

# Transport and Environment Committee

10.00am, Tuesday, 17 January 2017

## Road, Footway and Bridges Investment – Capital Programme for 2017/18

Item number	7.2
Report number	
Executive/routine	Executive
Wards	All Wards

### Executive Summary

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This report seeks approval for the allocation of the Road, Footway, Street Lighting and Traffic Signals, Structures and Flood Prevention Capital budgets and programme of works for 2017/18.

The carriageway and footway schemes listed in this report were selected for capital investment using a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings.

The budget allocation and lists of maintenance schemes in this report aim to ensure that the condition of roads and footways continues to improve, whilst fulfilling the objective that the prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.

Structures and Flood Prevention assets are maintained in accordance with Government legislation. Excessively high maintenance costs are avoided, as far as possible, by undertaking regular condition inspections and prioritising required work.

### Links

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Coalition Pledges	<a href="#">P45</a>
Council Priorities	<a href="#">CP9, CP11, CP12</a>
Single Outcome Agreement	<a href="#">SO1, SO4</a>

## Road, Footway and Bridges Investment – Capital Programme for 2017/18

### 1. Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee:
  - 1.1.1 approves the breakdown of the allocation of the capital budget for 2017/18 shown in Appendix 1;
  - 1.1.2 approves the programme of proposed works for 2017/18, as detailed in section three of the report, and in Appendices 5 and 6;
  - 1.1.3 approves the programme of proposed bridge works for 2017/18, as detailed in section three of this report, and in Appendix 8;
  - 1.1.4 notes the use of external consultants to carry out Principal Bridge Inspections and design work as detailed in 3.38-3.42; and
  - 1.1.5 notes that a future report will be submitted to this committee providing an overview of outstanding Infrastructure projects and investment.

### 2. Background

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- 2.1 This report seeks approval for the proposed capital investment programme for road and footway improvements for 2017/18.
- 2.2 The capital budget of £16.019m for 2017/18 was agreed as part of the capital investment programme, in February 2016.
- 2.3 The report provides details of the Road and Footway Capital Investment Programme for 2016/17. The report also includes details of street lighting investment. This report proposes how the capital budget of £16.019m should be allocated across eight different work streams. These are: Carriageways and Footways, Street Lighting and Traffic Signals; Structures and Flood Prevention; Other Asset Management; Localities; Miscellaneous and Cycling Allocation. The Carriageway and Footways work accounts for £8.832m or 55% of the available funding. The Street Lighting work accounts for £1.5m or 9% of the available funding. A scheme of prioritisation, approved by this committee in [January 2016](#), is used to identify which projects should be included in this part of the programme.

- 2.4 A 10% budget commitment has been allocated for cycling improvements. This is in line with the Council commitment to allocate a percentage of the Transport budget to improve cycling facilities throughout Edinburgh.
- 2.5 The Council's carriageway and footway stock has a gross replacement cost of £2,286m. It is essential that the carriageways and footways are maintained to an acceptable standard. A new investment strategy for carriageways was agreed by this committee in [October 2015](#), which will ensure improvements in the carriageway condition throughout the city.
- 2.6 The Council's Bridge Stock has a gross replacement cost of £1,297m. It is essential that these structures are inspected and adequately maintained to ensure that the road network can operate efficiently and safely. It also reduces the number of occasions where excessively high costs associated with unplanned maintenance occur.
- 2.7 At present all structures are routinely inspected and works programmes are developed based on these inspections. The works programme presented illustrates the work of highest priority that can be undertaken based on 2016/17 budgets.
- 2.8 It is intended to recalculate the load carrying capacity of a number of bridges to ensure that they are fit for purpose. The Principal Bridge Inspection programme supports this work.
- 2.9 It is necessary to present this report to Committee in January 2017 to ensure that the programme can start on time and comply with the Road Works Registration notice periods.

### **3. Main report**

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#### **Capital Budget Provision 2017/18 – 2018/19**

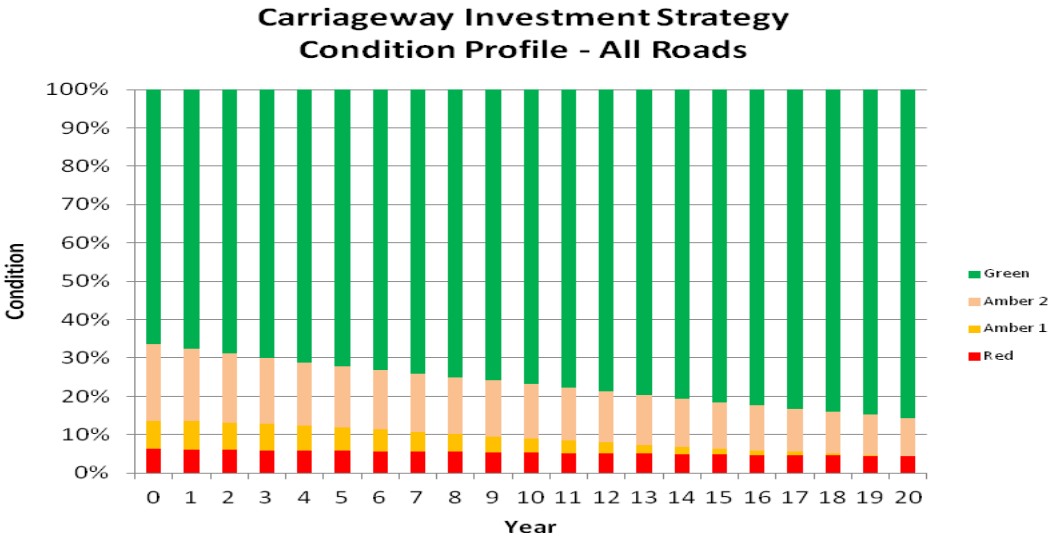
- 3.1 The current and projected capital allocation for Infrastructure, for 2014 to 2017 is shown in Appendix 1.
- 3.2 Appendix 1 outlines how the proposed budget will be allocated across these eight elements in 2017/18.

#### **Carriageway Investment**

- 3.3 The carriageway and footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings to determine which projects should be prioritised for investment.
- 3.4 The condition of Edinburgh's roads is assessed annually as part of the Scottish Roads Maintenance Condition Survey (SRMCS), an independent survey of road conditions in all 32 Scottish local authorities. The survey provides each local authority with a Road Condition Index (RCI) which identifies the percentage of roads in need of maintenance.

3.5 The RCI consists of three categories of deterioration: Red, Amber 1 and Amber 2, with roads in the red category being in the worst condition. Roads in the Amber condition indicate that further investigation is required to establish if preventative treatment is required. Roads in the red category have deteriorated beyond preventative maintenance and will require more robust treatments in order to prolong its future.

3.6 As part of the modelling work for the Roads Asset Management Plan (RAMP), alternative scenarios for capital investment were developed. These scenarios were predicated on a more preventative approach, aimed at roads that are in the Amber condition categories. Investment on these roads require less expensive treatments (eg surface dressing, slurry sealing), which improve the condition of the carriageway or footway and delay the need for more expensive resurfacing or strengthening treatments. Owing to the cheaper cost of the treatments required on Amber condition roads, more roads can be treated each year. The chart below illustrates the impact of this preventative approach over a 20 year period, assuming levels of capital investment remain at current levels, with the percentage of roads requiring maintenance reducing to 14%. Edinburgh’s RCI of 34.6% in 2015/17 has improved from 35.1% in 2014/16.



