

<b>Agenda Item</b>	<b>14</b>
<b>Report No</b>	<b>ECI/53/24</b>

# The Highland Council

**Committee:** Economy and Infrastructure

**Date:** 14 November 2024

**Report Title:** Delivery Plan Budget Monitoring & Progress Update – Net Zero, Energy, Investment & Innovation; Reconfiguring our Asset Base and Workforce for The Future

**Report By:** Assistant Chief Executive – Place  
Assistant Chief Executive – People

## 1 Purpose/Executive Summary

1.1 The Delivery Plan 2024-27 consists of 64 projects/programmes, managed through 6 Portfolio Boards. Each project is reported to a relevant committee for consideration and scrutiny in terms of the Portfolio Reporting Cycle agreed at Council on 9 May 2024. Exceptions to this general rule may apply when for example circumstances merit a standalone project/programme report to either committee or council. If exceptions apply this report will signpost to where the relevant reporting can be found.

1.2 This report provides financial, performance, risk and general information on the following Delivery Plan projects/Programme:-

- Roads & Infrastructure Improvement Programme;
- Battery Storage;
- EV Infrastructure;
- Industry Engagement;
- Highland Employer Charter; and
- Meeting Our Council's Future Workforce Needs

1.3 The content and structure of the report is intended to:-

- assist Member scrutiny and performance management
- inform decision making and aid continuous improvement, and
- provide transparency and accessibility

## 2 Recommendations

2.1 Members are asked to **note** the updates provided for all of the Delivery Plan Projects/Programmes in this report.

### **3 Implications**

- 3.1 **Resource** - Any resource implications will be detailed in the updates provided in this report.
- 3.2 **Legal** - This report contributes to the Council's statutory duties to report performance and secure best value in terms of; Section 1(1)(a) of the Local Government Act 1992, and Section 1 of the Local Government in Scotland Act 2003, respectively.
- 3.4 **Risk** - There are no risk implications arising as a direct result of this report. Project/Programme risks are identified via the council risk management process and monitored through the Portfolio Boards and are reported by exception only in the project/programme updates provided in this report.
- 3.5 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** - There are no Health and safety implications arising as a direct result of this report.
- 3.6 **Gaelic** - There are no Gaelic implications arising as a direct result of this report.

### **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 needs to inform the decision-making process. When taking any decision, Members must give due regard to the findings of any assessment.
- 4.3 This is a monitoring and update report and therefore an impact assessment is not required.

### **5. Roads & Infrastructure Improvements Programme**

#### **5.1 Overall Project RAG**

The Roads & Infrastructure Improvements Programme comprises the following projects:-

- to deliver a 3-year Capital Plan for Roads utilising the additional approved investment of £40m, incorporating agreed actions and priorities identified by the Roads re-design project Board;
- to prepare and carry out a programme of measures designed to promote Active Travel and to improve road safety, including taking forward the new 20mph Speed Limit reduction; and
- to progress the plans for a new Corran Ferry vessel and to deliver improvements to the slipways and berthing.

The 3 projects overall are ragged as green and the rationale for the rag status is as per the narrative extracted from the PRMS system below:-

Reason for Project RAG Rating and Corrective Action:

the project is running to time within agreed milestones, is on budget and is delivering to agreed scope

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## 5.2 Key Milestones & Requests for Change

### 5.2.1 To deliver a 3-year Capital Plan for Roads utilising the additional £40m approved investment.

The Roads Capital Plan for 2024/25 is being delivered using the same methodology as in previous years i.e., a combination of Strategic Schemes identified through SRMCS Survey results, Area Maintenance Programmes, replacement of other roads infrastructure assets, and provision of match funding for Scottish Timber Transport Schemes. To date £8.993m has been expended. The details of schemes completed are on the attached with **Appendix 1**. The Capital Plan for 2025/26 and 2026/27 is being developed through work overseen by the Roads Re-design project which is reviewing potential changes to the methodology. Two Member workshops have been held and a further final workshop follow up is being planned.

### 5.2.2 To prepare and carry out a programme of measures designed to promote active travel and to improve road safety.

Work has recently been completed on the Riverside Way Active Travel project in Inverness which improves conditions for those walking, wheeling and cycling from the Highland Hospice to the Ness Hydro. The project also provides formalised parking areas and better lighting and drainage in the area. An event is being arranged to officially open the new infrastructure.

Walkers and cyclists travelling around the Beauly Firth are celebrating after a new £600,000 path opened on the busy A862 road. The new path extends the existing route on the Inverness to Beauly Road from Lovat Bridge linking from Dunballoch up to the junction to the A833. It is hoped that the next section, to the Cabrich Junction, will be constructed in the near future.

The team are still awaiting funding confirmation from Transport Scotland to allow works to commence in Wick, Culbokie and Blar Mhor.

