

Transport and Environment Committee

10.00am, Tuesday, 28 October 2014

Road and Footway Investment – Capital Programme for 2015/16

Item number 7.7
Report number
Executive/routine
Wards

Executive summary

This report seeks approval for the allocation of the Road, Footway and Street Lighting Capital budget and programme of works for 2015/16.

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.

Links

Coalition pledges	P29 , P33 , P44 , P45
Council outcomes	CO8 , CO19 , CO21 , CO22 , CO23 , CO24 , CO25 , CO26 , CO27
Single Outcome Agreement	SO4

Road and Footway Investment – Capital Programme for 2015/16

Recommendations

- 1.1 It is recommended that the Committee approves:
 - 1.1.1 the allocation of the capital budget for 2015/16 shown in Appendix A; and
 - 1.1.2 the programme of proposed works for 2015/16, as detailed in section three of the report, and in Appendices B and D.

Background

- 2.1 This report seeks approval for the proposed capital investment programme for road and footway improvements for 2015/16.
- 2.2 The capital budget of £15.069M for 2015/16 was agreed as part of the five year capital investment programme in February 2014.
- 2.3 The report provides details of the Road and Footway Capital Investment Programme for 2015/16. The report also includes details of street lighting investment. This report proposes how the Capital budget of £15.069m should be allocated across six different work streams. These are: Carriageways and Footways; Street Lighting; Other Asset Management; Neighbourhoods; Miscellaneous and Cycling Allocation. The Carriageway and Footways work accounts for £8.279M or 55% of the available funding. The Street Lighting work accounts for £1.5M or 10% of the available funding. A scheme of prioritisation is used to identify which projects should be included in this part of the programme.
- 2.4 On 29 October 2013, it was agreed by this Committee that a review of the scheme of prioritisation be carried out so that it also included a priority for cycle use. This review is the subject of a separate report to this Committee. The schemes prioritised for investment are based on the findings of this review.
- 2.5 It is necessary to present this report to Committee in October 2014 to ensure that the programme can start on time and comply with the Road Works Registration notice periods.

Capital Budget Provision 2014/15 - 2016/17

- 3.1 The current and projected capital allocation for roads and footways, including street lighting, for 2014 to 2017 is shown in Appendix A.
- 3.2 The roads and footways capital programme for 2015/16 consists of six work streams. These comprise: Carriageways and Footways; Street Lighting; Other Asset Management; Neighbourhoods; Miscellaneous and Cycling Allocation. Appendix A outlines how the proposed budget will be allocated across these six elements in 2015/16.

Carriageways and Footways

- 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 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. Given the overall demand for roads investment, local residential roads and footways do not often reach the required priority level because of their low traffic and pedestrian volumes. In recent years, an allocation has been set aside within the carriageway element of the programme for local road overlay treatment to certain lightly trafficked roads. This approach is used mainly in residential areas where it is considered that some localised patching repairs and a complete road overlay will prolong the life of the road. The weather window for this construction is from April to October.
- 3.5 This programme of local road overlay treatment has been running successfully since 2006/07 and has received an average of 94% customer satisfaction over this period. It is proposed to allocate £500K for this treatment programme in 2015/16. The proposed list of Local Roads Schemes is based solely on the condition of the road surface and has been circulated to the Roads Teams in each Neighbourhood for comment.
- 3.6 It is proposed to allocate £500K for Type 3 roads and £400K for Type 4 roads. The Road Type is determined by vehicle use and is calculated in Million Standard Axles (MSA). It takes into account the number of vehicles passing per day with all directions combined. Type 3 and 4 roads are roads that have low vehicle use. This funding will be allocated to Type 3 and Type 4 roads that are not suitable for the local roads process and will allow resurfacing works to be carried out on roads that would be unlikely to feature in a capital programme of works, due to their low prioritisation score, compared with main carriageways. The programme of proposed Type 3 and Type 4 carriageway works is shown in Appendix B.