3.7 The basis of this approach is to target investment into the categories of carriageway network, as shown in Appendix 2, that require investment, to achieve an overall improvement in the condition of Edinburgh’s network. For example, the Unclassified and A Class roads contain the largest percentages of Red, Amber 1 and Amber 2. Therefore, the greatest percentage of investment needs to be targeted into these areas.

3.8 This preventative approach treats more roads within the Amber condition categories and less within the Red, thus significantly slowing their deterioration and negating the need for more robust, expensive treatments.

3.9 Appendix 3 shows how funding will be distributed throughout the carriageway network in order to improve the overall condition of Edinburgh’s carriageway condition.

- 3.10 The UK Pavement Management System (UKPMS) is the national standard for management systems for assessing the condition of the local road network and for planning the type of investment that is required.
- 3.11 The UKPMS is used for systematic collection and analysis of condition data, ie Scottish Road Maintenance Condition Survey. The UKPMS analyses specific types of defects ie cracking, texture, profile and rutting, to select which roads should be considered for preventative, resurfacing or strengthening treatments. Appendix 4 shows the criteria used to determine the appropriate treatment required.
- 3.12 Appendix 5 shows the carriageway schemes that have been prioritised for investment, using the new Investment Strategy.

### **Footway Investment**

- 3.13 The footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and footfall weightings to determine which projects should be prioritised for investment.
- 3.14 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the Local Transport Strategy and the Active Travel Action Plan.
- 3.15 It is proposed to maintain the allocation of £200k for Local Footways in 2017/18. This will allow resurfacing works to be carried out on rural and residential footways that would be unlikely to feature in a capital programme of works, due to their low prioritisation score.
- 3.16 It is proposed to treat local footways with surfacing procedures i.e. slurry sealing. This is a preventative treatment and will allow a far greater number of footways to be treated each year.
- 3.17 The programme of proposed carriageway and footway works is shown in Appendix 6. Whilst the aim of the footway improvement schemes is to improve the surface condition, these schemes will also result in improved facilities for walking in Edinburgh's streets.

### **Co-ordination**

- 3.18 Any proposed scheme on arterial routes or in the city centre will be considered by the City Wide Traffic Management Group to determine whether or not the works can be carried out and what conditions could be put in place (phasing, off peak working, etc) to minimise disruption.

### **Public Realm**

- 3.19 The Roads and Footways Capital Programme also supports public realm projects identified by the Streetscape Delivery Group. A new Public Realm Strategy is being developed and will include procedures for prioritising investment in public realm which will be reported to a future committee. New public realm projects will be put forward for inclusion in the 2018/19 capital programme once the new Public Realm Strategy is in place.

- 3.20 Although there are no specific public realm schemes within the 2017/18 programme, a number of the carriageway and footway renewal schemes will contribute to public realm improvements, through use of high specification materials such as natural stone slabs and setts, as well as improvements in design and layout.

### **Street Lighting and Traffic Signals**

- 3.21 In common with many other authorities across the UK, Edinburgh has a large number of street lighting columns that are over 30 years old and require replacement. Where individual columns fail a structural test, they are replaced on a one for one basis. Where the number of columns requiring urgent replacement in any particular street exceeds 40%, it is more efficient and practical to renew the lighting stock of the whole street and this forms the basis of the street lighting programme. The test-failed street lighting columns are prioritised in the programme with the worst columns being replaced first. The budget for street lighting works in 2017/18 is £1.5m. The programme of Street Lighting works is shown in Appendix 7.
- 3.22 On [27 October 2015](#), the Transport and Environment Committee approved, in principle, the business case for the roll out of Light Emitting Diode (LEDs) lanterns across the city and the report was referred to Council on [19 November 2015](#) where the prudential borrowing was approved.
- 3.23 The business case supported the roll out of 54,000 LED lanterns over a three year programme, and the introduction of a Central Management System, at a total cost, including financing, of £40.132m. The forecast energy, Carbon Reduction Commitment and maintenance savings/cost avoidance over 20 years resulting from this project is £77.037m.
- 3.24 Tender documents, for the LED contract, are currently being developed for issue in February 2017. It is proposed to seek approval for the contract award at the Council's Finance and Resources Committee in August 2017.
- 3.25 Edinburgh's traffic signal assets are maintained by in-house staff with assistance from Siemens Intelligent Traffic Systems, the current maintenance contractor. Each asset is electrically and mechanically inspected on an annual basis with preventative maintenance taking place as part of the inspection process.
- 3.26 The average age of the traffic signals asset is in excess of 25 years and is prioritised for replacement using ten separate criteria, with higher weighting placed on age, condition and availability of pedestrian facilities.
- 3.27 Due to the age of the asset the infrastructure is dominated by tungsten halogen signal heads as opposed to LED signal heads to the ratio of 60% to 40%. Thus an increased carbon footprint. A strategy to reduce the carbon footprint of the asset is currently being developed.

### **Other Asset Management**

- 3.28 It is proposed to invest £0.5m in other asset renewals. This programme of asset replacement or renewals is carried out in conjunction with footway schemes that

are included in the carriageway and footway programme and involves the replacement of street furniture, street lighting and Traffic Signals. In the case of street lighting, where the lighting columns on a footway improvement scheme are more than 30 years old (i.e. exceeds their design life), it is more efficient to replace the lighting columns at the same time as the footway works.

### **Localities**

- 3.29 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, an allocation of £45k is given to each Locality to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.
- 3.30 It is proposed to allocate £180k for drainage repairs (approximately £45k per Locality). This will be used to repair failed gullies throughout Edinburgh.
- 3.31 In addition to the budget set aside for dropped kerbs and drainage improvements within Localities, a further element of the programme is top-sliced each year for the Neighbourhood Environment Programme (NEP) to enable Locality Managers to respond to the local issues identified by the Neighbourhood Partnerships. It is proposed to allocate £600k (£50k per Neighbourhood Partnership) in 2017/18.
- 3.32 It is proposed to allocate £120k for Bus Stop Maintenance. This will provide the Localities with £30k each to carry out extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive, wear.

### **Inspection, Design and Supervision**

- 3.33 Inspection, design and supervision is a large element of work that is required when delivering the capital carriageway and footway schemes. It is proposed to allocate £1.25m from the carriageway and footway budget, for this work. The inspection, design and supervision budget will be closely monitored and, if the costs are lower than expected, then the funding will be re-allocated and used to bring forward additional carriageway and footway schemes.
- 3.34 All surface treatments on carriageways and footways will be delivered by Balfour Beatty plc through the Scape Group Ltd (Scape) Framework. The principle benefit to the Council of using the Scape framework is access to the design and delivery expertise for delivering surface treatment works that are currently not available in-house or through the existing Transport Framework contract. This contract was used successfully to deliver surface treatment schemes in 2016/17.

### **Contingencies**

- 3.35 It is proposed to allocate £400k for contingencies in 2017/18. Contingencies are used to fund any emergency and unforeseen situations that arise throughout the year.
- 3.36 The contingencies budget will be closely monitored and, if contingencies or emergency works do not arise as the year progresses, then the funding will be re-allocated on a quarterly basis and used to bring forward additional carriageway and footway schemes.

## **Cycling Improvements**

- 3.37 The Council has a commitment to allocate a percentage of the Transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. This was introduced in 2012/13, when 5% was allocated with a commitment to increase this by 1% each year, up to 10%. 10% of capital budgets will be allocated for cycling related improvements in 2017/18.
- 3.38 The 10% budget commitment will enable the Council to deliver new cycling infrastructure, including the creation of links between existing off-road routes and upgrading the facilities that are available on-road.
- 3.39 The full detail of cycle improvements and spend has still to be determined for all of Transport Services. This may mean that funding is allocated from other areas within Transport and the full allocation of £1.507m is not required from this budget in order to achieve the 10% budget commitment from Transport. Once the allocation that will be taken from the Carriageway and Footway budget is known, this Committee will be updated.