Road Safety Improvement Fund Grant of £582,000 has been used to deliver a programme of collision reduction schemes on the Councils local road network. Notable projects delivered include:-

- Road Safety Improvements works at High Bridge Struie, Sutherland - £150,000;
- Speed Limit and Safety Improvement Scheme at Inverness Airport Junction - £100,000;
- Gateway Improvement Programme on the NC500 - £80,000; and
- Road Safety Improvements works in Gorthleck - £130,000

Highland Council are Transport Scotland's pilot Local Authority for the introduction of 20mph speed limits and as such 125 settlements across the Highland Area saw the introduction of new temporary 20mph limits in the summer of 2023. All 125 settlements have been delivered using one single Temporary Road Traffic Regulation Order (TTRO) which is valid until 31 January 2025.

Pre-Statutory consultation with Members and Community council's is still on-going and work is progressing towards determining the final draft Traffic Regulation Order to make these speed limits permanent. This which will be subject to a formal consultation process scheduled to run from 6 September to 1 November 2024. Total Scheme costs to date of £400,000.

### 5.2.3 **To progress the plans for a new Corran ferry Vessel and deliver improvements to the slipways and berthing.**

#### Slipways and berthing

A total of £30m has been earmarked for the delivery of new ferry infrastructure which includes improvements to the Slipways and berthing (£20m from IHCRD - UKG + £10m from the HC). The Outline Business Case to support the change request for this project has been submitted to the UK Government and Transport Scotland.

The current Programme dates for the infrastructure works are as follows:-

<b>Activity</b>	<b>Start</b>	<b>Finish</b>
Detailed Design	28/02/24	10/01/25
Environmental Impact Assessment	15/03/24	17/01/25
Marine License Application and Consent	03/02/25	05/07/25
Planning Application and Consent	18/01/25	23/05/25
Land Acquisition	17/06/24	20/12/24
Contract Documentation	28/10/24	31/01/25
Tender Period	27/01/25	16/05/25
Construction	05/08/25	15/02/27

Planning progress: Following the pre-application consultation events held in June 2024, the Council's consultants, Affric have drafted the Pre-Application Consultation (PAC) Summary Report which will be submitted to Highland Council to support the Planning and Marine Licence applications.

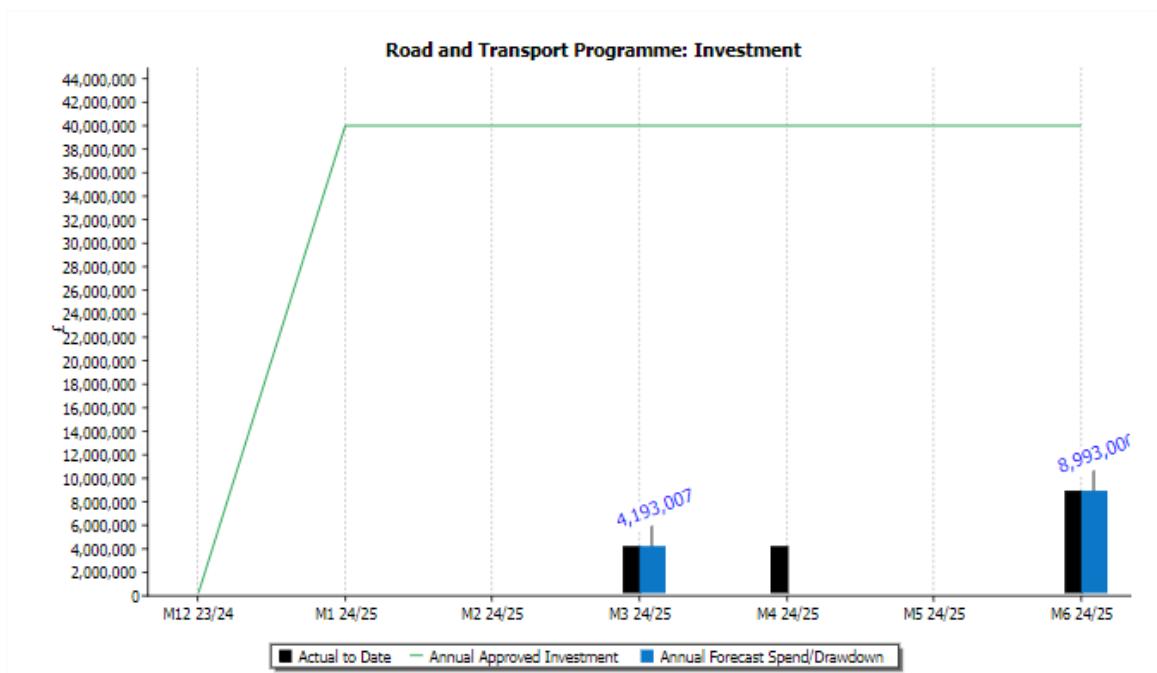
#### New Electric Ferry

A request to reallocate monies from the IHCRD for funding the new electric Corran Ferry (£26m) is with Scottish Ministers for their decision and we expect an answer very soon. The reception to the business case we have submitted as part of the change request has been positive thus far.

