Agenda Item	**9**
Report No	**CIA/06/26**

The Highland Council

Committee: **City of Inverness Area**

Date: **2 February 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 City of Inverness Area, 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 the condition of the road network at current levels. Deterioration of the overall network will occur with a corresponding risk to the travelling public. An increase in compensation claims may result, 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 is a negative impact within climate change, however due to the explanation provided in the summary no impact assessment was required.

4.3.3

Impact Assessment Area	Conclusion of Screening Assessment
Equality	*No impact*
Poverty and Socio-economic	*No impact*
Human Rights	*No impact*
Children's Rights and Well-being	*No impact*
Island and Mainland Rural	*No impact*
Climate Change	*Negative impact*
Data Rights	*No impact*

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 had not yet been confirmed. The agreed Area budgets will largely follow the same 'split' as for the last two years, supplemented by any carry forwards from the 2025/26 actual Area spend, (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 City of Inverness Area for 2026/27, based on last year's allocation methodology, plus the annual uplift is £1.663m.

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: Steven Grant, Roads Operations Manager (Inverness)

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; Negative impact; 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

Proposed Resurfacing Programme 2026/27						
Ward	Route	Road Name/Description	Scheme Length m	Average Width m	Total Area m²	Estimated Cost
13	U3994	Firthview Road (Phase 1)	250	7.5	1875	£75,000.00
13	U4431	Leachkin Drive junction	50	6.0	300	£12,000.00
13		Footpaths (reconstruction/resurfacing)				£20,000.00
13	U1160	Leachkin Road (Kinmylies Way - King Brude junc)	190	6.5	1235	£49,400.00
13	U4079	Laurel Avenue/Dalneigh Road RDBT	50	8.0	400	£16,000.00
13	U1160	Leachkin Road RDBT	100	7.5	750	£30,000.00
14	B0861	Culduthel Road - Castle Street	150	6.0	900	£36,000.00
14	B0861/B0862	Castle Street - View Place - Castle Road junc	210	6.0	1260	£50,400.00
14		Footpaths (reconstruction/resurfacing)				£20,000.00
14	U4041	Hill Street	280	5.0	1400	£56,000.00
14	U4622	Telford Road	150	8.0	1200	£48,000.00
15	U3832	Cauldeen Road/Culduthel Road junction	50	10.0	500	£20,000.00
15	U3800	Balnakyle Road (part)	150	6.5	975	£39,000.00
15	U4134	Merlewood Road	200	4.0	800	£32,000.00
15		Footpaths (reconstruction/resurfacing)				£20,000.00
15	U4423	Ardholm Place junction	10	15.0	150	£6,000.00
15	B0861	Culduthel Road (half carriageway)	330	3.5	1155	£46,200.00
15	U4120	Mackay Road (47-69)	70	6.0	420	£16,800.00
16	U4517	Mackintosh Road (major patching/junctions)	150	7.0	1050	£47,250.00
16	B9006	Perth Road (Raigmore Hospital)	170	7.5	1275	£57,375.00
16	U4364	Temple Crescent (Culduthel end)	100	6.0	600	£27,000.00
16	U3874	Drynie Avenue/Daviot Drive junction	36	10.0	360	£16,200.00
16	U3874/U3856	Drynie Avenue/Dell Road junc	75	5.0	375	£16,875.00
17	C1032	Barn Church Road (Balloch junc)	250	7.5	1875	£75,000.00
17	U1315	Braeside Park sections	120	5.5	660	£26,400.00
17	U1287	Smithton Villas junction	30	10.0	300	£12,000.00
17		Footpaths (reconstruction/resurfacing)				£20,000.00
17	B9039	Stuart Street (part), Ardersier	300	6.0	1800	£72,000.00
17	B9006	High Street, Ardersier	110	5.5	605	£24,200.00
17	B9006	Station Road, Ardersier(sections)	150	6.0	900	£36,000.00
19	B9006	Culloden Road from Inshes RDBT	100	10.0	1000	£40,000.00
19	U1279/B9006	Culloden Road/Caulfield Road junction	50	10.0	500	£20,000.00
19	C1056	Craggie - Dalroy (Phase 2)	300	4.0	1200	£48,000.00