- 3.7 It is proposed to maintain the allocation of £400K for Local Footways in 2015/16. 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. The programme of proposed carriageway and footway works is shown in Appendix B.
- 3.8 In 2014/15, resurfacing trials are taking place using alternative, less expensive, treatment types. These alternative treatment types will potentially offer a far wider range of resurfacing options which, in turn, will result in a greater number of schemes being carried out each year. Many of these treatments will be used as preventative measures, reducing significantly the deterioration of roads over a long period. The results of the trials are not yet known, therefore, the schemes for investment have not been identified at this time. It is proposed to allocate £500K for this purpose.

Deferred Schemes

- 3.9 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. A number of schemes, particularly on main arterial routes, have been deferred in order to avoid disruption to traffic. Any scheme that has been deferred will be closely monitored by the Neighbourhood Roads Team. A list of schemes which are proposed to be deferred from the 2015/16 Programme is shown in Appendix C.

Public Realm

- 3.10 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 a scheme for prioritising investment in public realm which will be reported to Committee in 2015. New public realm projects will be put forward for inclusion in the 2016/17 capital programme once the new public realm strategy is in place.
- 3.11 Although there are no specific public realm schemes within the 2015/16 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 improvements in design and layout.

Street Lighting

- 3.12 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. As well as replacing columns, the programme involves the fitting of more energy efficient lamps and lanterns that utilise white light technology and reduces the Council's energy consumption. The budget for street lighting works in 2015/16 is £1.5M. The programme of Street Lighting works is shown in Appendix D.
- 3.13 At current levels of investment it will take 10-12 years to replace the test-failed columns that have already been identified. The testing of street lighting columns is an ongoing process. Therefore, more test-failed columns are likely to be identified.

Other Asset Management

- 3.14 The South-West Neighbourhood has carried out a major survey on all the barriers along the Calder Road. A large percentage of these barriers have been identified as being in need of replacement. The estimated cost of this replacement is £1M. It is important that these barriers are maintained to a high standard due to their location on the Calder Road roundabouts. This work started in 2013/14. It is therefore proposed to maintain the £250K each year for the next two years to complete these works.
- 3.15 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 and street lighting. In the case of street lighting, where the lighting columns on a footway improvement scheme are more than 30 years old (ie exceeds their design life), it is more efficient to replace the lighting columns at the same time as the footway works.

Neighbourhoods

- 3.16 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, an allocation of £30K is given to each Neighbourhood area to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.

- 3.17 At the meeting of the Transport, Infrastructure and Environment Committee, on 23 November 2010, it was agreed to increase the level of investment in gully replacement from £270K to £520K, as part of the 2011/12 capital programme. This was to tackle the backlog of failed and collapsed gullies, of which there were 323, over a two year period. A further £300K is allocated in the current financial year. It is predicted that the majority of this backlog will have been tackled by the end of the current financial year. It is therefore proposed to reduce the provision for gullies in 2015/16 to £180K (approximately £30K per Neighbourhood) as this will be sufficient to deal with any remaining backlog.
- 3.18 In addition to the budget set aside for dropped kerbs and drainage improvements within Neighbourhoods, a further element of the programme is top-sliced each year for the Neighbourhood Environment Programme (NEP) to enable Neighbourhood Managers to respond to the local issues identified by the Neighbourhood Partnerships. In the current year £68,845 is allocated to each Partnership to invest in roads, footways and other environmental improvements in their area, in line with locally agreed priorities. It is proposed to maintain this level of investment in 2015/16.
- 3.19 Building on the success of the Right First Time (RFT), initiative for road repairs, it is proposed to allocate £180K for a Carriageway Enhancement Programme. This would allow roads that have never received any surface enhancements to be holistically surfaced through this RFT process. It would, therefore, negate the need for them to be considered for further 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.
- 3.20 It is proposed to allocate £120K for Bus Stop Maintenance. This will provide the neighbourhoods with £20K each to carry out extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive, damage cause by heavily loaded buses.

