

**The Highland Council**  
**Community Services Committee**  
**4<sup>th</sup> February 2015**

Agenda Item	<b>8</b>
Report No	<b>COM 5/16</b>

**Additional Capital - Roads, Bridges and Piers Funds.**

**Report by Director of Community Services**

**Summary**

This report invites Members to approve the allocation of the additional funding for Roads, Bridges and Piers in 2016/17 and that allocation for future years will be discussed with Members at Ward Business Meetings over the next few months.

**1. Background**

- 1.1 The Council approved the Capital Plan 2015/16 to 2024/25 in December 2015. The Plan now contains an additional £24.520m for Roads, Bridges and Harbours spread over the next 9 years.
- 1.2 This report seeks approval for the first year (2016/17) of this investment programme and asks Members to note that future years spending will be discussed with Members at Ward Business Meetings over the next few months. There has not been time to bring this extra allocated spend to Ward Business Meetings for 2016/17 given the additional funding was only allocated by Council in December 2015.

**2. Budget Profile and Activity Spend**

- 2.1 The additional funding will permit an average annual spend of £2.7M. The activity headings and target spend profile for 2016/17 is shown in the table below.
- 2.2 **All Costs are £'000's**

<b>Activity</b>	<b>Total</b>	<b>2016-17</b>
Re-surfacing	8500	1700
Surface Dressing	2250	450
Road Markings	450	150
Bridges	1600	400
Piers & Harbours	700	
Total	13500	2700

### **3. Scheme Selection**

- 3.1 Individual schemes have been costed and put forward by Area offices and ranked using a scoring matrix which includes factors such as road condition, hierarchy, traffic flow, drainage, school and service bus routes, road altitude and the local significance of the road. A copy of the matrix is included within Appendix A.

### **4. Budget Distribution per Area**

- 4.1 Areas are allocated a share of the overall funding as determined by the Scottish Road Maintenance Condition Survey. This is the same method used in the distribution of the Annual Road Maintenance Budget for structural maintenance.
- 4.2 It will be the case that due to individual scheme selection the budget profile may vary between years; however the overall Area share should achieve its target over the life of the programme.

### **5. List of Schemes**

- 5.1 A list of schemes included in 2016/17 is shown in Appendix B. Future years will be discussed at Ward Business Meetings over the next few months and will be reviewed annually with changes reported back to Community Services Committee.

### **6. Delivery of the Programme**

- 6.1 The early years of the programme will concentrate on resurfacing schemes which will provide immediate visibility on investment throughout the Council area.
- 6.2 There are also a number of schemes in the early years which include the use of road recycling techniques the location of which are on the more rural less trafficked roads.
- 6.3 It is intended that the majority of the programme will be delivered by contractors through existing framework tenders with site supervision enabled through local Area offices.
- 6.4 Where in-house teams have both the skills and capacity to carry out activities, such as surface dressing, they will be used which will assist in the balancing of budgets within the Areas.

### **7. Implications**

- 7.1 The resource implications are as detailed in the report.
- 7.2 There are no known legal, equality, climate change/ carbon clever, Gaelic or rural implications.

## **Recommendation**

Members are invited to:

- i. Note that the proposed programme for Roads and Bridges will be coordinated on a pan-Highland basis;
- ii. Agree to change the remit of the Harbours Management Board to approve and monitor the Piers (and Harbours) element of the Programme;
- iii. Approve the proposed infrastructure investment for 2016/17 using the additional capital funds; and
- iv. Note that the proposed programme for future years will be discussed at Ward Business Meetings over the next few months

Designation: Director of Community Services

Date: 20 January 2016

Author: John MacLennan, Senior Service Support Officer.