Subject to funding being granted, we will continue our discussions with Transport Scotland and CMAL on whether and where we might fit within their SVRP procurement process – these discussions have been relatively positive thus far (albeit with no commitment). Target date for delivery of new Corran vessel (subject to funding approval) is the end of 2028.

### 5.3 Financial Summary

- i) To date £8.993m has been expended on the Roads capital Plan – see extract from PRMS below:-



- ii) Grant funding is provided to undertake active travel projects and to improve road safety as detailed in 5.2. In respect of Active Travel, all grant funding received to date has been committed. Funding confirmation from Transport Scotland is still awaited in regard to proposed active travel projects Wick, Culbokie and Blar Mhor.
- iii) A total of £30m has been earmarked for the delivery of new ferry infrastructure which includes improvements to the Slipways and berthing (£20m from IHCRD - UKG + £10m from the HC). The Outline Business Case to support the change request for this project has been submitted to the UK Government and Transport Scotland.
- iv) A request to reallocate monies from the IHCRD for funding the new electric Corran Ferry (£26m) is with Scottish Ministers for their decision, and we expect an answer very soon.

### 5.4 Key Risks

Key risks to the programme are:-

- reduction in Grant Funding for Active Travel projects; and
- timescales for ministerial approval for the re-allocation of resources for the Corran Ferry.

## 5.5 Forward Plan

The key activities for the next Quarter (Q3) are as follows:-

1. **Roads Investment** - The Capital plan for 2025/26 and 2026/27 is being developed through work overseen by the Roads Re-design project which is reviewing potential changes to the methodology for the prioritisation of resources. Two Member workshops have been held and a further final workshop follow up is being planned.
2. **Road Safety** - Pre-Statutory consultation with Members and Community councils is still on-going and work is progressing towards determining the final draft Traffic Regulation Order to make the 20mph speed limits permanent. This is subject to a formal consultation process which is currently underway running from 6 September to 1 November 2024.
3. **Corran Ferry Infrastructure Improvements** – To conclude the Land Acquisition and finalise the Contract documentation for the tender to be issued in January 2025.

## 6 Battery Storage Project

### 6.1 Overall Project RAG Status

The Torvean Quarry Battery Energy Storage System (BESS) project aims to establish a 10MW Import and Export capacity facility at Torvean Quarry, Inverness, to support grid stability and enhance renewable energy integration in the region. Designed to provide essential grid services such as frequency response and load shifting, this project is a significant step in supporting the local energy infrastructure and aligning with broader renewable energy goals. With plans for a scalable system, the project is currently in the initial stages of seeking delivery and investment partners through a market testing exercise, enabling the Council to assess potential delivery models and establish a Special Purpose Vehicle (SPV) to bring the project forward.

The overall RAG Status of the Project is currently Amber as per the extract from PRMS below.

Reason for Project RAG Rating and Corrective Action:

Awaiting market feedback to help determine the viability options for the project.

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Further details on the rationale for RAG status can be found in Section 6.2.

## 6.2 Key Milestones & Requests for Change

This is the first report to committee, two out of the five milestones reported in PMRS are marked as complete, reflecting the completion of phase 1 of project initiation.

MILESTONES		CURRENT STATUS
<i>Marked as completed Feb24</i>	Battery Storage: Grid connection awarded	M11 23/24 Completed
<i>Marked as completed Mar24</i>	Battery Storage: Initial developer proposal engagement	M12 23/24 Completed
<i>Starts Apr24 / Completes Sep24</i>	Battery Storage: Business case prepared and approved	M6 24/25 Some Slippage
<i>Starts Apr24 / Completes Sep24</i>	Battery Storage: Issue PIN	M6 24/25 Some Slippage
<i>Starts Apr24 / Completes Dec24</i>	Battery Storage: Tender issue and award	M6 24/25 Some Slippage
<i>Starts Jun25 / Completes Jun26</i>	Battery Storage: Construction	M6 24/25

## 6.3 Financial Summary

Portfolio: Net Zero, Energy Investment & Innovation



£	Battery Storage: Income	£ 0
£	Battery Storage: Investment Yr2 25/26	£ 26,000

- i) Savings  
No direct savings directly attributed to this project have been identified.
- ii) Income  
No direct income from the project has been achieved in the year to date. Currently flagged red, it is highly unlikely that a partner will be secured by the end of this financial year meaning there would be no facility to secure lease payment on the site.
- iii) Investment  
£60,000 investment in the project is expected in the current financial year in order to take the project to an investable level.
- iv) Mitigations  
Through initial modelling with the National Grid, the expected potential to meet the load requirements of a balancing system within the Highland grid infrastructure is now expected to be significantly higher than initial design work suggested. This offers significant opportunity to achieve higher annual rental for the site (initially projected at 30MW the site potential is now expected to be at least 50MW. This would allow us to meet the expected shortfall in year 1 once a partner has been appointed.