Inspection, Design and Supervision

- 3.21 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 £1.36M 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.

Contingencies

- 3.22 It is proposed to maintain the allocation of £800K for contingencies in 2015/16. Contingencies are used to fund any emergency and unforeseen situations that arise throughout the year.

- 3.23 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

- 3.24 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% - 8% will be allocated in 2015/16.
- 3.25 The 8% 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.

Revenue Budget

- 3.26 In addition to the capital funding detailed in this report each Neighbourhood receives a revenue budget each financial year. This allows the Neighbourhood Road Teams to carry out carriageway and footway repairs, repairs to barriers and fences and repairs to minor drainage faults. It is also used for traffic signs and road markings.
- 3.27 Road Services also carry out operations funded from a revenue budget. This revenue budget is used for the following operations: Weather Emergency, Gully Cleaning and Jetting, Events Management, Clarence Response Squads (defect repairs), Coring, and Temporary Traffic Regulation Orders (TTROs).

Measures of success

- 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 34.2% in 2012/13. Edinburgh's ranking within the 32 Scottish Local Authorities has increased from 23rd in 2005/6 to 14th in 2012/13. A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Roads Capital Programme.

Financial impact

- 5.1 The cost of improvement works, listed in Appendices B and D, will be funded from the approved capital allocation for roads and footway investment.

- 5.2 The report outlines total 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 £10.131M, resulting in a total cost of £25.20M based on a loans fund interest rate of 5.25%. The annual loan charges would be £1.26M.
- 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.
- 5.5 The loan charge estimates above are based on the assumption of borrowing in full for this capital project.

Risk, policy, compliance and governance impact

- 6.1 The recommendations in this report will improve the condition of the roads and footways 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.

Equalities impact

- 7.1 A full impact assessment, which will be preceded by consultation, 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.

Sustainability impact

- 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 The Street Lighting capital programme will continue to explore 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).

Consultation and engagement

- 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 is to be considered by this Committee in October 2014.
- 9.2 The revised timeline, also introduced in 2010, for the development of the annual capital programme allows time for consultation with Neighbourhood Roads Teams and builds in the ability for proposed schemes to be considered by Neighbourhood Partnerships.

Background reading/external references

Road and Footways Capital Programme 2010-11 Re-profiling of schemes

Road and Footway Prioritisation Review 2013

Road and Footway Prioritisation Review 2014

John Bury

Acting Director of Services for Communities

Contact: Sean Gilchrist, Roads Renewal Manager

E-mail: Sean.Gilchrist@Edinburgh.gov.uk | Tel: 0131 529 3765

Links

Coalition pledges	<p>P28 - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.</p> <p>P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p>P44 - Prioritise to keep our streets clean and attractive.</p> <p>P45 - Spend 5% of the transport budget on provision for cyclists.</p>
Council outcomes	<p>CO8 - Edinburgh's economy creates and sustains job opportunities.</p> <p>CO19 - Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p>CO21 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p>CO22 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p>CO23 - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p>CO24 - The Council communicates effectively and internally and externally and has an excellent reputation for customer care.</p> <p>CO25 - The Council has efficient and effective services that deliver on objectives.</p> <p>CO26 - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p> <p>CO27 - The Council supports, invests in and develops our people.</p>
Single Outcome Agreement	<p>SO4 - Edinburgh's communities are safer and have improved physical and social fabric.</p>
Appendices	<p>A Capital Budget Allocation</p> <p>B Proposed Capital Programme - April 2015 – March 2016 - Carriageway Schemes</p> <p>C Deferred Carriageway Schemes</p> <p>D Proposed Capital Street Lighting Programme - April 2015 – March 2016</p>

