy	U2593	Taeblair – Taeweg Road	From jct to past farm yard	3.5	651	2,279	79,748
11	9	North Kessock	U2614	Bellfield	Whole road	3.5	290	1,015	35,525
12	6	Alness	U1924	Achandunie Road	Whole road	3.5	400	1,400	49,000
13	7	Fearn	U1445	Balinroich Rd	Ph 2	3.5	80	280	9,800
14	9		C1031	Blackstand - Killen - Belmaduthy Road	West end Killen - Belmaduthy X Rds	3.5	2610	9,135	31,973
15	6	Alness	U1963	Caplich Road	Caplich Rd jct with Obsdale Rd	6	30	180	9,000

16	7	Fearn	U1445	Balinroich Rd	Ph 1 Jct with Clay of Allan to Burgie Lodge Farm	3.5	1040	3,640	127,400
17	9	Cromarty	U2733	Colony Wood	Whole road	3.5	700	2,450	147,000
18	6	Evanton	U2013	Foulis Station Road	North of level crossing to jct with Old Evanton Rd	3.5	350	1,225	42,875
19	7	Fearn	U1445	Balinroich Rd	Ph 3	3.5	100	350	12,250
20	9	Cullicudden	U2676	Craigton	Whole road. Patching required	3.5	1080	3,780	26,460
21	7	Fearn	U1445	Balinroich Rd	Ph 4	3.5	350	1,225	42,875
22	7	Fearn	U1440	School St	Drainage improvements and resurface	85	5	425	25,500
23	6	Alness	B817	Evanton - Alness - Invergordon- Kildary Road	R/W Br to Morrison's Supermarket	7	300	2,100	105,000
24	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 1 A832 jct	3.5	480	1,680	58,800
25	6	Boath	U1990	Contullich - Boath Rd	Ph 1	3.5	120	420	14,700
26	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 2	3.5	210	735	25,725
27	6	Boath	U1990	Contullich - Boath Rd	Ph 2	3.5	60	210	10,500
28	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 3 Flowerburn Wood	3.5	190	665	23,275
29	6	Boath	U1990	Contullich - Boath Rd	Ph 3	3.5	95	333	11,638
30	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 4 Hopefield	3.5	525	1,838	64,313
31	6	Boath	U1990	Contullich - Boath Rd	Ph 4	3.5	30	105	5,250
32	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 5	3.5	40	140	7,000
33	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 6 Easter Balmungie S access	3.5	65	228	11,375
34	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 7 Easter Balmungie N access	3.5	450	1,575	55,125

35	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 8 Tigh na Beithe	3.5	120	420	14,700
36	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 9	3.5	50	175	8,750
37	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 10 Upper Eathie	3.5	480	1,680	58,800
38	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 11 Eathie Mains	3.5	125	438	15,313
39	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 12	3.5	70	245	12,250
40	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 13	3.5	60	210	10,500
41	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 14	3.5	85	298	10,413
42	9	Cromarty	U2505	Janefield – Newton (Eathie Road)	Eathie Rd 15 S of Navity	3.5	130	455	15,925
43	9	Jemimaville	U2507	Balblair Ferry And Loop	Ph 1 W junction	3.5	215	753	26,338
44	6	Boath	U1990	Contullich - Boath Rd	Ph 5	3.5	70	245	8,575
45	7	Tain	U3963	St Duthus Place	Whole road	3.5	100	350	17,500
46	6	Alness	U1953	Kendall Crescent	Kendal Crescent	6	144	864	43,200
47	9	Jemimaville	U2507	Balblair Ferry And Loop	Ph 4 Creagan Cottage - Picnic site	3.5	105	368	12,863
48	6	Alness	U1963	Caplich Road	Caplich Rd jct with Ardross Rd	6	75	450	22,500
49	7		C1012	Whitehills - Scotsburn - Lamington – Tain Road	Bridge to Bend at south end	3.5	350	1,225	42,875
50	6	Ardross	U1920	Glaick - Loanreich Rd	Whole road	3.5	2000	7,000	49,000
51	9	Cromarty	U2504	Farness – Peddieston Road	Farness Rd 2 at old borrow pit	3.5	210	735	25,725
52	9	Cromarty	U2504	Farness – Peddieston Road	Farness Rd 3 Beech Croft to bend	3.5	200	700	24,500
53	9	Resolis	U2519	Newhall – Resolis Road (Fannys Brae)	Fanny's Brae. 3 no sections	3.5	90	315	15,750



54	9	Cromarty	U2504	Farness – Peddieston Road	Farness Rd 4-8 Peddieston Cott - Farness Ho	3.5	1100	3,850	134,750
55	9	Culbokie	U2627	Greenleonachs Road	Greenlonach Rd	3.5	310	1,085	37,975
56	9	Resolis	U2511	Newhall Bridge – Kinbeachie	Hall to Kings Oak	3.5	300	1,050	36,750
57	9	Shore Rd	B9163	Conon Bridge - Alcaig – Shoreton - Balblair – Cromarty Road	Shore Rd - Cromarty - Jemimaville	1	1000	1,000	35,000
58	9	Alcaig	B9163	Conon Bridge - Alcaig – Shoreton - Balblair – Cromarty Road	Bends to jct	5.5	200	1,100	38,500
59	9	Jemimaville	U2507	Balblair Ferry And Loop	Ph 2	3.5	150	525	18,375
60	9	Jemimaville	U2507	Balblair Ferry And Loop	Ph 3 jct to slipway	3.5	115	403	14,088
61	9	Jemimaville	U2507	Balblair Ferry And Loop	Ph 5	3.5	90	315	11,025
62	9	Jemimaville	U2507	Balblair Ferry And Loop	Ph 6	3.5	160	560	19,600
63	6	Evanton	U1991	Evanton - Eileanreach Lodge	Ph 1 Glenglass Rd from 30 mph sign	3.5	170	595	20,825
64	6	Evanton	U1991	Evanton - Eileanreach Lodge	Ph 2	3.5	160	560	19,600
65	6	Evanton	U1991	Evanton - Eileanreach Lodge	Ph 3	3.5	65	228	11,375
66	6	Evanton	U1991	Evanton - Eileanreach Lodge	Ph 4	3.5	80	280	9,800
67	7	Balintore	U1509	Harbour Access	Balintore Harbour Access Loop Rd	6	25	150	5,250
68	7	Tain	U3951	Mansefield Road	Mansefield Estate	6	100	600	30,000
69	9	Cromarty	U2491	Big Vennel	Whole road	4.8	75	360	18,000