## 6.4 Key Risks

Key Risks	Mitigation
<p><b>Public Perception and Planning:</b></p> <p>Local opposition to the project could arise due to concerns over environmental impacts, visual aesthetics, or perceived risks associated with energy storage facilities. This may lead to delays in obtaining planning permissions or impact the project's social license to operate.</p>	<p>Conduct thorough community engagement early in the planning phase to inform residents about the project benefits, including grid stability and renewable energy support, and to address any concerns. Host informational sessions, provide regular updates, and create channels for feedback to ensure transparency. Work closely with planning authorities to ensure all environmental and safety standards are met and consider visual screening or landscaping options to minimize the facility's visual impact.</p>
<p><b>Regulatory and Policy Change:</b></p> <p>Changes in energy storage regulations, grid tariffs, or subsidy schemes could impact the project's financial viability and operational strategy.</p>	<p>Stay updated on regulatory developments and maintain close communication with relevant government agencies. Consider flexible design and operational strategies that can adapt to policy shifts, such as multi-service capabilities (e.g., frequency response, load shifting) to diversify revenue streams and mitigate financial risks from regulatory changes.</p>
<p><b>Battery Technology and Performance Degradation:</b></p> <p>Battery performance may degrade over time, reducing efficiency, capacity, and the overall lifespan of the BESS facility, potentially affecting its ability to deliver services consistently.</p>	<p>Select high-quality, proven battery technology with a strong warranty and performance guarantees. Establish a robust maintenance and monitoring program to track battery health and implement predictive maintenance to address issues before they impact performance. Additionally, plan for periodic technology assessments to explore potential upgrades or replacements as advancements in battery technology become available.</p>

## 6.5 Forward Plan

Following the initial market engagement phase, the next steps for the Torvean Quarry BESS project will involve evaluating the responses received to identify potential delivery and investment partners capable of meeting the project's key criteria. A detailed review of each submission will be conducted to assess the feasibility of various delivery models, after which shortlisted, respondents may be invited for further discussions to explore partnership structures, technical capabilities, and commercial proposals. Subsequently,

The project team will work to finalise project design specifications, fully engage in pre planning with required stakeholder, the team will conclude preparatory works on the project plan ready for going out to tender to establish a Special Purpose Vehicle (SPV) or similar entity to facilitate project delivery.



## 7 EV Infrastructure Project

### 7.1 Overall Project RAG

The Highland Council completed work on a Pathfinder Project, receiving a grant of £6.58m in January 2024 from Transport Scotland, in collaboration with Aberdeen City Council, Aberdeenshire Council and Moray Council, forming the North of Scotland estate.

The project aims to identify charge point requirements across the region and the preferred delivery model that can attract private sector investment. The project looks to expand the Council's network by 150 chargers (500 across all councils).

The overall rag status of the project is currently Green, as per the extract from PRMS below.

Reason for Project RAG Rating and Corrective Action:

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Tender process continuing - bidders were shortlisted at end of August and have begun the next phase within the process (dialogue sessions).

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A tender pack was developed to invite commercial operators to become a partner for this Alternative Delivery model which will include adoption of existing assets, repair and maintenance service and investment in extending the network in line with the Pathfinder outcomes. It is hoped that a project delivery partner will be appointed by the end of the calendar year, with a view for the contract to commence next financial year.

### 7.2 Key Milestones & Requests for Change

Key milestones include receiving the grant from Transport Scotland in January 2024, the publication of the tender in July of 2024 and entering into a dialogue session with shortlisted bidders in September 2024.

MILESTONES		CURRENT STATUS
<i>Marked as completed Jan24</i>	EV Infrastructure: Council receive funding offer from TS	M10 23/24 Completed
<i>Starts Apr24 / Completes Aug24</i>	EV Infrastructure: Project Board established	M6 24/25 On Target
<i>Starts Apr24 / Completes Jun24</i>	EV Infrastructure: Tender issued	M2 24/25 Completed
<i>Starts Jul24 / Completes Sep24</i>	EV Infrastructure: Commercial partner appointed	M6 24/25 On Target
<i>Starts Apr25 / Completes Jun25</i>	EV Infrastructure: Income share being received	
<i>Starts/Completes Jun25</i>	EV Infrastructure: Project review/evaluation	

At the end of Q2 the project is progressing to timelines set with 2 milestones achieved and the remaining 2 live milestones on track.

### 7.3 Financial Summary

Portfolio: Net Zero, Energy Investment & Innovation



£	EV Infrastructure: Income Yrs 2&3 25/26 26/27 (Begins 25/26)	
£	EV Infrastructure: Investment	£ 26,000

- i) Savings - No direct savings directly attributed to this project have been identified.
- ii) Income - The EV Infrastructure Project has no income target for year 1.
- iii) Investment - £26,000 investment in resource is forecast in the current year to engage with prospective partners throughout the tender process
- iv) Mitigations - The pace of engagement should be maintained to ensure the tender process remains on target.

