

# Transport and Environment Committee

10.00am, Thursday, 20 April 2023

## Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24

Executive/routine Wards Council Commitments	Executive All
---------------------------------------------------	------------------

### 1. Recommendations

---

- 1.1 It is recommended that Transport and Environment Committee:
  - 1.1.1 Notes the breakdown of the allocation of the capital budget for 2023/24 shown in Appendix 1;
  - 1.1.2 Approves the programme of proposed works for 2023/24, as detailed in section three of the report, and in Appendices 1, 2 and 3; and
  - 1.1.3 Approves the approach to carriageway delivery, as detailed in paragraphs 4.3 – 4.19.

**Paul Lawrence**

Executive Director of Place

Contact: Sean Gilchrist, Transport Manager – Asset and Performance

E-mail: [sean.gilchrist@edinburgh.gov.uk](mailto:sean.gilchrist@edinburgh.gov.uk) | Tel: 0131 529 3765

## Roads and Infrastructure Investment – Capital Delivery Priorities for 2023/24

### 2. Executive Summary

---

- 2.1 This report seeks approval for the allocation of the Roads and Infrastructure Capital budgets and programme of works for 2023/24. This includes carriageways, footways, street lighting and traffic signals and structures. The budget figures listed in this report include the approved budget for 2023/24, including an additional £11m capital investment to improve paths, pavements and roads.

### 3. Background

---

- 3.1 The capital budget for roads and infrastructure in 2023/24 was agreed at the Council meeting on [23 February 2023](#) as part of the capital investment programme.
- 3.2 An additional £11m capital has been allocated in 2023/24 to improve paths, pavements and roads.
- 3.3 The Roads and Infrastructure Investment Programme for 2023/24 proposes the capital budget of £21.781m should be allocated across six different work streams: carriageways and footways; street lighting and traffic signals; road structures; other asset management; road operations and miscellaneous. The total investment which will be made into carriageway and footways work accounts for £18.916mm or 87% of the available funding.
- 3.4 A methodology of prioritisation, approved by Transport and Environment Committee in [January 2016](#), is used to identify which projects should be included in the programme.
- 3.5 The Council's carriageway and footway stock has a gross replacement cost of £2,260m. It is essential that the carriageways and footways are maintained to an acceptable standard. An investment strategy for carriageways was agreed by Transport and Environment Committee in [October 2015](#), which aims to get the best return in asset condition for the available funding.
- 3.6 The Council's Bridge stock has a gross replacement cost of £1,340m. It is essential that these structures are inspected and adequately maintained to ensure that the road network can operate efficiently and safely.

- 3.7 In addition, a 10% capital budget commitment has been made to cycling improvements (this has already been “top-sliced” from the original budget). This is in line with the Council commitment to allocate a percentage of the transport budget to improve cycling facilities throughout Edinburgh.

## 4. Main report

---

### **Capital Budget Provision 2022/23 – 2024/25**

- 4.1 The current and projected capital allocation for Infrastructure for 2022 to 2024 is shown in Appendix 1. This outlines how the proposed budget will be allocated across the six elements of the programme in 2023/24.
- 4.2 The additional £11m of funding has been integrated into the programme to improve paths, pavements and road condition.

### **Carriageway Investment**

- 4.3 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.
- 4.4 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.
- 4.5 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 red category have deteriorated beyond preventative maintenance and will require more robust treatments in order to prolong its future. Roads in the Amber condition indicate that further investigation is required to establish if preventative treatment is required.
- 4.6 As part of the modelling work for the Transport Asset Management Plan (TAMP), 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 (e.g. surface dressing, micro asphalts), which improve the condition of the carriageway or footway and delay the need for more expensive resurfacing or strengthening treatments. Owing to the lower cost of the treatments required on Amber condition roads, more roads can be treated each year.
- 4.7 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.