## **Bridges**

- 3.40 All bridges are given a general inspection (GI) over a two year cycle and their condition measured in line with National Guidelines. This is a visual inspection from ground level of parts of the bridge that are readily accessible. From the GI, bridges are given a score based on their condition and individual parts of the structure requiring repair are also highlighted. Other factors are then taken into account, such as volume of use, location, relationship with other parties, and other work in the vicinity. A programme of work is then developed based upon the bridges with the lowest score, which are those bridges most in need of repair.
- 3.41 A Principal Bridge Inspection (PBI) is an inspection which entails the inspecting engineer being within touching distance of every part of the bridge. Such inspections can be expensive as there is the need for specialist access equipment and traffic management. There may also be the need for intrusive inspections including testing of materials and specialist support such as divers, to inspect parts of the structure under water.
- 3.42 A risk analysis has been undertaken and it is considered that many structures are readily accessible and do not require a PBI. A risk based PBI programme has therefore been developed in which individual bridges will receive an inspection every ten years. There are 128 bridges on this programme and cognisance was taken of access constraints in developing this programme. For example all bridges over water which require an inspection by divers have been grouped together.
- 3.43 The Council's Bridge Stock was assessed to establish that the required load carrying capacity was achieved so minimising restrictions on the network. It is now necessary to develop a programme to revisit a number of these bridges to establish if they are still fit for purpose. This work is supported by the PBI Programme and will entail undertaking calculations to establish the strength of



the structures. This re-assessment is required in order to take cognisance of any deterioration of the structures and new design standards.

- 3.44 There is insufficient internal resource to carry out the required number of PBIs and re-assessments each financial year. Therefore, external professional services will be procured to undertake the PBIs and assessments in order to achieve compliance with the national code of practice.
- 3.45 Appendix 8 details the proposed budget and Capital works for 2017/18. It will be necessary to appoint consultants to assist in the design of refurbishment works to St Marks, Market Street and Glasgow Road Bridges to achieve this programme.

### **Street Design Guidance**

- 3.46 This Committee approved Edinburgh's new [Street Design Guidance](#) at its meeting on 25 August 2015. This Guidance sets out the City of Edinburgh Council's design expectations and aspirations for streets within the Council area.
- 3.47 The guidance will be embedded in the design process for all carriageway and footway schemes detailed in this report.

### **Programme Delivery**

- 3.48 An update report will be submitted to this Committee, in June 2018, detailing the delivery of the schemes listed in this report and the overall budget spend.

## **4. Measures of success**

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- 4.1 The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRCMS). This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 34.6% in 2015/17. A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Roads Capital Programme.
- 4.2 The Road Asset Management Plan is being prepared which will, in time, result in a long term strategy for the maintenance of all Council owned infrastructure assets.

## **5. Financial impact**

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- 5.1 The cost of improvement works, listed in Appendices 2 and 3, will be funded from the approved capital allocation for roads and footway investment.
- 5.2 The report outlines total carriageway and footway capital expenditure plans of £15.069m of infrastructure investment. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 20 year period would be a principal amount of £15.069m and interest of £9.810m, resulting in a total cost of £24.879m based on a loans fund interest rate of 5.10%. The annual loan charges would be £1.244m.

- 5.3 The loan charges outlined above are allowed for within the current long term financial plan.
- 5.4 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, Developers and Third Party Contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects.
- 5.1 The loan charge estimates above are based on the assumption of borrowing in full for this capital project

## **6. Risk, policy, compliance and governance impact**

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- 6.1 The recommendations in this report will improve the condition of the roads, footways and structures listed. The capital programme of works will be monitored on a monthly basis to reduce the risk of not delivering the schemes detailed in this report.
- 6.2 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.

## **7. Equalities impact**

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- 7.1 A full impact assessment will be carried out on a scheme by scheme basis. The schemes recommended in this report for maintenance have been identified using the prioritisation method and will only require consultation with specific groups prior to the design being carried out.
- 7.2 The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the road and footway network and therefore has a positive impact for all users, particularly older people and those with a disability. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

## **8. Sustainability impact**

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- 8.1 There is potential for positive impact on the environment by improving vehicle and bicycle ride quality on carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.
- 8.2 Street Lighting capital will continue to implement agreed programmes for the implementation of energy efficient lamps to reduce energy consumption and carbon footprint. The continuing use of extruded aluminium lighting columns provides a more sustainable solution when compared to previously used materials (steel and concrete).

- 8.3 The proposals in this report will increase carbon emissions as a result of the construction plant and materials that will be utilised during the works.
- 8.4 Adopting a proactive approach to inspection and maintenance will ensure that the road network is not compromised and will help to avoid excessively high costs associated with unplanned maintenance so enhancing economic wellbeing and promoting environmental stewardship.
- 8.5 Successful implementation of the Council's Active Travel Action Plan (ATAP) will produce positive environmental benefits. The 10% budget for cycling will assist in the delivery of the ATAP actions relating to cycling.

## 9. Consultation and engagement

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- 9.1 The revised methodology for prioritising roads and footways for capital investment, agreed by the Transport, Infrastructure and Environment Committee in [November 2010](#), was the subject of extensive consultation with Neighbourhood Partnerships and interest groups. A review of these procedures was agreed by this Committee in [October 2013](#). A further review of these procedures was agreed by this Committee in [January 2016](#).
- 9.2 The revised timeline, also introduced in 2010, for the development of the annual capital programme allows time for consultation with Locality Roads Teams and builds in the ability for proposed schemes to be considered by Neighbourhood Partnerships.

## 10. Background reading/external references

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- 10.1 [Carriageway and Footway Investment Strategy 2016](#)
- 10.2 [Road, Footway and Bridges Investment – Capital Programme for 2016/17](#)

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## 11. Links

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<b>Coalition Pledges</b>	P45 - Spend 5% of the transport budget on provision for cyclists
<b>Council Priorities</b>	CP9 - An attractive city CP11 – An accessible connected city CP12 - A built environment to match our ambition
<b>Single Outcome Agreement</b>	SO1 – Edinburgh's economy delivers increased investment, jobs and opportunities for all SO4 - Edinburgh's communities are safer and have improved physical and social fabric
<b>Appendices</b>	1 Capital Budget Allocation 2 Road Condition Index 3 Full Investment Strategy – Annual Options Report 4 SRMCS Defect Criteria for Treatment Types 5 Proposed Capital Carriageway Programme – April 2017 – March 2018 6 Proposed Capital Footway Programme – April 2017 – March 2018 7 Proposed Capital Street Lighting Programme - April 2017 – March 2018 8 Proposed Bridges Budget Allocation and Programme - April 2017 – March 2018

**Capital Budget Allocation****Current and Predicted Capital Allocation**

	2016/17	2017/18	2018/19
£m	16.019	16.019	16.019

**Proposed Budget Allocation for 2017/18**

<u>Carriageways &amp; Footways</u>	£m	
Budget for Carriageway Works	5.282	
Budget for Setted Carriageways	1.000	
Budget for Footway Works	2.255	
Budget for Local Footways	0.200	
TOTAL		-8.737
<u>Street Lighting &amp; Traffic Signals</u>	£m	
Street Lighting	1.500	
Traffic Signals	0.350	
TOTAL		-1.850
<u>Structures &amp; Flood Prevention</u>	£m	
TOTAL	0.600	-0.600
<u>Other Asset Management</u>	£m	
Asset replacement <sup>1</sup>	0.500	
TOTAL		-0.500
<u>Neighbourhoods</u>	£m	
Drop crossings (£45,000 per Locality)	0.180	
Drainage improvements (£45,000 per Locality)	0.180	
NEP - (£50,000 per Partnership)	0.600	
Bus Stop Maintenance	0.120	
TOTAL		-1.080
<u>Miscellaneous</u>	£m	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.250	
Contingencies	0.400	
TOTAL		-1.650
<u>Cycling Allocation</u>	£m	
10% Allocation	1.507	
TOTAL		-1.602
<b>TOTAL SPEND</b>		<b>-16.019</b>

<sup>1</sup> Other asset replacement within schemes i.e. footway schemes involving street lighting replacement of columns over 30 years old, street furniture, sign renewal etc.