### 7.4 Key Risks

Key Risks for the project and associated mitigation for each are set out in the table below:-

Key Risks	Mitigation
<p><b>Partner Selection and Alignment:</b></p> <p>The Council may face challenges in securing a commercial partner who aligns with its vision and commitment to a robust charging infrastructure. This could hinder network expansion and private sector investment.</p>	<p>Conduct comprehensive dialogue sessions with potential partners to ensure they align with the Council's long-term goals. Define clear selection criteria based on shared values and sustainable infrastructure objectives and include detailed performance expectations in the contract to ensure the chosen partner can meet the Council's vision.</p>
<p><b>Grid Constraints:</b></p> <p>There is a risk that grid capacity limitations could restrict the ability to install charging infrastructure at key sites, potentially delaying the project and limiting its impact.</p>	<p>Engage with the Distribution Network Operator (DNO) early in the planning stages to identify feasible sites and develop a program of work that aligns with grid capacity. Collaborate with the DNO to explore grid enhancement options and identify areas where demand management solutions or grid upgrades may be required.</p>
<p><b>Operational Risk:</b></p> <p>Operational issues such as equipment delays, challenges in coordinating with contractors, or unforeseen site conditions could result in project delays.</p>	<p>Implement a robust project management plan that includes regular progress reviews and contingency strategies. Maintain strong communication channels with all stakeholders, ensure backup resources are available, and conduct early site assessments to minimize unexpected challenges.</p>

## 7.5 Forward Plan

The Council is currently undertaking dialogue sessions with each of the shortlisted bidders. There are 4 sessions scheduled with each bidder, with the last taking place mid-December. After these sessions, the bidders will be expected to supply their final bid for the contract. The Council aims to appoint a commercial partner with the view that a contract will begin from the start of the next financial year (25/26).

## 8 Industry Engagement & Highland Employer Charter

8.1 The Workforce for the Future Portfolio workstream 'Skills Intelligence and Job Opportunities' includes the projects 'Industry Engagement' and 'Highland Employer Charter' which closely align, aiming to improve Council processes linked to workforce and career development both internally and externally, through developing effective communication channels with industry. These external industry-related projects are moving forward, albeit slowly, and are reported on track as at the end of September.

Project	RAG Status
Industry Engagement	Green
Highland Employer Charter	Green

### 8.2 Key Milestones & Requests for Change

Although both projects are reported overall on track, it should be noted when reviewing the project milestones 'Establishing the Sector Skills Boards' is amber, reporting some slippage. This is a direct result of the need to secure additional staff resource to support this activity. These projects are in the process of sourcing staff to drive this work.

### 8.3 Financial Summary

- i) There is no saving target linked to these projects, the savings target for this portfolio is linked to projects reported to the Education and Learning Committee.
- ii) An investment of £330,000 is cross-Portfolio to recruit posts to add capacity to deliver the projects. A Principal Project Manager was appointed from 1 September 2024, and as each of the project plans develop, the requirement for additional roles will be scoped out in detailed business cases.
- iii) There is no income or savings targets relating to these projects.

### 8.4 Key Risks

Initial risks have been identified and details drafted. This information will be reviewed using the Council Corporate Risk Guidance to confirm the risk, rating and agree appropriate mitigating actions. Details of confirmed risks will be provided in the next report.

## 8.5 Forward Plan

- Since inception of the Workforce for the Future Portfolio, leadership and staffing changes have led to a review of the Portfolio workstream and project structure, with overlaps in projects identified.
- This review is now complete, and the Portfolio has been re-structured, reducing from four workstreams to two – one looking outward working with industry, and one looking inwards at how we work with industry to develop the Highland workforce through careers and employability support.
- The industry outward looking workstream holds the projects in this report. Going forward the Industry Engagement and Highland Employer Charter projects will be in one project with the Work Life Highland Brand project, presented as three distinct work packages – the overarching project will be called ‘Industry / Partnership Engagement’ to capture all aspects.
- The Council’s Future Workforce Project will remain distinct due to the niche nature and scope of delivery. However, it is recognised that this project has multiple interdependencies with other Portfolio’s projects across the Delivery Plan, and appropriate connections are being made to ensure these projects work effectively to support aligned outcomes.

8.6 The table below outlines the refreshed Workforce for the Future portfolio structure:-

Portfolio	Workforce For The Future				
	Highland area recognised for offering <i>quality employment opportunities</i> – retaining and attracting talent in our area				
Workstream	Employer Engagement & Job Opportunities		Career/Employment Pathways & Employability Support		
Projects	Industry/Partnership Engagement	Council's Future Workforce	Employability Toolkit	Tailored Employment Support	Digital School
Activities	Highland Employer Charter to bring about positive improvements in labour market (Fair Pay / Employing Highland residents/fair work practices to attract & retain employees)  7 Sectors targeted for Industry Engagement: <ul style="list-style-type: none"> <li>• Construction</li> <li>• Digital</li> <li>• Green jobs / energy</li> <li>• Arts and culture</li> <li>• Tourism / hospitality</li> <li>• Public / third sector</li> <li>• Food / aquaculture</li> </ul>	The Council to become an employer of choice and recognised for good employment opportunities with quality jobs and training.	Employability Toolkit to ensure Highland specific information is available for all people who are looking for jobs in Highland – a one stop shop for universal support	Targeted/intensive interventions for those requiring individual help access opportunities e.g. people returning to workplace, those with disabilities.	Pupils will be able to undertake one of their senior phase courses online. The curricular offering will be expanded in all schools. Inequality of access due to rurality will be reduced.

