

Agenda Item	4
Report No	DSA/02/25

# The Highland Council

**Committee:** Dingwall and Seaforth

**Date:** 10 February 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 2025/26 Area Roads Capital Programme for Dingwall and Seaforth Area.

## 2 Recommendations

2.1 Members are asked to **approve** the proposed 2025/26 Area Roads Capital Programme for Dingwall and Seaforth 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 **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.

3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** - All operations have a risk assessment and method statement prior to works commencing. A Dynamic Risk Assessment is also undertaken on site immediately before work starts to include for events that may occur on the day. Additional safety measures are included to mitigate excessive risks. Prior to works starting all operatives attend a Tool Box Talk to ensure that everyone understands their responsibilities to deliver the works safely and to a satisfactory standard.

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 Integrated Impact Assessment - Summary

4.3.1 An Integrated Impact Assessment screening has been undertaken on 19 December 2024. The conclusions have been subject to the relevant Manager Review and Approval.

4.3.2 The Screening process has concluded that there are no negative impacts arising from the Roads Capital Programme for 2025/26. The improved roads will result in improved transport links for residents, visitors and businesses which is a positive impact. Members are asked to consider the summary in **Appendix 1** to support the decision-making process.

4.3.3 Impact Assessment Area	Conclusion of Screening/Full Assessment
Equality	<ul style="list-style-type: none"><li>• Children and Young People – <i>no impact</i></li><li>• Children affected by disability – <i>no impact</i></li><li>• Older adults – <i>no impact</i></li></ul>
Socio-economic	<i>No impact</i>
Human Rights	<i>No impact</i>
Children’s Rights and Well-being	<i>No impact</i>
Island and Mainland Rural	<i>Positive impact</i>
Climate Change	<i>No impact</i>
Data Rights	<i>No impact</i>

## 5 Background

5.1 This report outlines the proposed area roads capital programme for 2025/26 in accordance with the approved capital budget.

5.2 Works are delivered both internally and by contractors. Wherever possible works will be delivered internally due to budgetary considerations.

5.3 Additional engineering resources from the Project Design Unit are working with the Roads Operational Manager to plan and deliver the works.

5.4 It is recognised that individual schemes on the programme may be a combination of works in addition to the surfacing.

- 5.5 Surfacing works take time to plan and deliver and it is vital that the programme of works is approved as early as possible. Any delay in approval will impact on the construction programme, which is influenced by the availability of resources, coordination with utility companies and also by the prevailing weather conditions.
- 5.6 Notwithstanding the works proposed in this report, it is recognised that variation can be expected, and this will be agreed with members at ward business meeting to maintain a dynamic programme.

## **6 Budget Allocation**

- 6.1 The local allocations capital budget for 2025/26 has yet to be established. This will be adjusted for any acceleration or slippage from the previous financial year.

Consequently the 2025/26 capital roads programme is based on the previous year's Baseline Capital Budget, which is unlikely to vary significantly. Should the approved 2025/26 budget differ from the 2024/25 budget then the programme will be adjusted as appropriate.

- 6.2 The local allocations baseline capital budget for 2024/25 for the former Ross and Cromarty Area consists of:-

- Structural Overlay/Inlay – £1,172,431; and
- Surface Dressing - £675,497

This gives a total capital budget of £1,847,928.

- 6.3 The Ross & Cromarty budget has not been disaggregated to either Black Isle and Easter Ross Area; Dingwall and Seaforth Area; or Wester Ross Strathpeffer and Lochalsh Area. However the capital programme for each area is based on the length of the adopted road network in each area. For Dingwall and Seaforth the capital budget is £324,799.
- 6.4 The approved 2024/25 Roads Budget local allocations for the former Ross and Cromarty Area can be found in **Appendix 2** to this report.

## **7 Road Structural Maintenance Programme**

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

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

- 7.2 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.

7.3 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 also considered for inclusion in the works programmes.

7.4 The 2025/26 programme is scheduled in **Appendix 3**.

Schemes listed above the red line can be funded from the capital allocation. Those schemes below the red line will be undertaken subject to finalised capital budget allocation.