## Road Condition Index

The current RCI percentages for Edinburgh's carriageway network are:

Category	U-R	Length (m)	Width (m)	Area (sqm)	Red		Amber 1		Amber 2		Green	
					RCI %	Area (sqm)	RCI %	Area (sqm)	RCI %	Area (sqm)	RCI %	Area (sqm)
Principal (A) Roads	Urban	129000	10.6	1367400	4.22	57704	7.24	99000	15.76	215502	72.78	995194
	Rural	44000	9.6	422400	1.52	6420	2.87	12123	10.77	45492	84.84	358364
Classified (B) Roads	Urban	41000	9.9	405900	2.99	12136	4.83	19605	13.38	54309	78.79	319809
	Rural	12000	8.8	105600	1.90	2006	2.75	2904	10.73	11331	84.62	89359
Classified (C) Roads	Urban	75000	9.7	727500	4.19	30482	5.54	40304	16.50	120038	73.78	536750
	Rural	45000	6.6	297000	2.56	7603	3.39	10068	16.85	50045	77.20	229284
Unclassified Roads	Urban	1110000	7.2	7992000	7.13	569830	8.08	645754	22.15	1770228	62.65	5006988
	Rural	55000	4.7	258500	13.02	33657	7.42	19181	25.62	66228	53.94	139435

**Overall Road Condition Index: 34.6%**

## Full Investment Strategy - Annual Options Report

### Next 4 years spend based on projected carriageway allocation.

Year 1	£5,282,000		
Category	Red	Amber 1	Amber 2
A Road (Urban)	£50,000	£372,000	£640,000
A Road (Rural)	£10,000	£22,000	£200,000
B Road (Urban)	£46,000	£22,000	£147,000
B Road (Rural)	£10,000	£10,000	£40,000
C Road (Urban)	£30,000	£45,000	£263,000
C Road (Rural)	£10,000	£11,000	£111,000
U Road (Urban)	£550,000	£574,000	£1,946,000
U Road (Rural)	£80,000	£18,000	£75,000
<b>Treatment Totals</b>	<b>£786,000</b>	<b>£1,074,000</b>	<b>£3,422,000</b>

Year 2	£5,282,000		
Category	Red	Amber 1	Amber 2
A Road (Urban)	£50,000	£372,000	£640,000
A Road (Rural)	£10,000	£22,000	£200,000
B Road (Urban)	£46,000	£22,000	£147,000
B Road (Rural)	£10,000	£10,000	£40,000
C Road (Urban)	£30,000	£45,000	£263,000
C Road (Rural)	£10,000	£11,000	£111,000
U Road (Urban)	£550,000	£574,000	£1,946,000
U Road (Rural)	£80,000	£18,000	£75,000
<b>Treatment Totals</b>	<b>£786,000</b>	<b>£1,074,000</b>	<b>£3,422,000</b>

Year 3	£5,282,000		
Category	Red	Amber 1	Amber 2
A Road (Urban)	£50,000	£372,000	£640,000
A Road (Rural)	£10,000	£22,000	£200,000
B Road (Urban)	£46,000	£22,000	£147,000
B Road (Rural)	£10,000	£10,000	£40,000
C Road (Urban)	£30,000	£45,000	£263,000
C Road (Rural)	£10,000	£11,000	£111,000
U Road (Urban)	£550,000	£574,000	£1,946,000
U Road (Rural)	£80,000	£18,000	£75,000
<b>Treatment Totals</b>	<b>£786,000</b>	<b>£1,074,000</b>	<b>£3,422,000</b>

Year 4	£5,282,000		
Category	Red	Amber 1	Amber 2
A Road (Urban)	£50,000	£372,000	£640,000
A Road (Rural)	£10,000	£22,000	£200,000
B Road (Urban)	£46,000	£22,000	£147,000
B Road (Rural)	£10,000	£10,000	£40,000
C Road (Urban)	£30,000	£45,000	£263,000
C Road (Rural)	£10,000	£11,000	£111,000
U Road (Urban)	£550,000	£574,000	£1,946,000
U Road (Rural)	£80,000	£18,000	£75,000
<b>Treatment Totals</b>	<b>£786,000</b>	<b>£1,074,000</b>	<b>£3,422,000</b>

## SRMCS Defect Criteria for Treatment Types

Criteria to be used when selecting the appropriate treatment type on Edinburgh Carriageway Network:

	Strengthening	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Rut Depth (mm)	Max	8	Max	10	NA	NA	NA	NA
2	Rut Depth %>10mm	NA	NA	NA	NA	100%	40%	100%	50%
3	LPV (3m) (mm <sup>2</sup> )	Max	10	Max	10	NA	NA	NA	NA
4	LPV (3m) (mm <sup>2</sup> ) (%>10mm <sup>2</sup> )	NA	NA	NA	NA	100%	40%	100%	50%
5	Cracking (>4)	100%	30%	100%	40%	NA	NA	NA	NA

	Resurfacing	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Rut Depth (mm)	8	4	10	7	NA	NA	NA	NA
2	Rut Depth %>8mm	NA	NA	NA	NA	100%	40%	100%	50%
3	LPV (3m) (mm <sup>2</sup> )	10	6	10	8	NA	NA	NA	NA
4	LPV (3m) (mm <sup>2</sup> ) (%>8mm <sup>2</sup> )	NA	NA	NA	NA	100%	40%	100%	50%
5	Cracking (>4)	30%	10%	40%	20%	100%	40%	100%	40%

	Surface Dressing	A Roads		B Roads		C Roads		U Roads	
Criteria No:	Defect	Upper	Lower	Upper	Lower	Upper	Lower	Upper	Lower
1	Texture Depth (mm)	0.5	0	0.5	0	0.5	0	0.3	0
2	High Texture (mm)		1.5		1.5		1.5		1.5
3	Rutting / LPV (3m)	NA	NA	NA	NA	NA	NA	25%	0%
4	Cracking (>1)	100%	50%	100%	50%	100%	20%	100%	20%



