

Agenda Item	4
Report No	DSA/2/26

# The Highland Council

**Committee:** **Dingwall and Seaforth**

**Date:** **9 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 Dingwall and Seaforth, 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	<b>Impact Assessment Area</b>	<b>Conclusion of Screening Assessment</b>
	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>Negative 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 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 Ross and Cromarty for 2026/27, based on last year's allocation methodology, 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;** 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.

## Proposed Area Capital Programme 2026/27

## Proposed Resurfacing Programme 2026/27

Ward	Route	Road Name/Description	Scheme Length m	Average Width m	Total Area m <sup>2</sup>	Estimated Cost
8	U2744	Glaickmore Road (North). 'Silver Birches' to A9(T) jct Overlay	754	3.5	2,639	92,365
8	C1039	Millbank - North Kessock - Charleston – Redcastle - Garguston Road Campsite – Redcastle Overlay	4,219	3.5	14,766	516,828
8	C1039	Millbank - North Kessock - Charleston - Redcastle - Garguston Road Redcastle – A832 jct Overlay	1,593	3.5	5,576	195,143
8	A862	Ardullie – Dingwall – Beauly – Inverness Road S of garage to Riverford Cresc jct Surface Dressing	1,000	6	6,000	42,000
8	A834	Contin - Strathpeffer - Dingwall Road Cemetery - Docharty Rd jct Surface Dressing	2,763	6	16,578	58,023
8	U5093	Millbank Rd. Whole Road Surface Dressing	260	10.8	2,808	28,080

8	U4493	Chestnut Rd. Whole Road Surface Dressing	170	12.6	2,142	21,420
8	C1039	Millbank - North Kessock - Charleston - RedCastle - Garguston Road Burn at W9 boundary to Campsite Overlay	1,015	3.5	3,553	124,338
8	U2975	Muir Of Ord – Ardnagrask – Rheindown – Wellhouse, Muir Of Ord - (Corrie Road) Various sites Inlay	1,000	1	1,000	50,000
8	U3206	Sellar Place Car park jct - housing scheme jct Inlay	136	6	816	40,800
8	U3171	Braes of Conon Various sites Inlay	250	4.5	1,125	56,250
8	U4521	High Street (Pedestrian Area) Pedestrian area and f/w's Reconstruction	100	1	100	5,000
8	U4439	Woodlands Rd Whole Road Inlay	275	6	1,650	82,500
8	U4438	Kinnairdie Avenue Whole Road Inlay	272	6	1,632	81,600

8	B9162	Leannig Rd Roundabout – A862 Inlay	411	6	2,466	123,300
8	U2992	Ord Rd Whole Road Overlay	545	3.5	1,908	66,763
8	U2996	Ord Wood Whole Road Inlay	255	6	1,530	76,500
8	C1215	Hill St Whole Road Inlay	123	6	738	36,900
8	U4485	Park Rd Whole Road Inlay	190	6	1,140	57,000
8	U3142	Highfield A862 – bend Overlay	400	3.5	1,400	49,000