Designation: Assistant Chief Executive - Place

Date: 20 January 2025

Author: Iain Moncrieff, Roads Operations Manager (Ross & Cromarty)

Background Papers: None

Appendices: Appendix 1 – Integrated Impact Assessment  
Appendix 2 – Roads Budget Local Allocation 2024/25  
Appendix 3 – Capital Programme 2025/26

## Appendix 1 Integrated Impact Assessment

### Appendix 1.1 About the Proposal

Issue	Sub - Issue	Response	Full Impact Assessment Required?	Comment
What does this proposal relate to?		Capital roads programme for Dingwall and Seaforth for 25-26	n/a	
Proposal Name		FY2526 Roads Capital Programme for Dingwall and Seaforth	n/a	
High level summary of the proposal		The 2526 roads capital programme identifies sections of road to be overlaid, inlaid or surface dressed across Dingwall and Seaforth.	n/a	
Who may be affected by the proposal?		Public using adopted roads	n/a	
Start date of proposal (where known)		1 <sup>st</sup> April 2025	n/a	
End date of proposal (where known)		31 March 2026	n/a	
Does this proposal result in a change or impact to one or more Council service?		Yes	n/a	
Which Council services will be impacted by this proposal?		Place	n/a	
Does this relate to an existing proposal?		No	n/a	

## Appendix 1.2 Confidentiality

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
What level of confidentiality is required?		Standard	n/a	

## Appendix 1.3 Equalities, poverty and human rights

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
<b>Equalities</b>	Sex	No impact	No	Road improvements consist of surfacing existing roads to improve transport links and not constructing new roads that may impact on residents
	Age	No impact		
	Disability	No impact		
	Religion or Belief	No impact		
	Race	No impact		
	Sexual orientation	No impact		
	Gender reassignment	No impact		
	Pregnancy and maternity	No impact		
<b>Poverty and socio-economic</b>	Marriage and civil partnership	No impact		
	Prospects and opportunities – the potential impact on people’s life chances	No impact		
	Places – the potential to impact on specific vulnerable areas or communities	No impact		
<b>Human rights</b>	Financial impact – the potential impact on household resources	No impact		
	Details of Articles covered by the Human Rights Act 1998 can be found here - <a href="https://www.equalityhumanrights.com/human-rights/human-rights-act">https://www.equalityhumanrights.com/human-rights/human-rights-act</a>	No impact		

**Appendix 1.4 Children's Rights** (see UNCRC - UN Convention on the Rights of the Child)

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
Providing an opportunity for children to express their views in any matter affecting them, and to have their views considered and taken seriously (Article 12)		No impact	No	
Children with disabilities can live a full life with dignity and, as far as possible, independence and to play an active part in the community (Article 23)		No impact		
Children have a standard of living that is good enough to meet their physical and social needs and support their development (Article 27)		No impact		
Children have a right to education (Article 28)		No impact		
Education that develops their personality, talents and abilities to the full (Article 29)		No impact		
Children have the right to relax, play and take part in a wide range of cultural and artistic activities (Article 31)		No impact		

### Appendix 1.5 Data Protection

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
Will your proposal involve processing personal data?		No	No	
What change will there be to the way personal data is processed?		No personal data will be processed		

### Appendix 1.6 Island and Mainland Rural Communities

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
Does your proposal impact island and mainland rural communities?		Yes	No	The capital programme will result in improved transport links for rural communities.
Could people in island and mainland rural communities be affected differently? Impact could differ within island communities, mainland rural communities as well as between islands. Consider travel time, higher costs, energy costs, internet access, sustainability of service and individuals (seasonal, part-time or self-employed)		No		
Have any negative impacts been identified?		No		