## Proposed Capital Carriageway Programme

April 2017 – March 2018

### Strengthening

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Telford Road	Telford Drive To Western General Hospital	5	Inverleith	A Urban	Strengthening	Red	1,686	1.80	1.10	1.05
Captain's Road	Burdiehouse Road To Southhouse Road	16	Liberton/Gilmerton	B Urban	Strengthening	Red	862	1.60	1.25	1.00
Captain's Road	Lasswade Road to Lasswade Grove	16	Liberton/Gilmerton	B Urban	Strengthening	Amber 2	816	1.60	1.10	1.00
Charlotte Square	North Charlotte Street To George Street	11	City Centre	C Urban	Strengthening	Red	470	1.80	1.10	1.00
Park Road	Derby Street To o/side No.40 Park Road	4	Forth	U Urban	Strengthening	Red	1,180	1.00	1.00	1.00
Camus Avenue	Camus Road West To Camus Road East	8	Colinton/Fairmilehead	U Urban	Strengthening	Red	701	1.00	1.00	1.00
Craigmillar Castle Avenue	Niddrie Mains Road To Niddrie Mains Road	17	Portobello/Craigmillar	U Urban	Strengthening	Red	175	1.00	1.00	1.00
Glenogle Road	Dunrobin Place To Teviotdale Place	5	Inverleith	U Urban	Strengthening	Red	231	1.00	1.00	1.00
Learmonth Park	Learmonth Crescent To Learmonth Grove	5	Inverleith	U Urban	Strengthening	Red	717	1.00	1.00	1.00
Mid Liberton	From east side of bridge, south to o/s No.16	15	Southside/Newington	U Urban	Strengthening	Red	183	1.00	1.00	1.00
Station Terrace	High Street To Wellflats Road	1	Almond	U Urban	Strengthening	Red	223	1.00	1.00	1.00
Westbank Street	Hillcoat Place To Great Cannon Bank	17	Portobello/Craigmillar	U Urban	Strengthening	Red	311	1.00	1.00	1.00
Buckstone Gate	Buckstone Road To Buckstone Loan East	8	Colinton/Fairmilehead	U Urban	Strengthening	Red	406	1.00	1.00	1.00
Craigmount Avenue North	Craigmount Court To Drum Brae North	3	Drum Brae / Gyle	U Urban	Strengthening	Red	343	1.00	1.00	1.00
Greenbank Drive	Littlejohn Avenue To Littlejohn Road	10	Meadows/Morningside	U Urban	Strengthening	Red	1,506	1.30	1.10	1.00
East Montgomery Place	Montgomery Street To Brunswick Road	12	Leith Walk	U Urban	Strengthening	Red	717	1.00	1.00	1.00
Parkhead Drive	Parkhead Loan To Parkhead Crescent	7	Sighthill/Gorgie	U Urban	Strengthening	Red	677	1.60	1.00	1.00

## Resurfacing

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Portland Place	Lindsay Road To North Junction Street	13	Leith	A Urban	Resurfacing	Amber 1	2,441	1.80	1.25	1.00
Corstorphine Road	Riversdale Crescent To Western Terrace	6	Costorphine/Murrayf'd	A Urban	Resurfacing	Amber 1	1,214	1.80	1.25	1.00
Commercial Street	North Junction Street To North Leith Mill	13	Leith	A Urban	Resurfacing	Amber 1	2,488	1.80	1.25	1.00
Niddrie Mains Road	East side of bus turning circle west To Niddrie Marischal Road	17	Portobello/Craigmillar	A Urban	Resurfacing	Amber 1	672	1.60	1.10	1.00
Duddingston Crescent	Duddingston Park to Park Avenue	17	Portobello/Craigmillar	A Urban	Resurfacing	Amber 1	920	1.80	1.10	1.05
Gorgie Road	Balgreen Road To Balgreen Road	9	Fountainbridge/C'hart	A Urban	Resurfacing	Amber 1	790	1.80	1.25	1.00
Liberton Gardens	Liberton Place To Liberton Drive	16	Liberton/Gilmerton	A Urban	Resurfacing	Amber 1	1,780	1.60	1.10	1.00
Great Junction Street	Bangor Road To Ballantyne Road	13	Leith	A Urban	Resurfacing	Amber 2	1,273	1.60	1.25	1.00
Lanark Road West	Kirkgate To Riccarton Mains Road	2	Pentland Hills	A Urban	Resurfacing	Amber 2	790	1.80	1.10	1.00
Newington Road	West Preston Street To West Newington Place	15	Southside/Newington	A Urban	Resurfacing	Amber 2	1,332	1.80	1.50	1.00
Niddrie Mains Road	Craigmillar Castle Loan To Peffermill Road	17	Portobello/Craigmillar	A Urban	Resurfacing	Amber 2	2,181	1.80	1.25	1.00
Maybury Road	South Maybury northwards for approx 319m or thereby	3	Drum Brae / Gyle	A Urban	Resurfacing	Amber 2	3,749	1.80	1.10	1.05
Niddrie Mains Road	Wauchhope Terrace to Niddrie Marischal Road	17	Portobello/Craigmillar	A Urban	Resurfacing	Amber 2	5,919	1.80	1.10	1.00
Lower Granton Road	From btw no.s 35-36 east to No.18	4	Forth	A Urban	Resurfacing	Amber 2	1,474	1.80	1.10	1.05
Calder Road	East of Addiston Lodge.	2	Pentland Hills	A Rural	Resurfacing	Amber 1	3,714	1.60	1.25	1.00
Calder Road	West of Curriehill Road	2	Pentland Hills	A Rural	Resurfacing	Amber 2	3,618	1.60	1.25	1.00
Newliston Road	Lochend Road To M9T	1	Almond	B Urban	Resurfacing	Amber 2	5,000	1.60	1.00	1.00
B800 Kirkliston to Queensferry	M9 link roundabout to Milton Farm road	1	Almond	B Rural	Resurfacing	Amber 2	9,680	1.80	1.10	1.00
Crewe Road South	Comely Bank Roundabout to West Woods	5	Inverleith	C Urban	Resurfacing	Amber 1	5,189	1.60	1.25	1.00
Belford Road	No.2 Ravelston Pk To Ravelston Dykes	5	Inverleith	U Urban	Resurfacing	Amber 1	175	1.60	1.10	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Oxgangs Avenue	Oxgangs Crescent To btw No.s40-42 Oxgangs Avenue	8	Colinton/Fairmilehead	U Urban	Resurfacing	Amber 1	438	1.60	1.10	1.00
Eglington Crescent	Glencairn Crescent To Coates Gardens	11	City Centre	U Urban	Resurfacing	Amber 1	143	1.00	1.00	1.05
Fishwives Causeway	junction o/s SPE networks entrance west to end of c/w	14	Craigtinny/Dudd'n	U Urban	Resurfacing	Amber 1	167	1.00	1.00	1.05
Whitehouse Loan	Strathearn Place To Greenhill Terrace	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	1,769	1.30	1.00	1.05
Rutland Square	Btw No.s14-15 To btw No.s 19-20	11	City Centre	U Urban	Resurfacing	Amber 1	335	1.00	1.00	1.05
Harewood Drive	Niddrie Mains Road To Niddrie Mains Road	17	Portobello/Craigmillar	U Urban	Resurfacing	Amber 1	215	1.00	1.00	1.00
Millar Crescent	Morningside Terrace To Millar Place	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	725	1.00	1.00	1.05
Fountainhall Road	Findhorn Place To Ratcliffe Terrace	15	Southside/Newington	U Urban	Resurfacing	Amber 1	932	1.00	1.00	1.05
Dick Place	Mansionhouse Road To Wyvern Park	15	Southside/Newington	U Urban	Resurfacing	Amber 1	2,000	1.00	1.00	1.00
St Margaret's Road	Greenhill Place To Whitehouse Loan	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	1,164	1.00	1.00	1.00
Greenbank Road	Greenbank Park To Greenbank Gardens	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	717	1.00	1.00	1.05
Elliot Place	Craiglockhart Road To Colinton Road	9	Fountainbridge/C'hart	U Urban	Resurfacing	Amber 1	1,219	1.00	1.00	1.05
Greenend Grove	Greenend Gardens To No. 17 Greenend Grove	16	Liberton/Gilmerton	U Urban	Resurfacing	Amber 1	438	1.00	1.00	1.00
Greenbank Road	Greenbank Crescent To Greenbank Rise	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	662	1.00	1.00	1.05
Silverknowes Avenue	Silverknowes Loan To Silverknowes Terrace	1	Almond	U Urban	Resurfacing	Amber 1	630	1.00	1.00	1.00
Greenbank Road	Greenbank Gardens To Greenbank Lane	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	2,048	1.00	1.00	1.05
Ettrick Road	Polwarth Terrace To Spylaw Road	10	Meadows/Morningside	U Urban	Resurfacing	Amber 1	2,423	1.00	1.00	1.00
Humbie Farm rd	Gillerhill south to point where road bends east at Swineburn	1	Almond	U Rural	Resurfacing	Amber 1	3,746	1.00	1.00	1.00