Key activities in next reporting period include:-

- finalise draft project briefs to reflect changed project structures, this will lead to;
- staff requirements and related budget analysis to inform investment and savings targets;
- connected stakeholder mapping across the entire portfolio, to ensure;
- linked engagement and communication planned, taking into account overlaps to reduce possible duplication;

- milestones and measures originally detailed in the Portfolio are being reviewed and refreshed to align to the new structure – detail in earlier paragraphs of this report will look different in the next report;
- in the coming month, the project plans will be in place, with stakeholder engagement and communications planned and underway to inform the proposed Service Re-design going into 2025/26. Where appropriate project products will be piloted as soon as possible with feedback and refinement taking place into 2026/27;
- a data review to inform this portfolio has taken place, and all measures of success are being reviewed to ensure appropriate data is available to report details effectively; and
- measures for this portfolio will initially be provided either by Financial Year or Academic year, dependent on the nature of the measure.

## 9 Meeting Our Council’s Future Workforce Needs

9.1 The Workforce for the Future Portfolio workstream ‘Skills Intelligence and Job Opportunities’ project also being reported is Meeting the Council’s Workforce Need. This project works with the Industry Engagement and Good Employer Charter projects to make the Council the employer of choice in Highland. As shown in table below, this project is reporting slippage to the of September.

Project	RAG Status
Meeting the Council’s Workforce Need	Amber

### 9.2 Key Milestones & Requests for Change

- Project milestones are on track relating a data review, which is underway to shape this project; and the development of a plan to support apprenticeship programmes within the council is taking shape.
- The communication related milestones experienced slippage due to staffing, roles required to support delivery of this project are under review, and the communication milestones are being reviewed as part of a wider piece of work to ensure engagement and communication is connected across the portfolio.

### 9.3 Financial Summary

Please refer to paragraph 8.3.

### 9.4 Key Risks

Please refer to paragraph 8.4.

### 9.5 Forward Plan

- Although it has been stated that this project is niche, the Forward Plan commentary provided in paragraph 6.5 also relates to this project. As noted earlier, with changes in staffing across this Portfolio, a fresh perspective is being taken on all the projects.
- In respect of the Council’s Future Workforce project, it is being connected to existing strategies and plans that currently support our workforce, again to ensure relevant connections are made.

- Once staffing capacity to support this project is resolved, the initial key task is data analysis to inform the scope of the project plan.
- Communication and engagement, a milestone of this project – as noted earlier, will be reviewed holistically with all the other projects stakeholder analysis to ensure the engagement and communications aligns across the Portfolio, and where appropriate with projects in other portfolios.
- Looking forward to 2025/26 and 2026/27 – stakeholder engagement and communications, and project products will be piloted.

Designation: Assistant Chief Executive – Place  
Assistant Chief Executive – People

Date: 16 October 2024

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Background Papers: None

Appendices: Appendix 1 – Completed Road Scheme Q1 & Q2 2024/25

**Completed Roads Schemes  
Q1 and Q2 2024/25**

<b>Area</b>	<b>Route</b>	<b>Road Name</b>	<b>Treatment</b>
Badenoch & Strathspey	A939	A939/ B861 Jct Spey Avenue / Grantown High Street	Inlay
Badenoch & Strathspey	C1143	Woodside Avenue/ South Street	Inlay
Badenoch & Strathspey	B9153	Orchid Place to A95 Kinveachy jct	Surface Dressing
Badenoch & Strathspey	B9007	Top section	Surface Dressing
Badenoch & Strathspey	U2379	Lochindorb Rd (B9007 jct to Lodge)	Surface Dressing
Badenoch & Strathspey	B970	Coylumbridge to Kingussie	Surfacing
Caithness	A99	Reiss	Overlay
Caithness	C1021	Achorn Road, Dunbeath	Overlay
Caithness	U3583	Loch Street	Inlay
Caithness	U1862	Braal Castle Road	Overlay
Caithness	U2460	Newfield farm Road	Overlay
Caithness	U2884	Olrig Mains	Overlay
Caithness	U1642	Upper Keiss Road	Overlay
Caithness	U5063	Sir John's Square	Inlay
Caithness	U1082	Latheronwheel Braehungie	Overlay
Caithness	U2225	Murkle Sibmister Road	Overlay
Caithness	U3494	St Fergus Road	Inlay
Caithness	U1660	Brough	Overlay
Caithness	U2465	March Road, Wick	Overlay
Caithness	C1093	Keiss Village Harbour Road	Inlay
Caithness	U1871	Halkirk to Plocan	Overlay
Caithness	U2134	Achscrabster Road	Overlay
Caithness	U1868	Hoy Pumping Station Road	Overlay
Caithness	U1553	Auckengill Township Road	Overlay
Caithness	U1927	Brawlbin to Shurrery	Overlay
Caithness	C1025	Mountpleasant Road	Inlay
Caithness	U1256	Achairn	Overlay
Inverness	A833	Milton	Patched
Inverness	B851	Dumnaglass	Overlay
Inverness	U4625	Thornbush Road	Patched
Inverness	U4620/22	Telford Road/ Pumpgate St.	Inlay
Inverness	U4358	Telford Avenue	Inlay
Inverness	B9006	Perth Road	Overlay
Inverness	B865	Milburn Road	Inlay
Inverness	C1188	General Booth Road	Inlay
Inverness	U4690	Bught Lane - Aquadome	Resurfacing
Inverness	U3823	Bught Rd - Whin Park	Resurfacing
Inverness	U3843	Crown Street	Resurfacing
Inverness	U4620	Waterloo Pl	Resurfacing
Inverness	B861	Culduthel Rd / Green Dr - Structural Patching	Resurfacing
Inverness	U4023	Harbour Road (cul de sac)	Resurfacing
Inverness	B9006	Ardersier High St	Resurfacing