- 4.8 The UKPMS is used for systematic collection and analysis of condition data, i.e. SRMCS. The UKPMS analyses specific types of defects i.e. cracking, texture, profile and rutting, to select which roads should be considered for preventative, resurfacing or strengthening treatments.
- 4.9 A prioritisation weighting of 5% to carriageway schemes that have an existing on-road cycle lane continues to be applied. This promotes carriageway renewal schemes heavily used by cyclists.
- 4.10 Edinburgh is the only local authority in Scotland to include such a weighting. This further enforces the Council's commitment to active travel.
- 4.11 Edinburgh has shown an improvement in the overall condition of the carriageway network in the past few years. However, based on the current funding allocations within the capital strategy 2020-2030, future condition projections show a deterioration in the carriageway network.
- 4.12 The additional £11m investment that was approved in the 2023/24 budget has been allocated to achieve an improvement in overall carriageway condition across all road categories. It is forecast that this will achieve a short-term improvement in condition. However, additional funding will still be required in future financial years if continual improvement is to be achieved. The increased funding required has previously been set out to this committee and in subsequent briefings to Councillors.
- 4.13 Edinburgh's carriageway network has suffered badly from the prolonged cold and wet winter in 2022/23. This has accelerated deterioration across the carriageway network, increasing the number of defects to be repaired. It has also seen an increase in the number of public liability claim received. Between December 2022 and February 2023, 430 public liability claims were received (compared with 190 claims received between December 2021 – February 2022).
- 4.14 It is imperative that the Council implements carriageway improvement schemes in as quick and agile a manner as possible, to slow deterioration, improve overall condition and maintain a safe road network for all road users.
- 4.15 There is a large increase in the number of carriageway schemes being proposed for delivery due to the additional £11m investment. The current approach would mean it would be unachievable to deliver this investment in 2023/24.
- 4.16 In 2023/24, it is therefore, proposed that carriageway renewal schemes will generally be like-for-like renewals. This will significantly increase the number of carriageway renewals schemes that will be delivered in 2023/24, compared with previous financial years. It will also reduce the cost for each resurfacing and strengthening scheme resulting in more renewal schemes being delivered.
- 4.17 This approach will also mean that each renewal scheme will take less time to deliver, reducing the time on the network for each scheme. It is forecast that focusing on like-for-like carriageway renewals will double the number of schemes completed in 2023/24.
- 4.18 Where there are alignments between the carriageway investment programme and the Active Travel Investment Plan, officers will work together to decide the

most efficient way to deliver these schemes in tandem, or at the very least in a way that ensures that best value is being achieved.

### **Footway Investment**

- 4.19 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.
- 4.20 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.
- 4.21 Alongside the increased £3m budget for footway works, it is proposed to allocate £0.5m for Local Footways in 2023/24. 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.
- 4.22 It is also proposed to treat local footways with surfacing procedures i.e. slurry sealing where this is appropriate, and as set out in the approved investment approach. This is a preventative treatment and will allow a far greater number of footways to be treated each year.
- 4.23 Footway schemes will continue to implement the Street Design Guidance proposals and part of the main footway renewal schemes. This will result in both condition and streetscape improvements for footway users. Common footway improvements that are implemented include the introduction of dropped kerbs, the tightening of junction radii, raising table levels and widening footway widths where required.

### **Co-ordination**

- 4.24 Appendix 2 details the capital investment schemes that are planned for delivery in 2023/24.
- 4.25 Any proposed scheme on arterial routes or in the city centre will be considered by the City-Wide Traffic Management Group to determine whether the works can be carried out and what conditions could be put in place (e.g. phasing, off peak working, etc) to minimise disruption.
- 4.26 Consultation with Lothian Buses and utility companies is already under way to ensure that disruption on the network is kept to a minimum and to reduce conflicts with other work on the road network.

### **Public Realm**

- 4.27 The Footway Capital Programme also supports public realm projects identified by the Streetscape Delivery Group and Transport Planning.
- 4.28 Several footway and carriageway 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, utilising the Street Design Guidance. This includes carriageway and footway schemes in the World Heritage Site (WHS) and Conservation areas.

## **Street Lighting and Traffic Signals**

- 4.29 In common with many other authorities across the UK, Edinburgh has a large number of street lighting assets (columns, poles, bollards and network cables) that have exceeded their design life and require replacement. Where individual columns fail a structural test, they are replaced on a one for one basis. The test-failed street lighting columns are prioritised in the programme, with the worst columns being replaced first.
- 4.30 Although work to install energy efficient street lighting lanterns was completed in 2022, there are still around 4,500 non-LED lanterns that will need to be replaced within the next five years. These include fluorescent lanterns, which although relatively efficient (and therefore not replaced as part of the Energy Efficient Street Lighting Programme) have a limited design life and will need to be replaced. In addition, the majority of fluorescent lamps are due to be phased out during this year under recent changes to EU regulations.
- 4.31 Owing to the age of the street lighting assets, additional capital investment will be required (over each of the next five years) to maintain and renew existing assets.
- 4.32 The budget for street lighting works in 2023/24 is £1.120m. The programme of Street Lighting works is shown in Appendix 3.
- 4.33 Edinburgh's traffic signal assets are maintained by in-house staff with assistance from our maintenance contractor. Each asset is electrically and mechanically inspected on an annual basis with preventative maintenance taking place as part of the inspection process.
- 4.34 The average age of the traffic signals asset is in excess of 25 years and is prioritised for replacement using 10 separate criteria, with higher weighting placed on age, condition and availability of pedestrian facilities.