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

	2014/15	2015/16	2016/17
£M	15.069	15.069	15.069

Proposed Budget Allocation for 2015/16

Roads, Footways and Street Lighting Budget	<u>£m</u>	15.069	
<u>Carriageways & Footways</u>	<u>£m</u>		
Budget for main carriageway works		3.899	
Budget for Local Roads Thin Overlay		0.500	
Budget for Type 3 Carriageways		0.500	
Budget for Type 4 Carriageways		0.400	
Budget for Unidentified Carriageways		0.500	
Budget for footway works		2.080	
Budget for Local Footways		0.400	
TOTAL			-8.279
<u>Street Lighting</u>	<u>£m</u>		
		1.500	
TOTAL			-1.500
<u>Other Asset Management</u>	<u>£m</u>		
Asset replacement ¹		0.500	
Calder Road Barrier Work		0.250	
TOTAL			-0.750
<u>Neighbourhoods</u>	<u>£m</u>		
Drop crossings (£30,000 per Neighbourhood Area)		0.180	
Drainage improvements (£30,000 per Neighbourhood Area)		0.180	
NEP - (£67,845 per Partnership)		0.814	
Carriageway Enhancement Programme		0.180	
Bus Stop Maintenance		0.120	
TOTAL			-1.474
<u>Miscellaneous</u>	<u>£m</u>		
Budget for Inspection, Design & Supervision costs, including TTRO's		1.360	
Contingencies		0.500	
TOTAL			-1.860
<u>Cycling Allocation</u>	<u>£m</u>		
8% Allocation		1.206	
TOTAL			-1.206

¹ Other asset replacement within schemes i.e. footway schemes involving street lighting replacement of columns
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Proposed Capital Programme - April 2015 – March 2016**Carriageway Schemes**

Carriageway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
London Road	Montrose Terrace to Wishaw Terrace	14	Craigentiny/Dudd'n	3,904	16.5	1.8	1.50	1.05	46.78
St John's Road	Featherhall Avenue to Clermiston Road	6	Costorphine/Murrayf'd	6,279	16	1.8	1.5	1.05	45.36
Westfield Road	No 26 Westfield Road to Roseburn Street	7	Sighthill/Gorgie	3,741	15.5	1.8	1.25	1.05	36.62
Comiston Road	South Morningside Primary School to 402 Morningside Road	10	Meadows/Morningside	5,781	15.5	1.8	1.25	1.00	34.88
Queen Street Gardens West	Southbound Carriageway	11	City Centre	449	17.5	1.8	1.10	1.00	34.65
Brighton Place Phase 1	Scope of work to be confirmed following discussion with local Community Council on most effective use of funds for settled carriageway	17	Portobello/Craigmillar	TBC	18.0	1.6	1.10	1.05	33.26
Glasgow Road	3 Sections Drumbrae Roundabout to Maybury Road	3	Drum Brae / Gyle	10,750	14.0	1.8	1.25	1.05	33.08
Dundas Street	No.89 to Great King Street	11	City Centre	2308	16.5	1.8	1.1	1.00	32.67
East Preston Street	Whole Road	15	Southside/Newington	3,260	16.0	1.6	1.25	1.00	32.00
Morningside Road	Newbattle Terrace to Canaan Lane	10	Meadows/Morningside	3,600	14.0	1.8	1.25	1.00	31.50
A7 Old Dalkeith Road	Southbound Carriageway Cameron Toll Roundabout to outside No.33	16	Liberton/Gilmerton	2,343	14.0	1.8	1.25	1.00	31.50

Carriageway Schemes

Carriageway Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Hope Street	Whole Road	11	City Centre	1133	16.5	1.8	1.00	1.05	31.19
Colinton Road	Craiglockhart Avenue Crossroads	9	Fountainbridge/C'hart	909	15.5	1.6	1.25	1.00	31.00
A7 Old Dalkeith Road	Walter Scott Avenue to Ravenswood Avenue	16	Liberton/Gilmerton	1492	13.0	1.8	1.25	1.05	30.07

