

Agenda Item	7
Report No	BSAC/09/21

THE HIGHLAND COUNCIL

Committee: Badenoch & Strathspey

Date: 25 May 2021

Report Title: Area Roads Programme 2021/2022

Report By: Executive Chief Officer Infrastructure and Environment

1. Purpose/Executive Summary

- 1.1 This report sets out a prioritised list of structural works for the Badenoch & Strathspey Area.

2. Recommendations

- 2.1 Members are asked to approve the proposed prioritised 2021/22 Roads Programme for Badenoch & Strathspey Area.

3. Implications

- 3.1 **Resource** - All work will be managed within budget allocations from a resource perspective with The Highland Council delivering its legal responsibilities.
- 3.2 **Legal** - The Highland Council undertakes the Structural Programme within the Local Committee area in its duty under the Roads (Scotland) Act 1984.
- 3.3 **Climate and Community (Equality, Poverty, Rural and Island)** - This report has no impact on Equality, Gaelic, Climate Change or Carbon Clever considerations. However, there may be rural considerations where low road usage levels and distances between communities reduce the opportunity to maximize the impact of investment decisions when compared to more densely populated areas /roads with greater usage levels.
- 3.4 **Climate Change / Carbon Clever** – No implications.
- 3.5 **Risk** – No implications.

3.6 **Gaelic** - This report has no impact on Gaelic.

4. Background

4.1 The Highland Roads Budget for this year was approved at the Economy and Infrastructure Committee on 4 February 2021 - (Item 09, Report [ECI/6/21](#)). This year, 2021/22, the total Highland Roads Capital Budget is £17.2M.

4.2 The current Revenue budget allocation for Badenoch & Strathspey is £840,565, which is required to cover our Labour, Plant and Materials (including Salt) for Roads Cyclical Maintenance and Winter Maintenance activities for the 2021/22 season.

4.3 The Capital budget allocation for Badenoch & Strathspey is £765,310. The proposed priorities for 2021/22 are on the attached list in **Appendix 1**. As usual the proposal is to undertake primarily Surface Dressing and Surfacing schemes.

4.4 The Ward Allocation of £100k per Ward is included in the Capital Budget allocation. It is therefore important that Members are given the opportunity to review and agree the revised prioritised programme attached.

4.5 This list is continually updated by adding to it and adjusting priorities so that an updated rolling programme of works can be reported each year to allow the structural programme to gain Area Committee agreement before commencement.

5. Budget Allocation

5.1 Road Maintenance budgets are normally allocated under the following headings:-

- Winter Maintenance (Revenue)
- Cyclic Maintenance (Revenue) including:-
 - Drainage;
 - Footpath Maintenance;
 - Gully Cleansing;
 - Temporary Patching Repairs;
 - Road Marking Renewal;
 - Sign Maintenance;
 - Verge Maintenance; and
 - Other Cyclic and Routine maintenance
- Structural Works (Capital) including:-
 - Structural Resurfacing (Overlay/Inlay);
 - Structural Integrity Improvements;
 - Surface Dressing;
 - Recycling; and
 - Major Patching