## **Other Asset Management**

- 4.35 It is proposed to invest £0.3m 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. exceed their design life), it is more efficient to replace the lighting columns at the same time as the footway works.

## **Road Operations**

- 4.36 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, an allocation of £0.08m is made to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.
- 4.37 It is proposed to continue the allocation for drainage repairs (£0.30m). This will be used to repair failed gully tails and frames throughout Edinburgh.

- 4.38 A further £0.5m will be allocated for Bus Stop Maintenance. This will allow extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive, wear. We work with bus operators to identify appropriate areas of investment and the budget also aims to support the objectives set out in the Council's [Public Transport Action Plan](#).
- 4.39 It is proposed to allocate £0.50m for in-year priorities in 2023/24. This allocation will be used to fund any emergency and unforeseen situations that arise throughout the year.
- 4.40 It is proposed to allocate £0.800m for a Surface Enhancement Programme. This will allow renewal of carriageways and footways outwith the surfacing programme, that are too extensive for revenue repairs, to be holistically surfaced. It would, therefore, negate the need for them to be considered for capital investment and significantly increase the life of the asset. Roads surfaced through this process will need only very minimal, if any, revenue repairs over a period of many years.

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

- 4.41 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 £1.800m 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.
- 4.42 The majority of the schemes selected for investment will be designed by the Council's in-house design teams. However, it will be necessary to use external professional services assist with the delivery of the increased capital investment programme. The additional £11m investment is currently only for one financial year, therefore, additional design resource will be required as it is highly unlikely that the Council could attract additional engineering resource in-house on a fixed term contract basis due to a competitive labour market.

### **Local Environment Projects**

- 4.43 It is proposed to allocate £0.50m for Local Environment Projects (previously Neighbourhood Environment Projects (NEPs) funding). This will allow the delivery team to respond to local issues identified throughout the city. It will allow improvements to be made on the network that would not have been prioritised within the existing capital prioritisation procedures.

### **Bridges**

- 4.44 There are 3,366 bridges and road structures in the city with a span greater than 1.5m. This includes road bridges, foot bridges, underpasses, tunnels and gantries on the road network. The bridges and road structures receive a General Inspection (GI) over a two-year cycle. This is a visual inspection from ground level of parts of the bridge that are readily accessible.
- 4.45 In addition to the GI, a Principal Bridge Inspection (PBI) requires to be undertaken at six-year intervals which entails the inspecting engineer being

within touching distance of every part of the bridge. 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.

- 4.46 A Risk Based PBI Programme has now been introduced, which increases the PBI interval for some structures from six to 12 years. A total of 142 bridges were prioritised in 2016/17 over a six-year period and this programme has now been completed. A new rolling risk-based programme is now underway which involves PBIs on between 40 and 50 structures per year.
- 4.47 From the GIs and PBIs, bridges are given scores based on their condition and individual parts of the structure that require to be repaired are highlighted. These scores are used to develop the programme of work, together with other factors such as volume of use, location, relationship with other parties and other work in the vicinity.
- 4.48 The scores for all bridges are totalled and averaged and this helps provide an indication of the condition of the Bridge Stock. The proposed Bridges Programme for 2023/24 is detailed in Appendix 4.
- 4.49 The major refurbishment of North Bridge continues; due for completion in 2025 with a current budget of £86.250m. This project has highlighted the importance of proactive maintenance, which is estimated at £3m per year for the Council's bridges and road structures (excluding major projects such as North Bridge).
- 4.50 The Proposed Budget allocation is insufficient to adequately maintain the Council's bridge stock. It has been estimated that an additional £2.2m will be required in each future financial year. This issue is compounded by rising construction costs, and acquisition of additional assets from new developments and Active Travel projects. Additional funding will be required in future to prevent further deterioration.
- 4.51 There are 68km of retaining walls with a retained height over 1.5m associated with the road network. A total of 866 walls were inspected in 2018, and condition scores have been calculated in a similar manner to the bridges. An inspection and repair programme is currently underway.