19	U2186	Burn Brae (patching and junctions)	150	5.5	825	£33,000.00
19	U1128	Tower Brae South	250	4.0	1000	£40,000.00
19	U2386	Coignafearn - Garbole (sections)	600	3.5	2100	£73,500.00
19	C1051	Nairnside	180	4.0	720	£25,200.00
12	B0862	Errogie - B851 junction (Phase 2)	700	3.5	2450	£85,750.00
12	B0851	Farr Village South	400	6.0	2400	£84,000.00
12	B0861	Balnafoich - Tomfat	250	4.0	1000	£35,000.00
12	B0862	Ashie Moor - Achnabat	250	5.0	1250	£43,750.00
12	C1110	Kerrow to A831	500	5.0	2500	£87,500.00
12	U2317	Fraser Street, Beauly	180	5.0	900	£36,000.00
12	U2288	Mid Street, Beauly	125	5.0	625	£25,000.00
12	B0851	Inverarnie - A9	750	3.5	2625	£91,875.00
12	C1084	Glenlia Road (Phase 2)	700	3.2	2240	£78,400.00
12	U1636	Buntait Road (Scottish Water contributions)	180	3.0	540	£18,900.00
12	U1217	Trinloist Road (2 sections)	350	3.2	1120	£39,200.00
12		Footpaths (reconstruction/resurfacing)				£25,000.00
12	B0862	Aldourie near Dores	750	5.0	3750	£131,250.00
12	B0852	Dores - Foyers	1000	3.5	3500	£122,500.00
12	C1060	Blackfold - Abriachan	800	3.2	2560	£89,600.00
All Wards		Major Patching				£200,000.00

Proposed Surface Dressing Programme 2026/27						
Ward	Route	Road Name/Description	Scheme Length m	Average Width m	Total Area m²	Estimated Cost
13	U4578	Highfield Avenue	375	5.5	2062.5	£9,281.25
13	U4677	Balnafettack Crescent	530	5.5	2915	£13,117.50
13	U4579	Blarmore Avenue	300	5.5	1650	£7,425.00
14	U4089	Limetree Avenue	200	6	1200	£5,400.00
14	U4360	Telford Gardens	320	6	1920	£8,640.00
15	U3866	Druim Avenue	165	5.5	907.5	£4,083.75
15	U3883	Devlin Crescent	65	5.5	357.5	£1,608.75
15	U4134	Merlewood Rd	175	5	875	£3,937.50
15	U4312	Ruthven Road	130	5.5	715	£3,217.50
15	U4152	Moy Terrace	160	5.5	880	£3,960.00
16	U3816	Broadstone Park	290	6	1740	£7,830.00
16	U4585	Broadstone Avenue	110	6	660	£2,970.00
16	U3837	Clava Road	80	5.5	440	£1,980.00
17	B9006	Taigh na Cnot - the Shamba	800	6	4800	£21,600.00
17	U1315	Braeside Park	240	5.5	1320	£5,940.00

17	U2233	Forest Drive	140	5.5	770	£3,465.00
17	U2156	Blackwell Avenue	185	6	1110	£4,995.00
17	U2103/U1327	Dalcross Industrial Estate phase 1/phase 2	1000	5.5	5500	£24,750.00
17	U2069	Barn View	270	5.5	1485	£6,682.50
19	B9154	Daviot - Dalmagarry (Sections)	3000	6	18000	£81,000.00
12	A831	Balnain-Kilmartin	2000	6	12000	£54,000.00
12	B852	Dores-Inverfarigaig (Part)	1000	5	5000	£22,500.00
12	U1004	Ledclune	2000	3	6000	£27,000.00
12	U1774	Fort Augustus Canalside South	280	3.5	980	£4,410.00
12	C1108	Hughton to Struy (Part)	1000	3.2	3200	£14,400.00