

Agenda Item	5
Report No	NC/03/23

HIGHLAND COUNCIL

Committee: Nairnshire Area

Date: 23 January 2023

Report Title: Area Roads Capital Programme 2023/24

Report By: Executive Chief Officer Infrastructure, Environment & Economy

1 Purpose/Executive Summary

- 1.1 This report details the proposed 2023/24 Area Roads Capital Programme for Nairn Area.

2 Recommendations

- 2.1 Members are asked to **approve** the proposed 2023/24 Area Roads Capital Programme for Nairn Area.

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 **Community (Equality, Poverty, Rural and Island)** – This report recognises that the local road network serves both strategic traffic and local access to remote communities. Road improvement schemes are selected on both the strategic and local importance and the extent and severity of defects. Noting that funding falls short of addressing all of the known defects, low volume and rural routes may be disadvantaged as prioritisation of limited funding dictates.

- 3.4 **Climate Change / Carbon Clever** – It is recognised that resurfacing operations do have a significant carbon impact. Consideration will be given to preventative maintenance techniques which includes recycling and surface dressing techniques, but the levels of defects often preclude such approaches.
- 3.5 **Risk** –The level of investment across Highland falls short of the budget requirements to maintain a steady state condition of the road network. Deterioration of the overall network will occur with a corresponding risk to the travelling public. An increase in damage claims can also be expected, as the road defects develop.
- 3.6 **Gaelic** – This report has no impact on Gaelic considerations.

4 Background

- 4.1 This report outlines the proposed area roads capital programme for 2023/24 in accordance with the approved capital budget.
- 4.2 Works are delivered through roads workforce, augmented as required by external contractors. Due to the inter-relationship between the capital and revenue budget to fund the roads workforce, prioritisation to internal delivery will be given, with the use of external contractor being limited to projects where such additional funds permit.
- 4.3 Additional engineering resources from the Project Design Unit are working with the Roads Operational Managers to plan and deliver the works.
- 4.4 It is recognised that the works necessary at any location may be a combination of works that are additional to the surfacing works.
- 4.5 Such surfacing works take time to plan and deliver and it is vital that the programme of works is agreed, as any delay in the agreed programme will impact on the construction programme, which is influenced by the availability of resources and also by the prevailing weather conditions as summer delivery is more reliable and durable.
- 4.6 We also need to ensure that such works are coordinated with utility companies so early uploading of the programme aligns with the necessary reporting requirements and allows the coordination of works.
- 4.7 Notwithstanding these works are as proposed in this report it is recognised that variation can be expected, and these will be agreed with Members at ward business meetings to maintain a dynamic programme.

5 Budget Allocation

- 5.1 The local allocations capital budget for 2023/24 remains to be established, which will be calculated from the approved capital budget allocation, being adjusted for any acceleration or slippage in the previous financial year for each area allocation, and also analysis of the road condition survey results.

Consequently the 2023/24 area capital roads programme is based on the previous year's budget. Should the approved 2023/24 budget differ from the 2022/23 budget then the programme will be adjusted as appropriate.

The local allocations capital budget for the Nairn Area consists of: -

Budget	Overlay/Inlay	Surface Dressing	Total
Baseline 2022/23 capital budget	£157,190	£114,700	£271,890
Strategic capital remaining	TBC	TBC	TBC
Other capital	TBC	TBC	TBC
Total	TBC	TBC	TBC

5.2 Note Appendix 1 identifies the Health and Prosperity capital allocated from budgets set in September 2021. Any remaining capital, e.g., for structural overlay or surface dressing on Strategic Assets, has not been finalised for 2023/24, but this will be adjusted as final out-turn figures are known.

5.3 The approved 2022/23 Roads Budget local allocations for Nairn Area can be found in **Appendix 1** to this report.

6 Road Structural Maintenance Programme

6.1 Schemes are selected for the capital programme as follows: -

- approved capital schemes that remain to be completed; and
- prioritised ranking of the road network

6.2 The following information was used to prepare the prioritised ranking: -

- Scottish Road Maintenance Condition Survey (SRMCS) data;
- safety inspections;
- service inspections; and
- input and feedback from Ward Members

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. All roads selected for resurfacing have been prioritised based on the criteria above.