### **Flood Prevention**

- 4.52 Whilst not currently part of the Transport Infrastructure budget allocation, the Council's Flood Prevention assets have been initially valued in the region of £700m. The Water of Leith Flood Protection Scheme Phases 1 and 2 are now ten and five years old respectively. These schemes have been largely maintenance-free to date but are beginning to require investment as they age. The £2m Council capital budget agreed at The Council meeting on [23 February 2023](#) to fund measures to prevent flooding in 2023/24 is welcome, but a regular allocation will be required in future years to introduce new measures to reduce flooding, and to maintain the Council's existing assets.

### **Consultation**



- 4.53 Where there will be changes made to road layouts, it is important to carry out consultation on capital renewal schemes to ensure that the correct design approach is implemented, and the correct solution is achieved on the ground.
- 4.54 Consultation will take place on the 2023/24 capital renewal schemes that have been selected for investment with Living Streets, Spokes, Lothian Buses and Edinburgh World Heritage. It is proposed to continue this consultation throughout the year. Further consultation will be carried out with the Access Panel and the Bus User Group.
- 4.55 Internal consultation will also take place with team across transport.

### **Capital Delivery**

- 4.56 It is the aim of the design and delivery teams to deliver all of the schemes listed in this report in 2023/24. However, this may not be possible due to unforeseen circumstances when more work is started on the network.
- 4.57 Any scheme that is not delivered in 2023/24 will be re-prioritised for delivery in a future financial year.

## **5. Next Steps**

---

- 5.1 The capital investment programme will continue to be reviewed regularly to ensure that any adjustment is made to the programme as soon as possible.
- 5.2 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 36.2% in 2020/22 to 35.0% in 2021/23.
- 5.3 A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Council's road maintenance policies. Additional funding in 2023/24 will be targeted at improving Edinburgh's RCI.

## **6. Financial impact**

---

- 6.1 The cost of improvement works, listed in Appendix 1, will be funded from the approved capital allocation for roads and footway investment.
- 6.2 The report outlines total expenditure plans of £21.781m for infrastructure investment. If this expenditure were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 30-year period would be a principal amount of £21.781 and interest of £21.781, resulting in a total cost of £238.451 based on a loans fund interest rate of 3.83%. This represents an annual cost of £1.282m.
- 6.3 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.

- 6.4 The loan charge estimates above are based on the assumption of borrowing in full for this capital project.

## **7. Stakeholder/Community Impact**

---

- 7.1 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.
- 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.
- 7.3 There are no significant sustainability implications expected as a result of approving the recommendations in this report.

## **8. Background reading/external references**

---

- 8.1 None

## **9. Appendices**

---

- 9.1 Appendix 1 Capital Budget Allocation
- 9.2 Appendix 2 Proposed Capital Delivery Programme – April 2023 – March 2024
- 9.3 Appendix 3 Proposed Capital Street Lighting Programme – April 2023 – March 2024
- 9.4 Appendix 4 Proposed Bridges Programme – April 2023 – March 2024.

## Capital Budget Allocation

### Current and Predicted Capital Allocation

	2022/23	2023/24	2023/24
£m	13.178	21.781	12.585

### Proposed Budget Allocation for 2023/24

<u>Carriageways &amp; Footways</u>	<u>£m</u>	
Budget for Carriageway Works	8.436	
Budget for Carriageway Surface treatments	2.000	
Budget for Setted Carriageways	1.000	
Budget for Footway Works	3.000	
Budget for Local Footways	0.500	
TOTAL		-14.936
<u>Street Lighting &amp; Traffic Signals</u>	<u>£m</u>	
Street Lighting	1.120	
Traffic Signals	0.100	
TOTAL		-1.220
<u>Road Structures</u>	<u>£m</u>	
TOTAL	0.845	-0.845
<u>Other Asset Management</u>	<u>£m</u>	
Asset replacement <sup>1</sup>	0.300	
TOTAL		-0.300
<u>Road Operations</u>	<u>£m</u>	
Drop crossings	0.080	
Drainage improvements	0.300	
Bus Stop Maintenance	0.500	
In Year Priorities	0.500	
Surface Enhancements	0.800	
TOTAL		-2.180
<u>Miscellaneous</u>	<u>£m</u>	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.800	
Local Environment Projects	0.500	
TOTAL		-2.300
<b>TOTAL SPEND</b>		<b>-21.781</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.