**Appendix 1.7 Climate Change**

Issue	Sub Issue	Response	Full Impact Assessment Required	Comment
Does the proposal involve activities that could impact on greenhouse gas emissions (CO2e)? Related to transport and travel, energy use, land use, procurement or disposal of resources		Yes	No	Work will be undertaken to standards, guidelines and best practice using trained operatives and serviced and maintained plant to minimise the environmental impact of the programme. Should the programme not proceed then existing road defects will become larger and more severe and will create more impacts in future repairs than undertaking the works in FY2526.
Does the proposal have the potential to affect the environment, wildlife or biodiversity?		No		
Have you identified potential impact for any of the areas above or marked any as not known?		No		

## Appendix 2 Roads Budgets Allocations Capital Budget 2024/25

Roads and Infrastructure

### Roads Budget Allocation 2024/25

(Ver Draft 1.2, 08/08/24)



Item	Description	Total	Communal Resource	Caithness	Sutherland	Ross and Cromarty	Skye and Raasay	Nairn	Badenoch and Strathspey	Lochaber	Inverness	Road Asset and Policy Team
<b>Parameters</b>												
1	Total Road Length (km)	6,785		762.4	1,336.7	1,661.4	621.5	315.5	387.2	670.4	1,029.9	
2	Urban Road Length (km)	1,147		124.3	106.6	311.2	38.2	67.8	74.3	73.1	351.3	
3	Number of Bridges	1332		93	282	308	112	32	96	230	179	
4	Population (Year 2022)	235,269		25,212	13,750	56,877	10,707	12,681	12,733	19,982	83,327	
5	Gullies (WDM db)	44,606		4,829	2,491	11,521	878	2,041	2,653	3,656	16,537	
6	Winter Allocation	100%	2.23%	9.36%	21.56%	22.55%	9.93%	2.28%	9.30%	6.05%	16.74%	
7	Weighted Mileage	100%		10.86%	19.39%	24.31%	8.82%	4.56%	5.57%	9.87%	16.63%	
8	Watercourse	100%		10.83%	16.38%	24.28%	7.87%	4.75%	5.54%	9.56%	20.80%	
9	Structural Maint. (SRMCS)	100%		10.98%	16.93%	21.88%	9.73%	4.97%	6.53%	11.61%	17.37%	
10	Surface Dressing (SRMCS)	100%		10.96%	11.89%	18.91%	9.53%	5.58%	10.06%	12.52%	20.56%	
<b>REVENUE</b>												
11	Winter Allocation	£5,611,018	£125,011	£525,016	£1,209,699	£1,265,052	£557,159	£127,974	£522,088	£339,563	£939,457	
12	Cyclic Maintenance	£7,528,797	£20,000	£815,520	£1,455,792	£1,825,272	£662,151	£342,484	£418,396	£740,830	£1,248,352	
12b	Additional £2M Revenue (Recurring)	£2,000,000		£143,326	£286,652	£358,315	£143,326	£71,663	£71,663	£143,326	£286,652	£495,076
13	Drainage	£200,000										
14	Gully Emptying	£400,000										
15	Bridges - Structural Maintenance	£480,000										
16	Bridge Inspections	£200,000										
17	Cattle Grids	£30,000										
18	Vehicle Restraint Systems (VRS)	£180,000										
19	Watercourse Maintenance	£80,000	£80,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
20	Tree Management	£110,000	£110,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
21	Asset Management (Mobile Working)	£60,000										£60,000
	<b>Total Revenue Budget</b>	<b>£16,879,815</b>	<b>£565,011</b>	<b>£1,601,950</b>	<b>£3,149,776</b>	<b>£3,755,316</b>	<b>£1,444,379</b>	<b>£589,287</b>	<b>£1,091,705</b>	<b>£1,376,878</b>	<b>£2,750,435</b>	<b>£495,076</b>
<b>Capital Budget for Structural Maintenance</b>												
22	Structural Overlay/ Inlay	£5,359,200		£588,420	£907,463	£1,172,431	£521,223	£266,462	£350,004	£622,391	£930,806	
23	Surface Dressing	£3,572,800		£391,425	£424,879	£675,497	£340,565	£199,210	£359,494	£447,170	£734,561	
24	Strategic Allocation	£8,655,000		£2,132,750	£882,300	£1,349,000	£2,089,850	£121,900	£165,900	£734,900	£1,178,400	
25	Structures	£600,000		£50,000	£100,000	£100,000	£50,000	£50,000	£50,000	£100,000	£100,000	
	<b>Total Capital - Structural Maintenance</b>	<b>£18,187,000</b>		<b>£3,162,594</b>	<b>£2,314,642</b>	<b>£3,296,928</b>	<b>£3,001,638</b>	<b>£637,572</b>	<b>£925,398</b>	<b>£1,904,461</b>	<b>£2,943,767</b>	
<b>Capital Allocations For Various Asset Area Works (central contracts/ resource, 1 year programme, planned spend in Areas as shown by X below)</b>												
26	Bridges, Walls and Culverts	£650,000	£650,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
27	Cattle Grids	£150,000	£150,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
28	Large Directional Signs	£160,000	£160,000	TBC	TBC	X	TBC	TBC	TBC	TBC	TBC	
29	Vehicle Restraint Systems (VRS)	£350,000	£350,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
30	Road Markings	£200,000	£200,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
31	Weather Stations	£250,000	£250,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
32	Minor Network Improvements	£35,000	£35,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
33	SCRIM	£25,000	£25,000	X	X	X	X	X	X	X	X	
34	Drainage	£150,000	£150,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
35	Coast Protection	£53,000	£53,000	TBC	TBC	TBC	TBC	TBC	TBC	TBC	TBC	
	<b>Total Capital - Roads Allocations</b>	<b>£2,023,000</b>	<b>£2,023,000</b>									
	<b>Total £20M Capital Budgets</b>	<b>£20,210,000</b>										
<b>Strategic Timber Transport Schemes</b>												
36	STTS	£500,000	£500,000			X				X		
	<b>Total STTS Budget</b>	<b>£500,000</b>	<b>£500,000</b>									
	<b>Total Capital Budgets (Roads + STTS)</b>	<b>£20,710,000</b>										
	<b>Total Revenue + Capital</b>	<b>£37,589,815</b>										