Area	Route	Road Name	Treatment
Inverness	B9154	Craggie Brae - Nr C1056 Jct	Resurfacing
Inverness	A831	Easter Milton (Kilmichael)	Resurfacing
Inverness	U1667	Ardachy Rd Fort Augustus (3 Sections)	Resurfacing
Inverness	U2108	Belladrum Loop Rd	Resurfacing
Inverness	A0862	Clachnaharry High St	Surface Dressing
Inverness	U4548	Assynt Road (junction General Booth)	Surface Dressing
Inverness	U4318	Scorguie Road	Surface Dressing
Inverness	U4406	Woodside Crescent	Surface Dressing
Inverness	U4577	Coronation Park	Surface Dressing
Inverness	U3784	Attadale Road	Surface Dressing
Inverness	U4244	Perceval Road	Surface Dressing
Inverness	B0861	Culduthel Rd - Green Dr to Lodge Rd	Surface Dressing
Inverness	U4587/8	Drummond Crescent - (Cul-de-sac) bottom of brae	Surface Dressing
Inverness	U2916	The Dell	Surface Dressing
Inverness	U3782	Ashie Rd - Garages (Hand Chip)	Surface Dressing
Inverness	U3792	Balloan Rd - (Cul-de-Sac) 97-119	Surface Dressing
Inverness	U4100	Lodge Avenue	Surface Dressing
Inverness	U3884	Drumossie Avenue (Phase 2)	Surface Dressing
Inverness	U3842	Crown Drive (Crown Rd to Abertarff Rd)	Surface Dressing
Inverness	U4356	Sycamore Crescent	Surface Dressing
Inverness	U4368	Tomatin Road	Surface Dressing
Inverness	U4410	Mason Road (near bridge)	Surface Dressing
Inverness	U1828	Wyvis Drive	Surface Dressing
Inverness	U1395	Grant Road	Surface Dressing
Inverness	U1343	Torris Road	Surface Dressing
Inverness	U2088	Moray Park Avenue 48-88	Surface Dressing
Inverness	U2458	Moray Park Terrace 1-17	Surface Dressing
Inverness	U2576	Ferntower Place	Surface Dressing
Inverness	U2458	Moray Park Terrace 2-44	Surface Dressing
Inverness	U2458	Moray Park Terrace 31-49	Surface Dressing
Inverness	U2458	Moray Park Terrace 48-70	Surface Dressing
Inverness	U2122	Leanach Gardens	Surface Dressing
Inverness	U2132	Trentham Drive	Surface Dressing
Inverness	U2856	Findhorn Bridge to Slochd, Tomatin (Phase 2)	Surface Dressing
Inverness	C1051	South of Nairnside	Surface Dressing
Inverness	A862	Beauly to Wyndhill	Surface Dressing
Inverness	A862	Phopachy to Inchberry	Surface Dressing
Inverness	B851	South of Croachy	Surface Dressing
Inverness	B851	Croachy Village	Surface Dressing
Inverness	B862	Knockie to Cattle Grid	Surface Dressing
Inverness	C1102	Moniack-Clunes-Foxhole (Sections) Phase 1	Surface Dressing
Inverness	U1457	Glen Cannich	Surface Dressing