## Surface Treatment

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Eastfield Road	From north side of Roundabout just north of the P & R	1	Almond	C Urban	Surface Treatment	Amber 2	316	1.30	1.25	1.00
Eastfield Road	south side of roundabout (by Airport Hilton Hotel)	1	Almond	C Urban	Surface Treatment	Amber 2	380	1.30	1.25	1.00
Eastfield Road	roundabout at Hilton, bellmouth on Chauffeur Drive	1	Almond	C Urban	Surface Treatment	Amber 2	1,003	1.30	1.25	1.00
Stevenson Drive	Whitson Terrace To Balgreen Road	7	Sighthill/Gorgie	C Urban	Surface Treatment	Amber 2	1,347	1.80	1.25	1.00
West Granton Road	Granton Mains Avenue To Granton Mains East	4	Forth	C Urban	Surface Treatment	Amber 2	1,437	1.60	1.25	1.00
Duddingston Road West	Meadowfield Avenue To Meadowfield Gardens	14	Craigtinny/Dudd'n	C Urban	Surface Treatment	Amber 2	3,381	1.60	1.10	1.00
Colinton Road	Craiglockhart Road To roundabout at Oxcgangs Rd North	9	Fountainbridge/C'hart	C Urban	Surface Treatment	Amber 2	904	1.60	1.25	1.00
Ladywell Road	Ladywell Avenue To Featherhall Avenue	6	Costorphine/Murray'd	C Urban	Surface Treatment	Amber 2	289	1.60	1.10	1.05
Stevenson Road	Westfield Court To Westfield Avenue	7	Sighthill/Gorgie	C Urban	Surface Treatment	Amber 2	1,139	1.80	1.25	1.00
Brandon Street	Brandon Street To Brandon Street	5	Inverleith	C Urban	Surface Treatment	Amber 2	271	1.80	1.10	1.00
Stenhouse Drive	No.s10-18 west to No.s111-119	7	Sighthill/Gorgie	C Urban	Surface Treatment	Amber 2	1,220	1.60	1.25	1.05
West Granton Road	Granton Medway To Granton Park Avenue	4	Forth	C Urban	Surface Treatment	Amber 2	1,157	1.60	1.10	1.00
Curriehill Road	Forth View Crescent To 317580668334	2	Pentland Hills	C Urban	Surface Treatment	Amber 2	3,779	1.30	1.00	1.00
Ransfield Road	East side of entrance to Ratho Park Golf Club west East side of entrance to Ratho Park Golf Club west for approx 556m or thereby	2	Pentland Hills	C Rural	Surface Treatment	Amber 2	5,017	1.00	1.00	1.00
Ransfield Road	From east side of Ransfield Cottages east for approx 862m or thereby	2	Pentland Hills	C Rural	Surface Treatment	Amber 2	7,792	1.00	1.00	1.00
Bankhead Place	Bankhead Loan To Calder Road (SR Bankhead Ave-Bank	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	845	1.60	1.00	1.00
Broomhouse Avenue	Broomhouse Street North To Broomhouse Road	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	853	1.60	1.10	1.00
Bankhead Drive	Bankhead Way to Bankhead Crossway South and Bankhead Terrace to Bankhead Crossway North	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	3,284	1.60	1.00	1.00
Clackmae Road	Leadervale Road To Kedslie Road	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	3,331	1.30	1.00	1.00
Craigtinny Avenue	Seafield Road south to junction on south side of Arnold Clark service centre	14	Craigtinny/Dudd'n	U Urban	Surface Treatment	Amber 2	1,785	1.30	1.00	1.00
Craigs Road	Craigs Drive To North Gyle Road	3	Drum Brae / Gyle	U Urban	Surface Treatment	Amber 2	1,714	1.30	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Bankhead Broadway	Bankhead C/way North To Bankhead Drive	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	662	1.00	1.00	1.00
Dovecot Road	Saughton Road North To Ladywell Avenue	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	4,152	1.30	1.00	1.00
Drum Brae Drive	Cul de sac at no 110 to Clermiston Gardens	3	Drum Brae / Gyle	U Urban	Surface Treatment	Amber 2	1,674	1.30	1.00	1.00
Baberton Mains Loan	Baberton Mains Court To Baberton Crescent Link	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	1,801	1.00	1.00	1.05
East Caiystane Road	Caiystane Avenue To Caiystane Crescent	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,865	1.60	1.00	1.00
Echline Rigg	Branch south from loop road to end of cul-de-sac	1	Almond	U Urban	Surface Treatment	Amber 2	988	1.00	1.00	1.00
Fairmile Avenue	Caiystane Avenue To Oxfangs Road	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,626	1.00	1.10	1.00
Forthview Terrace	Telford Road To Queen's Avenue	5	Inverleith	U Urban	Surface Treatment	Amber 2	2,240	1.30	1.10	1.00
Gogarloch Road	From north side of roundabout on South Gyle Broadway north-east for approx 34m	3	Drum Brae / Gyle	U Urban	Surface Treatment	Amber 2	2,511	1.00	1.00	1.00
Gordon Loan	Old Kirk Road To Gordon Road	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	534	1.00	1.00	1.00
Gracemount Drive	From No.94 to No.74	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	1,219	1.60	1.00	1.05
Harrison Road	O/s No.5 Harrison Road To Harrison Gardens	9	Fountainbridge/C'hart	U Urban	Surface Treatment	Amber 2	1,833	1.00	1.10	1.00
Hay Avenue	South side of most southerly Roundabout To Niddrie Mains Road	17	Portobello/Craigmillar	U Urban	Surface Treatment	Amber 2	1,554	1.30	1.00	1.00
Hillwood Rise	Hillwood Terrace To Hillwood Crescent	1	Almond	U Urban	Surface Treatment	Amber 2	1,379	1.00	1.00	1.00
Keith Crescent	Craigcrook Gardens To Jeffrey Avenue	5	Inverleith	U Urban	Surface Treatment	Amber 2	1,371	1.00	1.00	1.00
Dovecot Park	Lanark Road To end of cul de sac	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	2,447	1.00	1.00	1.00
Kingsknowe Terrace	Kingsknowe Gardens To Kingsknowe Avenue	2	Pentland Hills	U Urban	Surface Treatment	Amber 2	550	1.00	1.00	1.00
Leadervale Road	Clackmae Grove To Clackmae Road	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	383	1.00	1.00	1.00
Learmonth Place	Learmonth Gardens To Learmonth Gardens Lane	5	Inverleith	U Urban	Surface Treatment	Amber 2	2,614	1.30	1.00	1.00
Camus Avenue	East Camus Place To Camus Park	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,849	1.00	1.00	1.00
Lochend Road	From approx 45 west of the cycle track overpass, west then south to Glasgow Road	1	Almond	U Urban	Surface Treatment	Amber 2	454	1.00	1.00	1.00
Macdowall Road	Savile Place To Langton Road	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	885	1.00	1.00	1.00
Granton Park Avenue	West Granton Road to approx 10m west of gable end of No.35	4	Forth	U Urban	Surface Treatment	Amber 2	2,853	1.30	1.00	1.05
Mortonhall Park Drive	Mortonhall Park Gardens To Mortonhall Park Bank	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	1,626	1.00	1.00	1.00
Forthview Road	Forthview Terrace To Seaforth Drive	5	Inverleith	U Urban	Surface Treatment	Amber 2	311	1.00	1.10	1.00
Muirhouse Parkway	Opposite No.39 Salvesen Crescent To opposite No.54 Salvesen Crescent	4	Forth	U Urban	Surface Treatment	Amber 2	813	1.00	1.00	1.00
Murrayburn Road	Wester Hailes Road To east side of No.10 Westside Plaza(council bldg)	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	662	1.00	1.10	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Murrayburn Road	Halesland Road To Murrayburn Gardens	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	1,427	1.00	1.10	1.00
Murrayfield Road	Campbell Avenue To Kinellan Gardens	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	749	1.60	1.00	1.05
Murrayburn Road	Murrayburn Drive To Halesland Road	7	Sighthill/Gorgie	U Urban	Surface Treatment	Amber 2	614	1.00	1.10	1.00
Nantwich Drive	Craightinny Road to Fillyside Terrace	14	Craightinny/Dudd'n	U Urban	Surface Treatment	Amber 2	4,758	1.00	1.10	1.00
Nantwich Drive	Craightinny Road To Stapeley Avenue	14	Craightinny/Dudd'n	U Urban	Surface Treatment	Amber 2	1,251	1.00	1.00	1.00
New Mart Road	New Market Road To the Risk Factory	9	Fountainbridge/C'hart	U Urban	Surface Treatment	Amber 2	4,268	1.00	1.00	1.00
Newbattle Terrace	Eden Terrace To Canaan Lane	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	909	1.60	1.00	1.00
Niddrie Marischal Place	Niddrie Marischal Gardens north-east to east side of No.37 Niddrie Marischal Place	17	Portobello/Craigmillar	U Urban	Surface Treatment	Amber 2	813	1.00	1.10	1.00
Cramond Road South	Cramond Road South To Cramond Road North	1	Almond	U Urban	Surface Treatment	Amber 2	1,626	1.00	1.00	1.00
Cumnor Crescent	Rutherford Drive To Tressilian Gardens	16	Liberton/Gilmerton	U Urban	Surface Treatment	Amber 2	422	1.00	1.00	1.00
Northfield Circus	From btw No.s1-20 around circus returning to No.s1-20	14	Craightinny/Dudd'n	U Urban	Surface Treatment	Amber 2	6,169	1.60	1.10	1.00
Orchard Brae Gardens West	Orchard Place To Orchard Brae Avenue	5	Inverleith	U Urban	Surface Treatment	Amber 2	2,614	1.00	1.10	1.05
Oswald Road	Kilgraston Road to Blackford Avenue	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	972	1.00	1.00	1.00
Overton Farm Road	From the east-west leg of Overton Farm Rd north To B9080(Stirling Road)	1	Almond	U Urban	Surface Treatment	Amber 2	725	1.00	1.00	1.00
Oxgangs Avenue	Greenbank Crescent To Oxgangs Crescent	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	1,753	1.30	1.10	1.00
Parkside Terrace	Dalkeith Road to junction between No.s16-20 Parkside Terrace	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	622	1.00	1.00	1.00
Pentland Avenue	Pentland Road To Gillespie Road	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	677	1.00	1.00	1.00
Pentland View	Colmestone Gate To Pentland Drive	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	335	1.00	1.00	1.00
Piersfield Grove	From No.7-9 Piersfield Grove east to end of cul-de-sac	14	Craightinny/Dudd'n	U Urban	Surface Treatment	Amber 2	438	1.30	1.00	1.00
Pirniefield Place	Prospect Bank Place To Prospect Bank Road	13	Leith	U Urban	Surface Treatment	Amber 2	853	1.30	1.00	1.00
Potterrow	Marshall Street northwards for approx 95m	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	1,028	1.60	1.00	1.00
Queen Anne Drive	Harvest Drive north west to entrance of Low Cost Airport Parking.com	1	Almond	U Urban	Surface Treatment	Amber 2	662	1.00	1.00	1.00
Leven Terrace	Glengyle Terrace To Brougham Place	10	Meadows/Morningside	U Urban	Surface Treatment	Amber 2	1,490	1.00	1.00	1.00
Ravelston Dykes Road	Murrayfield Road To entrance to Mary Erskine School	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	1,116	1.00	1.00	1.00
Blackford Hill Grove	Blackford Hill Rise To No 27 Blackford Hill Grove (end of cul de sac)	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	1,124	1.00	1.00	1.00
Redford Avenue	From Redford Road link to Redford Crescent	8	Colinton/Fairmilehead	U Urban	Surface Treatment	Amber 2	5,324	1.00	1.00	1.00
Restalrig Road	Restalrig Park to Prospect Bank Road and Marionville Road to Restalrig Gardens	13 & 14	Leith & Craightinny/Dudd'n	U Urban	Surface Treatment	Amber 2	2,040	1.00	1.00	1.00