## Proposed Capital Delivery Programme

### April 2023 – March 2024

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Commercial Street	Carriageway Strengthening	13	7168.8
Gilmerton Road	Carriageway Strengthening	16	10207.3
Morrison Street	Carriageway Strengthening	11	1154.3
Ferniehill Road	Carriageway Strengthening	16	1047.6
Henderson Terrace	Carriageway Strengthening	7	1487.5
Kingston Avenue	Carriageway Strengthening	16	1096.5
Craighouse Road	Carriageway Strengthening	9	880.4
Lanark Road	Carriageway Strengthening	9	824
Niddrie Mains Road	Carriageway Strengthening	17	5077.9
Peffermill Road	Carriageway Strengthening	17	2822.2
Moredunvale Road	Carriageway Strengthening	16	1228.3
Hailesland Gardens	Carriageway Strengthening	2	284
Clermiston Drive	Carriageway Strengthening	3	894.6
Baird Road	Carriageway Strengthening	1	2584.4
Echline Avenue	Carriageway Resurfacing	1	7029
Milton Road East	Carriageway Resurfacing	17	5397.2
Eastfield	Carriageway Resurfacing	17	1096.1
Baird Road	Carriageway Resurfacing	1	7192.3
Westfield	Carriageway Resurfacing	1	11999
Claylands Road	Carriageway Resurfacing	1	3550
Bonaly Road	Carriageway Resurfacing	8	2066.1
Blantyre Terrace/Mardale Crescent	Carriageway Resurfacing	10	2023.5
Hutchison Loan	Carriageway Resurfacing	9	1356.1
Brougham Place/Street	Carriageway Resurfacing	11	1860.2
A1	Carriageway Resurfacing	17	15450
A90	Carriageway Resurfacing	1	9785
A8	Carriageway Resurfacing	1	18540
Lanark Road	Carriageway Resurfacing	2	1730.4
Comely Bank Road	Carriageway Resurfacing	5	2483.2
Lasswade Road	Carriageway Resurfacing	16	12325
West Mains Road	Carriageway Resurfacing	15	362.1
Murrayburn Road	Carriageway Resurfacing	7	2712.2
Silverknowes Road	Carriageway Resurfacing	1	4906.1
Viewforth	Carriageway Resurfacing	10	4970
Pennywell Road	Carriageway Resurfacing	4	7650
Kaimes Junction	Carriageway Resurfacing	16	3763
Lanark Road West	Carriageway Resurfacing	2	9270
Johnsburn Road	Carriageway Resurfacing	2	1704
Lanark Road	Carriageway Resurfacing	9	1648
Old Dalkeith Road	Carriageway Resurfacing	16	7313
Wardie Crescent	Carriageway Surface Treatment	4	958.5
Bankhead Drive	Carriageway Surface Treatment	7	986.9
Clovenstone Road	Carriageway Surface Treatment	2	404.7