## Appendix A – Scoring Matrix for ranking of schemes.

### CARRIAGEWAY ASSESSMENT FACTORS

Score Factor		0	1	2	3	4	5
SRMCS Texture Scoring (Red + Amber Length)		-	-	-	10% - 19%	20%-39%	>=40%
SRMCS Cracking Scoring(Red + Amber Length)		-	-	-	10% - 19%	20%-39%	>=40%
SRMCS Rutting Scoring(Red + Amber Length)		-	-	-	10% - 19%	20%-39%	>=40%
Road Hierarchy		-	Local/Minor Road	Link Road	Sub Regional road	Regional Road	Strategic Road
Traffic Flow (AADT)		-	0 - 500	501 - 1000	1001 - 2000	2001 - 5000	>5000
Road Drainage Factors		No issues	Offlets need cleaned	Ditches need cleaned	Water Table issues	Debris Removal from Culvert Entrance	Culvert needs replaced
Service Bus Movements (see note ii)		0	< 10		11 - 50.		>50
Road Altitude (above sea level)		under 500ft			501 - 1000ft		above 1000ft
School Bus Route		No	-	-	Yes	-	-
Local Importance	Route to Medical facility from Strategic Road Network	-	-	-	-	Other medical facilities	Hospital
	Industrial / Forestry Extraction	-	-	Minor Industrial Estate	Forestry Extraction	Significant Industrial Estate	-
	Education	-	-	School < 50 pupils	School 51 - 100 pupils	School > 100 pupils	-
	Transport	-	-	Bus Station / Railway Station	Airport	Transport Interchange	-
	Community	-	-	-	Direct Link to Regional Network	Direct Link to Strategic Network	-
	Lifeline road serving	-	-		up to 10 properties		more than 10 properties

- Notes
- (i) The amount of traffic carried by a road is a key factor in determining its ranking. This factor has therefore been given double weighting (ie score is doubled)
  - (ii) Service Bus movements relate to the total number of movements measured between the hours of 7am and 7pm.
  - (iii) School Bus route has the same definition as used in the Winter Maintenance Policy
  - (iv) Industrial estates - Minor is less than 20 units, Major is more than 20 units.
  - (v) Local Importance - without the road could you still access those facilities.

## APPENDIX B

### BRIDGES

No.	Area	Name	2016-17 £000's
		Annual Allocation	400
A08940030	Sutherland	Kylesku (parapet replacement)	389
A08840090	Lochaber	A884 Achnagavin	11
<b>Total Programmed</b>			400

## Surface Treatment Schemes

Local Area	Scheme		2016-17 £000's
		Allocation	2150
<b>YEAR 1</b>			
B&S	Aviemore - Dalfaber Road	RS	14
B&S	Boat of Garten - Grampian Road	RS	33
B&S	Carrbridge Car park	RS	10
B&S	Grantown on Spey - Church Drive	RS	26
B&S	Kingussie - King Street	RS	22
Caith	Scheme Year 1	RS	233
ER	C1063 Newmore to Invergordon	RS	140
Inv	B861 Leys Brae	SD	18
Inv	B862 Dores Road RB to Torbreck Junction	RS	165
Inv	B862 Torbreck junction to Borlum Farm	SD	38
Inv	A862 Brockies Corner	RS	55
Inv	Leachkin Road, Inverness	RS	120
Loch	Glenmoidart Road, Kinlochmoidart.	RS	94
Loch	Mandally Road - Recycling	RC	46
Loch	B8005 "The Dark Mile"	RS	58
Loch	B8007 Ardsliganish Subsidence	RS	11
Loch	B8007 Kilchoan from Ormsaigbeag Junct	RS	23
Nairn	Auldearn Loop	SD	49
Nairn	Courthouse Lane	RS	5
Nairn	Lochloy Road	RS	40
R&C	A832 Tore to Tarradale	SD	230
Skye	A851 Broadford to Armadale	RS	175
Skye	A851 Broadford to Armadale	SD	145
Suth	A839 The Lochies to Rosehall (RS)	RS	60
Suth	Dornoch to Embo	RS	150
Suth	A836 Ardgay to Ardchronie (RS)	RS	190

Key ---- RS = Re-surface: RC = Re-cycle: SD = Surface Dressing