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Restalrig Square	From No.2 round square returning to No.2	14	Craigentiny/Dudd'n	U Urban	Surface Treatment	Amber 2	797	1.00	1.00	1.00
Ross Gardens	Savile Place To Ross Place	15	Southside/Newington	U Urban	Surface Treatment	Amber 2	1,841	1.00	1.00	1.00
Rossie Place	Alva Place To Norton Park	12	Leith Walk	U Urban	Surface Treatment	Amber 2	1,036	1.30	1.00	1.00
Russell Road	South end of railway bridge to sorting office corner and Roseburn Maltings to Roseburn Street	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	1,148	1.00	1.00	1.00
Saughton Crescent	Saughtonhall Drive to Beechmount Crescent and Saughton Grove to Saughton Loan	6	Costorphine/Murrayf'd	U Urban	Surface Treatment	Amber 2	6,288	1.00	1.00	1.00
Peniel Road	Council boundary under rail bridge to Overton Farm Road	1	Almond	U Rural	Surface Treatment	Amber 2	8,647	1.00	1.00	1.00

### Setted Streets

Street	Scheme Location	Ward Number	Council Ward	M <sup>2</sup>	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Randolph Crescent & Great Stuart Street	Various Location	11	City Centre	2700	16	1.8	1.0	1.00	<b>28.80</b>