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Morningside Drive	Carriageway Surface Treatment	10	6269.3
Drum Brae Drive	Carriageway Surface Treatment	3	1228.3
Balcarres Street	Carriageway Surface Treatment	10	3202.1
Craigentenny Avenue	Carriageway Surface Treatment	14	3564.2
Loganlea Drive	Carriageway Surface Treatment	14	2896.8
Moredun Park Road	Carriageway Surface Treatment	16	3060.1
Dreghorn Loan	Carriageway Surface Treatment	8	3535.8
Craighouse Gardens	Carriageway Surface Treatment	10	1725.3
Bonaly Avenue	Carriageway Surface Treatment	8	582.2
Craigcrook Road	Carriageway Surface Treatment	5	5069.4
Lennox Row	Carriageway Surface Treatment	4	2314.6
Scotstoun Avenue	Carriageway Surface Treatment	1	4835.1
Hawthornvale	Carriageway Surface Treatment	4	2854.2
Salvesen Terrace	Carriageway Surface Treatment	1	269.8
Hutchison Road	Carriageway Surface Treatment	9	1327.7
Marionville Road	Carriageway Surface Treatment	14	1270.9
Manse Road	Carriageway Surface Treatment	1	1065
Braid Road	Carriageway Surface Treatment	10	12403.7
Gordon Terrace	Carriageway Surface Treatment	15	3819.8
Calder Gardens	Carriageway Surface Treatment	2	1043.7
Wester Drylaw Place	Carriageway Surface Treatment	5	1448.4
Riccarton Avenue	Carriageway Surface Treatment	2	2350.1
Clermiston Crescent	Carriageway Surface Treatment	3	2335.9
Cumnor Crescent	Carriageway Surface Treatment	16	3400.9
Caiystane Avenue	Carriageway Surface Treatment	8	2648.3
Wishaw Terrace	Carriageway Surface Treatment	14	894.6
Balgreen Avenue	Carriageway Surface Treatment	6	1739.5
Ladywell Avenue	Carriageway Surface Treatment	6	2030.6
Spylaw Avenue	Carriageway Surface Treatment	8	1505.2
Albion Road	Carriageway Surface Treatment	12	2627
Eglington Crescent & Glencairn Crescent	Carriageway Surface Treatment	11	2130
Harvesters Way	Carriageway Surface Treatment	2	7597
Walter Scott Avenue	Carriageway Surface Treatment	16	3152.4
House O'Hill Road	Carriageway Surface Treatment	5	2577.3
St Alban's Road	Carriageway Surface Treatment	15	3834
Baileyfield Crescent	Carriageway Surface Treatment	17	2868.4
Easter Drylaw Place	Carriageway Surface Treatment	5	4686
Dumbryden Gardens	Carriageway Surface Treatment	2	5104.9
Hyvot Green	Carriageway Surface Treatment	16	873.3
Hillpark Avenue	Carriageway Surface Treatment	5	3095.6
Traquair Park West	Carriageway Surface Treatment	6	1966.7
House O'Hill Crescent	Carriageway Surface Treatment	5	2158.4
South Groathill Avenue	Carriageway Surface Treatment	5	2676.7
Society Road	Carriageway Surface Treatment	1	2662.5
East Trinity Road	Carriageway Surface Treatment	4	1888.6
Granton Mill Place	Carriageway Surface Treatment	4	809.4
Joppa Terrace	Carriageway Surface Treatment	17	1611.7
Dochart Drive	Carriageway Surface Treatment	3	447.3
Braidburn Terrace	Carriageway Surface Treatment	10	1299.3

<b>SCHEME NAME</b>	<b>TREATMENT</b>	<b>WARD NUMBER</b>	<b>TOTAL AREA</b>
Broomhall Avenue	Carriageway Surface Treatment	6	3905
Orchard Brae Gardens & Orchard Brae Gardens West	Carriageway Surface Treatment	5	2364.3
Brunstane Mill Road	Carriageway Surface Treatment	17	816.5
Wardieburn Terrace	Carriageway Surface Treatment	4	2456.6
Parkgrove Road	Carriageway Surface Treatment	3	745.5
Glenlockhart Valley	Carriageway Surface Treatment	9	1398.7
Broomhouse Street North	Carriageway Surface Treatment	7	1938.3
Orchard Terrace	Carriageway Surface Treatment	5	1207
Dumbryden Drive	Carriageway Surface Treatment	2	2485
Drum Place	Carriageway Surface Treatment	16	1221.2
Carrick Knowe Parkway	Carriageway Surface Treatment	6	1412.9
Duddingston Square East	Carriageway Surface Treatment	17	830.7
Glenogle Road	Carriageway Surface Treatment	5	1640.1
Sunnybank	Carriageway Surface Treatment	14	241.4
Cairns Drive	Carriageway Surface Treatment	2	489.9
Abbotsford Park	Carriageway Surface Treatment	10	844.9
Pilton Avenue	Carriageway Surface Treatment	4	3017.5
Orwell Place	Carriageway Surface Treatment	7	1001.1
Pirniefield Gardens	Carriageway Surface Treatment	13	1029.5
Burdiehouse Square	Carriageway Surface Treatment	16	1057.9
Relugas Road	Carriageway Surface Treatment	15	2186.8
Fox Spring Crescent	Carriageway Surface Treatment	10	1349
Fernieside Grove & Fernieside Avenue	Carriageway Surface Treatment	16	3393.8
Wilton Road	Carriageway Surface Treatment	15	809.4
Brae Park Road	Carriageway Surface Treatment	1	404.7
Ingliston Road	Carriageway Surface Treatment	1	5779.4
Ferrymuir	Carriageway Surface Treatment	1	1597.5
Linn Mill	Carriageway Surface Treatment	1	4096.7
Corbiehill Avenue	Carriageway Surface Treatment	5	1498.1
Craiglockhart Road North	Carriageway Surface Treatment	9	1775
Lawnmarket	Carriageway Setts	11	4000