5.2 This report focuses on the Structural Works (Capital) programme.

6. Road Structural Works Programme

- 6.1 Schemes were selected for inclusion in these programmes on the basis of need using the information gathered from the following sources and have been prioritised with the safety of the travelling public and sustainability of the road network as the main objectives:-
- Scottish Road Maintenance Condition Survey (SRMCS) data;
 - Safety Inspections;
 - Service Inspections; and
 - Input and feedback from Members.
- 6.2 The Scottish Road Maintenance Condition Survey (SRMCS) records data which is processed to show rutting, profile, cracking and surface texture. Surface texture is principally used in the preparation of surface dressing programmes. Rutting and profile data is used for surfacing programmes, while cracking data is used in both surface dressing and surfacing programmes.
- 6.3 The SRMCS survey is undertaken according to the following schedule:-
- A class roads annually;
 - B class roads every two years; and
 - C & U class roads every three years.
- 6.4 The SRMCS survey is presently up to date. The surveys are usually undertaken throughout the spring, summer and autumn but do not include winter damage due to the freeze thaw cycle.
- 6.5 WDM can produce a paper plan showing the damage over a wide area but the volume of data and the scale of the plan results in the data being difficult to use or handle. The system is best used interactively, using both an overview and then closer inspection at a smaller scale. Small scale prints can be produced for specific sites.
- 6.6 Given the survey frequency, the SRMCS data is only indicative of the road conditions at any one time. Additional deterioration and repairs may not be captured on the survey. Consequently, additional sources of information are used.
- 6.7 All roads are inspected either monthly, quarterly or annually for safety hazards depending on their priority. Roads are also inspected in the course of preparing the works programmes. These inspections, together with specific concerns raised through Members and Community Councils, are considered for inclusion in the works programmes.
- 6.8 The programmes are prepared over the winter months and are finalised in the spring to allow for additional damage due to freeze thaw cycle. This winter has had a serious effect on the road network. The programmes reflect both the strategic network and the importance attached to local roads by rural communities.
- 6.9 Prior to finalising the programmes, each site is again visited by experienced engineers to confirm the importance of the works against the network and the details of the designs.

Designation: Executive Chief Officer Infrastructure and Environment

Date: 5 May 2021

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Lochaber, Nairn, Badenoch & Strathspey and Corran Ferry

Background Papers: [ECI/6/21](#) – Roads Investment Budget Distribution – Capital,
Report No9, E&I Committee, 04 February 2021

Appendix 1

Badenoch & Strathspey Capital Works 2021/22

Badenoch and Strathspey Area 2021-22 Budget Proposals
Capital (Highland £7.2M + £3.6M Area + £2.1M Ward)
Total = £765,310

	Route	Description	Length	Treatment	Estimated cost	Remarks
1	B970	Culreach (Balliefurth)	1200	Surface dress	£20,160	
2	B970	Sub stn to Loch Garten jctn	500	Surface dress	£10,675	
3	B970	Loch Garten jctn to Mains of Garten	600	Surface dress	£12,810	
4	B9102	Lettoch - Craigvarren - Advie jctn - Tulchan	5100	Surface dress	£80,325	
5	A938	Achnahannet jctn area (Balnaan jctn to Tullochgrobban Plantation)	1880	Surface dress	£39,480	
6	A938	Balnacruie - Tullochgribban	1125	Surface dress	£23,625	
7	A938	Carrbridge Hotel to speed limits	400	Surface dress	£8,400	
8	A938	Foregin - Baddengorm	1010	Surface dress	£21,210	
9		Station Rd jctn Newtonmore	100	Inlay	£19,600	
10	U2264	Balgowan	1000	Overlay	£67,000	
11	C1137	Glentruim - sectn 1	900	Overlay	£64,800	
12	C1137	Glentruim - sectn 2	400	Overlay	£0	HOLD/STTS ?
13		Drainage resolutions – various		Structural Drainage	£45,000	
14		South St drainage, Grantown-on-Spey		Structural Drainage	£35,000	INVESTIGATING
15		Various		Patching	£50,000	DLO
16	A939	Dava - Phase 1		Patching	£63,000	
17	A939			Surfacing	£0	Strategic Capital - tbc
18	A938	Tullochgribban		Overlay	£0	Strategic Capital - tbc
19		Various		Jetpatcher	£25,000	
20		Various village bell-mouths/junctions		Patching	£88,000	
21		Collapsed culverts & retaining wall		Structural Maintenance	£43,320	
22		Glenbanchor cattle grid		Capital Structural	£0	HQ - tbc
23	C1126	Glenmore parallel parking, verge, speed limits		Structural Integrity Improvements	£0	Visitor Improvements
24		Burnfield Car Park, Grantown-on-Spey	70	Overlay	£0	Visitor Improvements
25						
26		Opposite BSW sawmill entrance, and road		Inlay/Overlay	£0	STTS - tbc
27	B970			Project	£0	STTS - tbc
28		Crubenmore culvert		Capital Structural	£35,000	
29	U2375	Finlarig road	140	Resurface	£44,800	
30		Shankland Court drainage, Grantown-on-Spey		Structural Drainage	£40,000	
				Total	£837,205	