

The Highland Council
Community Services Committee

4 June 2015

Agenda Item	10
Report No	COM/23 /15

Road Restraint System Repair Programme

Report by Director of Community Services

Summary

This report invites the Committee to agree on the allocations from the 2015-16 Road Restraint System budget.

1. Introduction

- 1.1. The Director of Community Services has ring fenced £250,000 from the Road Maintenance budget for Road Restraint Systems (RRS). The budget is administered by the Head of Roads and Transport. Road Restraint Systems are also referred to as safety fencing or barriers.
- 1.2. In August 2010, TEC Services Committee approved the 'Interim Guidance on the Provision of Road Restraint Systems'. This guidance document addresses the design of RRS for non-trunk roads in Highland.
- 1.3. RRS are used to protect road users from hazards such as large embankments, railways, large signs, water, rock slopes, etc.

2. Budget Details

- 2.1. Each Community Services Area Team submitted bids against the allocation. 58 projects were submitted for 2015-16 with a total works estimate of £1,023,510. This is over four times larger than the budget and engineering judgement was used to identify projects which should be taken forward in the current financial year.
- 2.2. In coming to a decision, the hazard, risk, hierarchy status, accident damage, working efficiency and budget available were some of the considerations taken into account.

3. 2015-16 Allocations

- 3.1. The following projects have been allocated funding from the RRS budget for the 2015-16 financial year. They are listed in no particular order.

Area Office	Route	Road	Estimate
Caithness & North Sutherland	B801	A838 Junction - Kinlochbervie Harbour	£ 32,000
South Sutherland	A837	A837 A894 Junction - B869 Junction	£ 20,000
South Sutherland	A839	A9T Junction - Acheilidh Road Junction, ROGART - Blairich Bridge	£ 5,000
Mid & West Ross	A890	Achnasheen - Lochcarron	£ 20,000
Lochaber	A884	Carnoch - Lochaline	£ 14,900
Lochaber	A884	Carnoch - Lochaline	£ 19,300
Skye & Lochalsh	A890	Auchtertrye - Ardnarff	£ 43,050
Badenoch & Strathspey	C1126	Ski Road opp Sugar Bowl Car Park (Glenmore Lodge Access road)	£ 16,500
Inverness	A833	Culnakirk	£ 78,000
Total Allocation			£ 248,750
Remaining Funds			£ 1,250

- 3.2. There is currently no quantitative process for selecting projects and therefore an explanation of why these specific projects were chosen is given below. All projects are at various states of deterioration and may also be of a substandard design for current guidelines. The road network hierarchy was taken into account with all projects, except the C1126, being on an H1 Strategic or H2a Regional road.
- 3.3. The B801 at Badcall has a total length of 551m. As the budget available would not allow for all of this work to be completed, an allocation of £32,000 has been made to enable as much work as possible to be undertaken. Subsequent allocations will be made in future years to complete works on the full section.
- 3.4. The A837 (A894 Junction to B869 Junction) section to be replaced protects from a water hazard at the base of an embankment. The RRS also has collision damage.
- 3.5. The A839 at Blairich Bridge has collision damage and protects users from a drop at a bridge.
- 3.6. The section to be replaced on the A890 Achnasheen – Lochcarron road protects users from a drop at a culvert crossing.
- 3.7. There are two sections on the A884 Carnoch – Lochaline road to be replaced as they are on opposite sides of the road. There is a steep drop and a culvert crossing at this location.
- 3.8. The A890 Auchtertrye – Ardnarff was included as the RRS protects road users from a steep, forested embankment with a railway at its base.
- 3.9. The C1126 Glenmore Lodge Access road leads to the Cairngorm Mountain Ski area. With steep gradients on parts of the route, it is highly trafficked during the winter period. The section to be replaced has a steep drop behind it.

- 3.10. The A833 Culnakirk is a well known steep route between Kiltarlity and Drumnadrochit. With a gradient of 15% on part of the route, RRS is used to protect users from the steep embankment. Collision damage is also present on the existing asset.
- 3.11. Although there are other projects which may be on an equal par with some of those above, a project was chosen from each Area that submitted a bid to enable some works to be carried out.
- 3.12. The remaining £1,250 has been kept for any project overspends. A project will be allocated this funding if it is unspent towards the end of the financial year.

4. Implications

- 4.1 This report has no direct impact on equality, Gaelic, climate change/Carbon Clever, rural or legal implications.
- 4.2 The projects are to be undertaken using internal resources wherever possible.
- 4.3 The Council has a legal duty under the Roads (Scotland) Act 1984 to manage and maintain adopted roads (except Trunk Roads). The maintenance of Road Restraint Systems falls under this remit.

Recommendation

Members are invited to agree the allocations from the 2015-16 Road Restraint System budget.

Designation: Director of Community Services

Date: 20th May 2015

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Background Papers: TEC/63/10 Road Restraint Systems for Local Roads