## Proposed Capital Delivery Programme

April 2023 – March 2024

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Woodhall Bank Ph1	Footway Reconstruction	8	765.13
Woodhall Bank Ph2	Footway Reconstruction	8	728.77
Oswald Road	Footway Reconstruction	15	740
Jeffrey Street	Footway Reconstruction	11	1367.11
Dudley Avenue & Dudley Ave Sth	Footway Reconstruction	4	1215.74
Citadel Place	Footway Reconstruction	13	384.58
West Register Street	Footway Reconstruction	11	358.97
Fountainbridge	Footway Reconstruction	9	561.47
Dundee Street	Footway Reconstruction	9	156.28
North Gray's Close	Footway Reconstruction	11	14.15
Bathfield	Footway Reconstruction	13	91.33
Dalmeny Street Ph1	Footway Reconstruction	12	2157.68
Cambridge Avenue	Footway Reconstruction	12	782.27
Whitehouse Loan	Footway Reconstruction	15	802.37
Robertson Avenue	Footway Reconstruction	7	1723.17
Buchanan Street	Footway Reconstruction	12	851.47
Leamington Terrace	Footway Reconstruction	10	1567.65
Hillview Cottages	Footway Reconstruction	2	537.25
Gilmore Place Ph 3	Footway Reconstruction	10	632.64
Watson Crescent	Footway Reconstruction	9	1648.85
Walter Scott Avenue	Footway Reconstruction	16	1226.71
North Junction Street	Footway Reconstruction	13	1391.5
Duncan Place Ph1	Footway Reconstruction	13	673.85
Lochend Road Ph1	Footway Reconstruction	13	2075.02
Burnhead Grove	Footway Surface Treatment	16	918.29
Corslet Road Ph2	Footway Surface Treatment	2	938.75
Lawson Crescent	Footway Surface Treatment	1	1479.01
Parkgrove Drive	Footway Surface Treatment	3	948.9
Silverknowes Loan	Footway Surface Treatment	1	448.38
Keith Crescent	Footway Surface Treatment	5	802.96
Addiston Mains to Wester Row	Footway Surface Treatment	2	3049.86
Priestfield Crescent	Footway Surface Treatment	15	1082.84
Bailie Terrace Ph2	Footway Surface Treatment	17	341.74
Colinton Mains Road	Footway Surface Treatment	8	2980.8
Orchard Brae Gardens	Footway Surface Treatment	5	1747.43
Crewe Road South	Footway Surface Treatment	5	2270.32
Craighleith Hill Grove	Footway Surface Treatment	5	462.89
Craighleith Hill Crescent	Footway Surface Treatment	5	3315.79
Belford Gardens	Footway Surface Treatment	5	1267.44
Orchard Bank	Footway Surface Treatment	5	1205.67
Swanston Road	Footway Surface Treatment	8	377.69
Easter Drylaw Grove	Footway Surface Treatment	5	262.79
Gardiner Road	Footway Surface Treatment	5	1252.18
Drylaw Crescent	Footway Surface Treatment	5	924.74



SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Priestfield Road	Footway Surface Treatment	15	4220.04
Parkgrove Crescent	Footway Surface Treatment	3	1010.94
Dreghorn Park	Footway Surface Treatment	8	980.9
Queensferry Road	Footway Surface Treatment	5	755.99
Buckstone Hill	Footway Surface Treatment	8	43.56
Craigleith Hill Green	Footway Surface Treatment	5	466.53
Orchard Drive	Footway Surface Treatment	5	1229.47
Craigleith Hill Park	Footway Surface Treatment	5	1036.94
East Hermiston/Calder Road	Footway Surface Treatment	2	1012.03
Craigleith Hill Loan	Footway Surface Treatment	5	681.94
Craigleith Hill Avenue	Footway Surface Treatment	5	2665.99
Tylers Acre Avenue	Footway Surface Treatment	6	914.35
Comiston Road	Footway Surface Treatment	10	892.5
Crewe Road North	Footway Surface Treatment	4	729.73
Gilmerton Road	Footway Surface Treatment	16	703.3
Firrhill Crescent	Footway Surface Treatment	8	492.2
Oxgangs Street	Footway Surface Treatment	8	845.68
Belford Avenue	Footway Surface Treatment	5	1241.74
Cliftonhall Road	Footway Surface Treatment	2	3420.38
Redford Loan	Footway Surface Treatment	8	2334.3
Milton Road East	Footway Surface Treatment	17	396.69
Craigmillar Castle Gardens	Footway Surface Treatment	17	872.24
Barnton Park Drive	Footway Surface Treatment	1	649.64
Palmer Road	Footway Surface Treatment	2	438.45
Glendevon Road	Footway Surface Treatment	6	482.64
Colinton Road	Footway Surface Treatment	9	671.62
Oxgangs Row	Footway Surface Treatment	8	358.73
Ladywell Road	Footway Surface Treatment	6	1495.88
Stenhouse Gardens North	Footway Surface Treatment	7	603
Redford Walk	Footway Surface Treatment	8	854.48
Johnsburn Road	Footway Surface Treatment	2	971.4
Clarebank Crescent	Footway Surface Treatment	13	488.05
Woodhall Road	Footway Surface Treatment	8	393.35
Clermiston Green	Footway Surface Treatment	3	454.2
Lauriston Farm Road	Footway Surface Treatment	1	1575.96
Whitson Grove	Footway Surface Treatment	7	450
Silverknowes Bank	Footway Surface Treatment	1	757.15
Colinton Mains Road	Footway Surface Treatment	8	926.8
South Groathill Avenue	Footway Surface Treatment	5	225.21
East Barnton Gardens	Footway Surface Treatment	1	524.93
Muirhouse Place West	Footway Surface Treatment	4	799.32
Oxgangs Brae	Footway Surface Treatment	8	502.32
Parkgrove View	Footway Surface Treatment	3	262.24
Redford Road	Footway Surface Treatment	8	1044.72
Oxgangs Terrace	Footway Surface Treatment	8	1428.64
Colinton Mains Drive	Footway Surface Treatment	8	4695.26
Parkgrove Road	Footway Surface Treatment	3	1136.82
Groathill Road North	Footway Surface Treatment	5	459.69
Corstorphine House Avenue	Footway Surface Treatment	6	456.73