Area	Route	Road Name	Treatment
Inverness	U1742	Drumbuie / Achtuie	Surface Dressing
Inverness	U2975	Beauly to Muir of Ord (High Roads)	Surface Dressing
Lochaber	A861	Sallachan - Near Quarry	Overlay
Lochaber	A861	Strontian 2	Overlay
Lochaber	B8007	B8007 Camus Inas	Overlay
Lochaber	A884	White Glen	Inlay
Lochaber	U1094	Eigg	Surfacing
Lochaber	C1188	Bellsgrave Road section 1, Strontian	Surfacing
Lochaber		Cuil Bay - End of Adopted Road	Overlay
Lochaber		Tourist Information - Junction	Inlay
Nairn	B9091/ C1163	Jct with C1163 Meikle - Kildrummie Junction	Overlay
Nairn	C1154	Urchany - Clunas	Overlay
Ross & Cromarty	A862	Station Road	Inlay
Ross & Cromarty	A862	High Street - Conon Bridge	Inlay
Ross & Cromarty	A862	Proby St	Inlay
Ross & Cromarty	A862	Great North Road	Patched
Ross & Cromarty	A862	Conon Bridge - Muir of Ord	Patched
Ross & Cromarty	A834	R/W Br to Contin	Patched
Ross & Cromarty		Sallachy Br	Overlay
Ross & Cromarty	A890	Mamit Hill	Surface Dressing
Ross & Cromarty	C1083	Diabeg Hill	Surface Dressing
Ross & Cromarty	A832	Slattadale	Patched
Ross & Cromarty	A896	A890 Jct - Lochcarron PS	Surface Dressing
Ross & Cromarty	A896	Shieldaig - Torridon	Patching Overlay
Ross & Cromarty	U3707	Wester Alligin	Patched
Ross & Cromarty	A890	Glencarron Lodge to Black Mile	Surface Dressing
Ross & Cromarty	A832	Loch a Chrosig Achnasheen	Surface Dressing
Ross & Cromarty	U1991	Glenglass Rd bottom section	Patched
Ross & Cromarty	C1012	Scotsburn Rd	Patched
Ross & Cromarty	C1004	Fendom Rd Tain to Fendom Jct	Patched
Ross & Cromarty	C1012	Scotsburn Rd jct with Manse/Queen St	Inlay
Ross & Cromarty	U2524	Carse of Raddery Road	Overlay
Ross & Cromarty	U2585	Tore - Belmaduthy Rd	Overlay
Ross & Cromarty	U2540	Udale Rd	Overlay
Ross & Cromarty	U1966	Firhill (Baptist Ch Rd)	Inlay
Skye & Raasay	B883	Braes Road	Surfacing
Skye & Raasay	B8083	Broadford - Suardal	Surface Dressing
Skye & Raasay	U4912	Calums Road	Surfacing
Skye & Raasay	U4767	Camustianavaig	Surfacing
Skye & Raasay	U4746	Castle Road onto C1235	Surface Dressing
Skye & Raasay	B8083	Drinan - Elgol	Surfacing
Skye & Raasay	A863	Drynoch - Meadale	Surfacing
Skye & Raasay	A863	Drynoch - Meadale 2	Surfacing
Skye & Raasay	C1229	Dunvegan Castle - Clagan	Surfacing
Skye & Raasay	C1229	Dunvegan Castle - Clagan (2)	Surfacing
Skye & Raasay	A855	Grealin - Rigg (1)	Surface Dressing
Skye & Raasay	C1240	Heaste (1)	Surfacing

Area	Route	Road Name	Treatment
Skye & Raasay	C1240	Heaste (2)	Surfacing
Skye & Raasay	B855	Hill Road	Surfacing
Skye & Raasay	B855	Hill Road (Clays - Cattle Grid)	Surfacing
Skye & Raasay	C1235	Inverarish – Oskaig - Brochel	Surfacing
Skye & Raasay	A863	Lonmore - Roskill	Surface Dressing
Skye & Raasay	A855	Portree – Storr (Brides Veil – Storr) (1)	Surfacing
Skye & Raasay	A855	Portree – Storr (Bride’s veil – Storr) (2)	Surfacing
Skye & Raasay	A855	Portree – Storr (Bride’s veil – Storr) (3)	Surfacing
Skye & Raasay	B855	Portree – Struan (A863 Junction – cattle grid)	Surface Dressing
Skye & Raasay	B8083	Torrin - Elgol	Surface Dressing
Skye & Raasay	C1231	Vatten - Harlosh	Surface Dressing
Skye & Raasay	A855	Grealin – Rigg (2)	Surface Dressing
Skye & Raasay	C1231	Vatten - Harlosh (2)	Surface Dressing
Skye & Raasay	C1225	Brogaig - Idrigil	Surface Dressing
Skye & Raasay	B883	Braes	Surface Dressing
Skye & Raasay	C1237	Merkadale - Glenbrittle	Surface Dressing
Sutherland	U3465	Meikle Ferry, Dornoch	Overlay
Sutherland	U3521	Migdale Road	Inlay
Sutherland	U3064	Grant Crescent, Golspie	Inlay
Sutherland	U5050	Golspie	Inlay
Sutherland	C1103	Trentham Skelbo	Overlay
Sutherland	U2242	Dalmore Rogart	Overlay
Sutherland	U2242	Dalmore Rogart	Overlay
Sutherland	U2242	Dalmore Rogart	Overlay
Sutherland	C1103	Trentham Skelbo Section 2	Overlay
Sutherland	C1103	Trentham Skelbo Section 3	Overlay
Sutherland	C1103	Trentham Skelbo Section 4	Overlay