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.

6.5 The 2023/24 programme is scheduled in **Appendix 2**.

Schemes will be undertaken subject to finalised budget allocation.

Designation: Executive Chief Officer Infrastructure, Environment & Economy

Date: 4 January 2023

Authors: Richard Porteous, Roads Operations Manager
(Lochaber, Nairn, Badenoch & Strathspey & Corran Ferry)

Nairn A & B Class Resurfacing Proposals 2023/24 at 06/12/2022

Route	Traffic Hierarchy	Scheme Name / Location	WDM Scheme Score	Length	Ave width	Area	Estimated cost	Funding source	Strategic Budget	Area Capital Budget
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 8	476.6	170	5.6	952	£33,320	Strategic	£33,320	
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 1	450.77	158	5.6	884.8	£30,968	Strategic	£30,968	
B9091	3-Sub Regional	B9091 Clephanton Jt to Croy Section 1	460.6	150	5.2	780	£27,300	Area Capital		£27,300
B9090	4-Rural Link	B9090 High Street - Cawdor Rd to B9101 Jt Section 2	568.78	290	4.9	1421	£49,735	Area Capital		£49,735
B9090	4-Rural Link	B9090 B9101 Cawdor Rd Jt to B9006 Jt Section 2	559.24	190	4.9	931	£32,585	Area Capital		£32,585
B9090	4-Rural Link	B9090 High Street - Cawdor Rd to B9101 Jt Section 1	520.77	200	4.9	980	£34,300	Area Capital		£34,300
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 6	404.54	230	5.6	1288	£45,080	Strategic	£45,080	
B9091	3-Sub Regional	B9091 Balblair Rd to Clephanton Jt Section 2	439.09	540	4.9	2646	£92,610	Area Capital		£92,610
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 4	383.18	170	5.6	952	£33,320	Strategic	£33,320	
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 11	372.62	490	5.6	2744	£96,040	Strategic	£96,040	
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 7	364.81	362	5.6	2027.2	£70,952	Strategic	£70,952	
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 2	364.2	442	5.6	2475.2	£86,632	Strategic	£86,632	
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 3	352.54	1127	5.6	6311.2	£220,892	Strategic	£220,892	
A939	1-Strategic	A939 Ferness Jt to A940 Jt Dava Section 1	347.56	158	5.6	884.8	£30,968	Strategic	£30,968	
A939	1-Strategic	A939 Ferness Jt to A940 Jt Dava Section 4	346.26	190	5.6	1064	£37,240	Strategic	£37,240	
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 9	345.23	340	5.6	1904	£66,640	Strategic	£66,640	

A939	1-Strategic	A939 Ferness Jt to A940 Jt Dava Section 2	342.28	272	5.6	1523.2	£53,312	Strategic	£53,312	
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 10	336.71	525	5.6	2940	£102,900	Strategic	£102,900	
A939	1-Strategic	A939 Ferness Jt to A940 Jt Dava Section 3	336.48	190	5.6	1064	£37,240	Strategic	£37,240	
A939	1-Strategic	A939 A96 Jt to B9007 Ferness Jt Section 5	330.63	270	5.6	1512	£52,920	Strategic	£52,920	
B9091	3-Sub Regional	B9091 Balblair Rd to Clephanton Jt Section 1	388.47	150	4.9	735	£25,725	Area Capital		£25,725
B9006	3-Sub Regional	B9006 B9090 Jt to Croy Inverness Area boundary Section 1	374.99	170	4.8	816	£28,560	Area Capital		£28,560
B9007	4-Rural Link	B9007 Ferness to A938 Jt Section 1	395.16	210	4.8	1008	£35,280	Area Capital		£35,280
B9090	4-Rural Link	B9090 B9101 Cawdor Rd Jt to B9006 Jt Section 1	360.03	180	4.9	882	£30,870	Area Capital		£30,870
WDM Scores of Greater than 330 considered							£1,355,389		£998,424	£356,965
Table sorted by Traffic Hierarchy, WDM Scheme Score, Funding Source & Route										