<b>SCHEME NAME</b>	<b>TREATMENT</b>	<b>WARD NUMBER</b>	<b>TOTAL AREA</b>
East Barnton Avenue	Footway Surface Treatment	1	1077.34
South Barnton Avenue	Footway Surface Treatment	1	1050.79
Quality St & Cramond Rd Sth	Footway Surface Treatment	1	451.18
Barnton Avenue	Footway Surface Treatment	1	658.3
Hillhouse Road	Footway Surface Treatment	5	984.78
Saughton Mains Drive	Footway Surface Treatment	7	678.62
Wilkieston Road	Footway Surface Treatment	2	107.55
Harvest Road	Footway Surface Treatment	1	304.02
Ferry Road	Footway Surface Treatment	5	155.24
Cramond Place Ph1	Footway Surface Treatment	1	550.93
Parkgrove Terrace	Footway Surface Treatment	3	1761.77
Oxgangs View	Footway Surface Treatment	8	415.07
Stenhouse Grove	Footway Surface Treatment	7	256.77
Lochend Road	Footway Surface Treatment	1	676.99
Muirhouse Green	Footway Surface Treatment	4	226.34
Craiglockhart Road North & Craiglockhart View	Footway Surface Treatment	9	918.08

**Proposed Capital Street Lighting Programme****April 2023 – March 2024**

<b>Locality</b>	<b>Location</b>	<b>Comments</b>
City-Wide	Various	Structural Test-failed Column Renewals
City-Wide	Various	Lantern Renewals
City-Wide	Various	Network Cable Renewals
City-Wide	Various	Illuminated Bollard & Sign Renewals
City-Wide	Various	Distribution Systems Renewals (Supply Cabinets, Wall-boxes and Pillars)
City-Wide	Various	Lighting Control Renewals (Photocells and Timeswitches)
City-Wide	Portobello Promenade	Street Lighting Renewals
City-Wide	High Street Closes Douglas Crescent William Street Bellevue Crescent	Heritage Lighting Renewals

## Proposed Bridges Programme

April 2023 – March 2024

Bridge	Summary of Works
Bow Bridge	Replacement/refurbishment of culvert structure.
Allan Park Footbridge	Refurbishment including steelwork strengthening and repainting.
Lindsay Road Bridge	A decision on the project scope is pending a funding application to Sustrans. £500k has been allocated for removal of the bridge deck but this may be used as matched funding for a new bridge.
Westerhailes Road Over Murrayburn Drive	Initial investigations to inform scoping of strengthening works in subsequent years.
Half-joint and post-tensioned investigations and strengthening	Initial investigations of various bridges to inform scoping of repair works in subsequent years.
West Approach Road bridges*	Design and initial investigations for refurbishment work in subsequent years.

\* This project is grant funded from the Scottish Government's Local Bridge Maintenance Fund and not part of the Transport Infrastructure capital allocation.