## Proposed Capital Footway Programme

April 2017 – March 2018

### Main Footways

Footway Schemes	Scheme Location	Ward Number	Council Ward	M <sup>2</sup>	Raw Score	Usage Multiplier	Prioritisation Score
Whitehouse Loan	East side only - Grange Loan to Strathearn Road	15	Southside/Newington	802	15.50	1.6	<b>24.80</b>
Waverley Park	Both sides, West side full length, East side from No. 6 Waverley Park Terrace to No. 27 Waverley Park	11	City Centre	587	15.50	1.6	<b>24.80</b>
Cowgate	South side of road from No. 2 to Livingstone house	11	City Centre	658	13.50	1.8	<b>24.30</b>
Queen's Park Avenue	Considine Gdns to: Meadowbank on north side & to opp No.15 Queen's Park Ave on south side.	14	Craigentinny/Dudd'n	632	15.00	1.6	<b>24.00</b>
Calton Road Ph2	West side from St Ninian's row Jct to Opp Calton Hill Jct	11	City Centre	57	15.00	1.6	<b>24.00</b>
Watson Crescent	Both sides - whole road	9	Fountainbridge/C'hart	1,649	15.00	1.6	<b>24.00</b>
Boys Brigade Walk	Whole path	15	Southside/Newington	908	15.00	1.6	<b>24.00</b>
East Claremont Street	North-west side btw No.s 89-123 & south-east side Claremont Court to No.118	12	Leith Walk	852	15.00	1.6	<b>24.00</b>
Dundas Street	Both sides - Great King Street to Heriot Row	11	City Centre	1,269	15.00	1.6	<b>24.00</b>
Dean Bank Lane	Hamilton Place to No.27 west side & to No.2 Dean Bank Lane on east side	5	Inverleith	91	15.00	1.6	<b>24.00</b>
Balmoral Place 1-15	West side only	5	Inverleith	80	15.00	1.6	<b>24.00</b>
Bathfield	West side southwards from Lindsay Road.	13	Leith	91	15.00	1.6	<b>24.00</b>
North Junction Street	West side No. 21 Nth Junction St to No. 8 Portland Terr	13	Leith	716	15.00	1.6	<b>24.00</b>
Duncan Place Ph1	West side from Duke St to St Andrew Place & east side from St Andrew Place to John's Place	13	Leith	674	15.00	1.6	<b>24.00</b>
Stewart Terrace	North side - Sinclair Close north-east to Sinclair Gardens	7	Sighthill/Gorgie	190	15.00	1.6	<b>24.00</b>
Queensferry Road	South side from Drum Brae North, west to No.567	3	Drum Brae / Gyle	620	15.00	1.6	<b>24.00</b>
Springvalley Terrace	East side only - Springvalley Gdns to Cuddy Lane	10	Meadows/Morningside	337	15.00	1.6	<b>24.00</b>
Springvalley Gardens	Both sides - whole road	10	Meadows/Morningside	508	15.00	1.6	<b>24.00</b>
Stewart Terrace	East side - Gorgie Road south-east to Wardlaw Terrace	7	Sighthill/Gorgie	582	15.00	1.6	<b>24.00</b>
Dean Park Street	Dean Park Mews north to Dean Park Mews	5	Inverleith	645	15.00	1.6	<b>24.00</b>



## Local Footways

Footway Schemes	Scheme Location	Ward Number	Council Ward	M <sup>2</sup>	Raw Score	Usage Multiplier	Prioritisation Score
Milton Crescent & Milton Gdns Sth		17	Portobello/Craigmillar	1,538	17.00	1.2	20.40
Magdalene Gardens Ph2		17	Portobello/Craigmillar	628	17.00	1.2	20.40
Magdalene Avenue		17	Portobello/Craigmillar	434	17.00	1.2	20.40
Bryce Avenue		14	Craigentenny/Dudd'n	769	17.00	1.2	20.40
Northfield Grove		14	Craigentenny/Dudd'n	946	17.00	1.2	20.40
Craigmillar Castle Gardens		17	Portobello/Craigmillar	872	17.00	1.2	20.40
James Street		17	Portobello/Craigmillar	758	17.00	1.2	20.40
Pilton Place		4	Forth	885	17.00	1.2	20.40
Crewe Place & Loan		4	Forth	428	17.00	1.2	20.40
Crewe Road North		4	Forth	922	17.00	1.2	20.40
Stanley Road		4	Forth	502	17.00	1.2	20.40
Pilton Drive Ph1		4	Forth	1,520	17.00	1.2	20.40
Bangholm Bower Avenue		4	Forth	278	17.00	1.2	20.40
Craigleith Drive		5	Inverleith	875	17.00	1.2	20.40
Easter Drylaw Grove		5	Inverleith	263	17.00	1.2	20.40
Ravelston Park		5	Inverleith	1,296	17.00	1.2	20.40
Gardiner Road		5	Inverleith	1,252	17.00	1.2	20.40
Drylaw Crescent		5	Inverleith	1,496	17.00	1.2	20.40
Pilton Drive		4	Forth	1,412	17.00	1.2	20.40
Pilton Loan		4	Forth	215	17.00	1.2	20.40
Davidson Park		5	Inverleith	256	17.00	1.2	20.40
Dudley Avenue & Dudley Ave Sth		4	Forth	1216	17.00	1.2	20.40
Queensferry Road		5	Inverleith	756	17.00	1.2	20.40
Crewe Grove		4	Forth	224	17.00	1.2	20.40
Muirhouse Green		4	Forth	226	17.00	1.2	20.40
Muirhouse Bank		4	Forth	593	17.00	1.2	20.40
Craigleith Hill Avenue		5	Inverleith	2,666	17.00	1.2	20.40
MacDowell Road		15	Southside/Newington	631	17.00	1.2	20.40

<b>Footway Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Usage Multiplier</b>	<b>Prioritisation Score</b>
Ellen's Glen Road Ph2		16	Liberton/Gilmerton	536	17.00	1.2	<b>20.40</b>
Glenallan Drive		16	Liberton/Gilmerton	304	17.00	1.2	<b>20.40</b>
Greenbank Row -footway		10	Meadows/Morningside	344	17.00	1.2	<b>20.40</b>
Morningside Drive		10	Meadows/Morningside	717	17.00	1.2	<b>20.40</b>
Comiston Road		10	Meadows/Morningside	816	17.00	1.2	<b>20.40</b>
Dolphin Road		2	Pentland Hills	1,812	17.00	1.2	<b>20.40</b>

## Proposed Capital Street Lighting Programme

April 2017 – March 2018

Area	Location	Comments
City Wide	Various ancillary works	Revenue Column/Lantern replacements transferred to Capital
West	South Queensferry - replacement of 5th core cable	Commitment to local Councillor due to Scottish Power faults
City Centre	Royal Mile Closes	General improvement scheme linked to obsolete equipment.
City Wide	Wall bracket pull test	Inspection scheme linked to Health & Safety
City Centre	P109 Conservation lanterns, phased renewal	General improvement scheme linked to obsolete equipment.
City Wide	Parks Lighting, various upgrades	General improvement scheme linked to obsolete equipment.
City Centre	City Centre Lanes	General improvement scheme linked to obsolete equipment.
City Wide	Illuminated traffic islands	General improvement scheme linked to obsolete equipment.
City Wide	Replacement of Test Failed Columns	Test failed columns.

**Proposed Bridges Budget Allocation & Programme**

**April 2017 – March 2018**

Structure Name	Work Required
ST MARKS BRIDGE	Bearing replacement, grouting of post-tensioned tendons, deck waterproofing and structural repairs to bridge deck.
WESTER COATES WALKWAY	Replace structure.
BELLS MILL FOOTBRIDGE	Refurbishment of steelwork structure.
WOODHALL MILL BRIDGE	Refurbishment of steelwork structure
MARKET STREET BRIDGE	Refurbishment and strengthening of steel and concrete structure.
GLASGOW ROAD BRIDGE	Structural strengthening of concrete structure.
GORGIE ROAD BRIDGE	Deck waterproofing and refurbishment of concrete structure.