Proposed Capital Programme - April 2015 – March 2016

Type 3 Carriageway Schemes

Type 3 Scheme	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Drum Brae Drive	From 17 Drum Brae Drive to 174 Drum Brae drive	3	Drum Brae / Gyle	1,142	16.0	1.3	1.25	1.05	27.30
Restalrig Road South RAB	At Restalrig Road South RAB	14	Craigentinny/Dudd'n	1,370	17.5	1.3	1.10	1.00	25.03
Whitehouse Loan	From Bruntsfield Place Jct to Bruntsfield Crescent Jct	10	Meadows/Morningside	3,456	18.0	1.3	1.00	1.05	24.57
Whitehouse Loan	From Strathearn Place Jct to Greenhill Terrace Jct	10	Meadows/Morningside	2,713	18.0	1.3	1.00	1.05	24.57
Mansfield Road	Millbank to No. 99	2	Pentland Hills	3,333	17.0	1.3	1.10	1.00	24.31

Type 4 Carriageway Schemes

Type 4 Scheme	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Bus Use Multiplier	Cycle Use Multiplier	Prioritisation Score
Rutland Street	From No. 1 Rutland Street No. 21 Rutland Street	11	City Centre	863	19.0	1.0	1.00	1.05	19.95

Proposed Capital Programme - April 2014 – March 2015**Local Roads Schemes**

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M²	Raw Score	Road Type Multiplier	Cycle Use Multiplier	Prioritisation Score
South Gyle Road	Full Length	3	Drum Brae / Gyle	2,805	16.5	1.0	1.05	20.00
Clermiston Gardens	Full Length	3	Drum Brae / Gyle	2059	17.0	1.0	1.00	18.00
St Thomas Road	Full Length	15	Southside/Newington	276	16.0	1.0	1.05	17.50
Hailes Park	Full Length	8	Colinton/Fairmilehead	1,057	16.5	1.0	1.00	17.50
Spylaw Bank Road	From Sir William Fraser Homes to Dell Road Jct	8	Colinton/Fairmilehead	3757	16.5	1.0	1.00	17.50
Sighthill Place	Full Length	7	Sighthill/Gorgie	1,018	16.5	1.0	1.00	17.00
Hillview Terrace	Full Length	6	Costorphine/Murrayf'd	3,848	15.5	1.0	1.05	17.00
Firrhill Drive	Full Length	8	Colinton/Fairmilehead	2,154	15.5	1.0	1.05	17.00
Mansionhouse Road	Full Length	15	Southside/Newington	1,414	16.0	1.0	1.00	17.00
Ross Gardens	Full Length	15	Southside/Newington	2,219	16.0	1.0	1.00	16.50
Bruntsfield Crescent	From No. 11 Bruntsfield Crescent to Whitehouse Loan Jct	10	Meadows/Morningside	1186	16.0	1.0	1.00	16.50

Local Roads Schemes

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M2	Raw Score	Road Type Multiplier	Cycle Use Multiplier	Prioritisation Score
Mortonhall Park View	Assessed Provisional	16	Liberton/Gilmerton	3,160	16.0	1.0	1.00	16.50
Fernieside Grove	From Moredun Park road Jct to No. 520 Old Dalkeith road	16	Liberton/Gilmerton	1,624	16.0	1.0	1.00	16.00
West Pilton Grove	From West Pilton Park Jct to West Pilton Green Jct	4	Forth	1,093	16.0	1.0	1.00	16.00

