

Agenda Item	4
Report No	BSAC/02/25

The Highland Council

Committee: Badenoch and Strathspey

Date: 20 January 2025

Report Title: Area Roads Capital Programme 2025/26

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

1.1 This report details the proposed prioritised 2025/26 Area Roads Capital Programme for Badenoch & Strathspey.

2 Recommendations

2.1 Members are asked to approve the proposed 2025/26 Area Roads Capital Programme for Badenoch and Strathspey.

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 **Risk** –The level of investment across Highland falls short of the budget requirements to maintain a steady 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.

3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** – We consider the Health and Safety of our workforce, employed contractors and the general public as paramount in carrying out roads' operations. Documentation such as Risk Assessments and Method Statements are required as a matter of course as well as Full Personal Protective Equipment (which includes hard hats and full Hi Vis) and signing Lighting and Guarding. Our operatives are fully trained, and records of such training are maintained.

3.5 **Gaelic** – This report has no impact on Gaelic considerations.

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 report and therefore an impact assessment is not required.

5 Background

- 5.1 This report outlines the proposed area road capital programme for 2025/26 in accordance with the approved capital budget.
- 5.2 Works are delivered through the 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.
- 5.3 Additional engineering resources may be required from the Project Design Unit working with the Roads Operational Managers to plan and deliver the works.
- 5.4 It is recognised that the works necessary at any location may be a combination of works that are additional to the surfacing works.
- 5.5 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.
- 5.6 We also need to ensure that such works are coordinated with utility companies so early uploading of the programme to the Scottish Road Works Register aligns with the necessary reporting requirements and allows the coordination of utility works in advance of structural treatments (statutory advance notification period recorded) ensuring a period of protection from planned excavations.
- 5.7 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.

6 Budget Allocation

6.1 The local allocations capital budget for 2025/26 remains to be established, which will be calculated from the approved capital budget allocation. In order to programme works for this report we have considered the same budget allocation as was granted in 2024/25. This includes our baseline Capital allocation plus the extra capital funds allocated to Inverness area (year two of the three-year extra Roads Capital Funding) however this will be adjusted in accordance with analysis of the road condition survey results.

This can be best demonstrated in the Capital Budget Allocation for year 2024/25 shown in **Appendix 1** of this report, which shows the baseline budget. Should the approved 2025/26 budget differ significantly from this baseline budget, then the programme will be adjusted as appropriate.

The local allocations capital budget for 2024/25 for the City of Inverness Area consisted of:-

Budget	Overlay/Inlay	Surface Dressing	Total
Expected capital budget	£795,300.00	£105,000.00	£900,300.00
Capital remaining	TBC	TBC	TBC
Other capital	TBC	TBC	TBC

6.2 **Appendix 1** identifies the capital allocated from budgets set for 2024/25 which includes the uplift from the Area share of the additional Roads Three Year Capital Funding. This figure also includes the Strategic Capital Allocation which is administered by the Roads HQ Team based on Road Condition factors. This figure has been included in the programmed works based on the data that we have to date and previous discussions on strategic planning.

7 Road Structural Maintenance Programme

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

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

7.2 The following information was used to prepare the scheme prioritisation:-

- Scottish Road Maintenance Condition Survey (SRMCS) data;
- Safety inspections;
- Number and location of Insurance Claims
- Service inspections; and
- Input and feedback from Ward Members via ward Business Meetings held in December 2024

- 7.3 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.
- 7.4 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.
- 7.5 The 2025/26 programme is scheduled in **Appendix 2** (Resurfacing) and **Appendix 3** (Surface Dressing).

Extensive member engagement has been undertaken and Members have been given the opportunity to review and agree the programme at Ward Business Meetings.

Programmed schemes shaded in green can be funded from the capital allocation. Those unshaded schemes (reserves) will be undertaken subject to any finalised increase in capital budget allocation and any potential underspend carried forward.

Designation: Assistant Chief Executive - Place

Date: 6 January 2025

Authors: Steven Grant, Roads Operations Manager
(Inverness, Nairn and Badenoch & Strathspey)

Background Papers: None

Appendices: Appendix 1 – Roads Budget Allocation Year 2024/25
Appendix 2 – Resurfacing Programme Year 2025/26
Appendix 3 – Surface Dressing Programme Year 2025/26

Proposed Area Capital Programme – Resurfacing – Year 2025/26

Ward	Route	Road Name / Description	Length m	Width m	Area m ²	Cost
20	U3186	Forest Rd & Seafield Avenue, Grantown	315	6	1890	£ 94,500.00
20	U2837	Woodside Av, Grantown	175	6	1050	£ 52,500.00
20	A939	The Square, Grantown	200	7	1400	£ 70,000.00
20	U3186	Grampian View, Aviemore	170	6	1020	£ 51,000.00
20	?	Old Glen Rd, Newtonmore	155	5.5	852.5	£ 42,625.00
20	C1135	Golf Course Rd, Newtonmore	200	3	600	£ 40,000.00
20	C1128	Deshar Rd, Boat of Garten	215	6.5	1397.5	£ 69,875.00
20	A939	Bridge of Brown	1145	6	6870	£ 274,800.00
20	U2123	Lynstock Crescent, Boat of Garten	250	3	750	£ 37,500.00
20	U2138	Church Terrace, Newtonmore	180	7.5	1350	£ 67,500.00
20	U3024	St Brides Avenue, Newtonmore	100	3	300	£ 15,000.00
20	B9152	B9152 from Grampian View to Old Meall Rd Jnc, Aviemore	100	3	300	£ 15,000.00
20	U2853	Strathspey Drive, Grantown	15	6	90	£ 4,500.00
Major Patching						
20		Major Patching Works				£ 75,000.00
Footpaths						
20		Footpath (Reconstruction/Resurfacing)				£ 25,000.00

Proposed Area Capital Programme – Surface Dressing – Year 2025/26

Ward	Route	Road Name / Description	Length m	Width m	Area m ²	Cost
13	U3152	Dalnabay Estate, Aviemore (surface dressing)	1500	6	9000	£ 45,000.00
13	C1124	Braes of Balgowan , Nethy Bridge (surface dressing)	2000	6	12000	£ 60,000.00

Total Resurfacing	£795,300.00
Total Surface Dressing	£105,000.00
Overall Total	£900,300.00