No revenue figures available.

TBC - To Be Confirmed (In year spend will vary depending on works completed)  
Road Asset Management and Policy Team - Revenue funding for Roads Redesign Team And Road Marking Team  
Weather Stations - several assets now past end of life so need upgraded

### Appendix 3 – Capital Programme 2025/26

Road No	Road Name	Works Type	Length (m)	Width (m)	Area (sq m)
A862	Conon Bridge - Muir of Ord	Surface Dress	3500	4.5	15,750
C1071	Stoney Brae	Surface Dress	1347	3.5	4,715
U4489	George St	Inlay	54		468
U2594	Glaickmore Rd West 2	Overlay	110	3.5	385
U2594	Glaickmore Rd West 1	Overlay	98	3.5	343
U4446	Fraser Rd (aka Bruce Ave)	Inlay/Patch			900
U4524	Neil Gunn Rd and side roads. SD 25/26	Surface Dress	669		4,720
	Lilyloch - Carradale	Surface Dress	600	6	3600
A862	Muir of Ord Baxters jct	Surface Dress	804	7.3	5,869
U3171	Braes of Conon	Patching	250	4.5	1,500
A834	From A862 jct - 30mph limit	Surface Dress	1,724	6	10,344
U2744	Glaickmore Rd North	Overlay	754	3.5	2,639
U3019	Riverbank Rd	Inlay	136	6	816
U2975	Corry of Ardnagrask	Inlay	1,000	1	1,000
C1039	N Kessock - Garguston W9 Boundary - Campsite entrance	Overlay	1,015	3.5	3,553
C1039	N Kessock - Garguston Campsite - Redcastle Jct	Overlay	4,219	3.5	14,767
C1039	N Kessock - Garguston Redcastle Jct - A832 Garguston Jct	Overlay	1,593	3.5	5,576
U5093	Millbank Rd. SD 25/25	Surface Dress	255		2,820
U4493	Chestnut Rd. SD 25/26	Surface Dress	170		2,150
A834	Dingwall - Strath Rd (Cem - Docharty)	Surface Dress	2,763	6	16,578