Proposed Capital Programme - April 2015 – March 2016

Footway Schemes

Footway Schemes	Scheme Location	Ward Number	Council Ward	M2	Raw Score	Usage Multiplier	Prioritisation Score
Queensferry Street Lane	Both sides Queensferry St Jct to No. 52 Queensferry Street Lane	11	City Centre	222	23.00	1.6	36.80
East Fettes Avenue	West Side of East Fettes Avenue from Tennis Court to Playing Field	5	Inverleith	1,672	17.50	1.6	28.00
Hanover Street	Both sides Full Length	11	City Centre	2,509	15.00	1.8	27.00
Cowgate	North side of Road from Candlemaker Row Jct to Old Fishmarket close Jct	11	City Centre	654	15.00	1.8	27.00
St Margaret's Road	Both sides of road from Greenhill Place Jct to No. 1 St. Margarets Road	10	Meadows/Morningside	496	16.50	1.6	26.40
Newtoft Street	Both sides Full Length	16	Liberton/Gilmerton	1,277	16.50	1.6	26.40
Blair Street Ph1	Full Length East side	11	City Centre	234	15.00	1.6	24.00
Inverleith Row	East side of Inverleith Row from No. 1 to No. 19	5	Inverleith	584	16.00	1.6	25.60
Rossie Place	Both sides Full Length	12	Leith Walk	901	16.00	1.6	25.60
West Crosscauseway	North f/w Church to Nicolson St, South f/w Nicolson St to West Cr/way	15	Southside/Newington	338	16.00	1.6	25.60

Footway Schemes

Steel's Place	Both sides Full Length	10	Meadows/Morningside	113	16.00	1.6	25.60
Montagu Terrace	West f/w No. 36 to 62, East f/w Bangholm Terr Jct to Royston Terr Jct	5	Inverleith	1,266	16.00	1.6	25.60
Ashley Terrace Shandon Place	East side Ashley Dr Jct to 56, then 3 to 9, West Side from No. 1A to 20	9	Fountainbridge/C'hart	1,499	16.00	1.6	25.60
Leamington Terrace	West Side Gilmour Place to o/s 28	10	Meadows/Morningside	186	17.00	1.6	27.20
Henderson Street	East side of Road from No. 58A to Giles Street Jct	13	Leith	238	16.00	1.6	25.60
Bridge Road	North Side of road from No. 2 to No. 8	8	Colinton/Fairmilehead	111	16.00	1.6	25.60
Mound Place	North side from just above No. 1 Ramsay Garden to the Mound Jct	11	City Centre	167	12.50	2	25.00
St Stephen Street	North side of road from No. 7 to No. 93 St Stephen Street	5	Inverleith	386	15.50	1.6	24.80
Warrender Park Terrace	South Side Full Length, North side opp No. 4 to Marchmont road Jct	10	Meadows/Morningside	1,063	15.50	1.6	24.80

Proposed Capital Programme - April 2015 – March 2016

Local Footway Schemes

Local Road Schemes	Scheme Location	Ward Number	Council Ward	M2	Raw Score	Usage Multiplier	Prioritisation Score
Wardie Square	Footway both sides whole length of Wardie Square	4	Forth	283	19.50	1.2	23.40
Crewe Road North	East f/w Pilton Av to 220 Crewe Rd North, West f/w 165 to 171 Crewe Road North	4	Forth	730	19.00	1.2	22.80
Cliftonhall Road	At North West corner of Cliftonhall Road	1	Almond	176	19.00	1.2	22.80
Barnton Park Avenue	From Barnton Park Drive jct to Barnton Park Place Jct	1	Almond	1,287	18.50	1.2	22.20
Boswall Grove	Both sides of Boswall Grove full length	4	Forth	105	18.00	1.2	21.60
Queensferry Rd K'liston	East Side of Queensferry Road from Opp. Community centre to No. 37 Queensferry Road	1	Almond	235	18.00	1.2	21.60
Hailes Park	Both sides of Hailes Park Full Length	8	Colinton/Fairmilehead	507	18.00	1.2	21.60

Deferred Carriageway Schemes

Carriageway Schemes being deferred to a future year to avoid adding to Traffic Congestion across the City

Scheme	
London Road	Eastbound Leith Walk to Hillside Crescent
Leith Street	Northbound Waterloo Place to Greenside Row

**** Other schemes may be added to this list.**

Proposed Capital Street Lighting Programme

April 2015 – March 2016

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	Charlotte Square lanterns and railing supports, phased renewal	General improvement scheme linked to Health & Safety
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.