

# Transport and Environment Committee

10.00am, Tuesday, 15 March 2016

## Roads Additional Capital Investment 2016/17

Item number	7.9
Report number	
Executive/routine	
Wards	

### Executive summary

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This report seeks approval for the allocation of Capital funding in 2016/17 as a result of savings made from Brighton Place resurfacing works.

The carriageway 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 list 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

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Coalition pledges	<a href="#">P29</a> , <a href="#">P33</a> , <a href="#">P44</a> , <a href="#">P45</a>
Council outcomes	<a href="#">CO8</a> , <a href="#">CO19</a> , <a href="#">CO21</a> , <a href="#">CO22</a> , <a href="#">CO23</a> , <a href="#">CO24</a> , <a href="#">CO25</a> , <a href="#">CO26</a> , <a href="#">CO27</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Roads Additional Capital Investment 2016/17

### Recommendations

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- 1.1 It is recommended that the Committee approves the programme of proposed works for 2016/17, as detailed in section three of the report, and in Appendix A.

### Background

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- 2.1 The carriageway in Brighton Place was prioritised for renewals as part of the Road and Footway Investment – Capital Programme for 2015/16. £0.5M was allocated for sett replacement works, through the prioritisation of the capital investment programme. A further £0.5M was allocated as part of the additional £3M capital investment in 2015/16.
- 2.2 The issue of the sett renewal in Brighton Place was raised at this Committee on 28 October 2014. This resulted from concerns raised by local residents and Elected Members about the poor condition of the road surface in Brighton Place. It was agreed that it would be appropriate to consult with residents, and other stakeholders in Portobello, to determine the local opinion to sett replacement in Brighton Place.
- 2.3 On 12 January 2016, the committee approved the lifting of the setts in Brighton Place and resurfacing in asphalt. This will result in a saving of £0.6M that will be re-invested in other carriageway schemes in 2016/17.
- 2.4 This report seeks approval for the carriageway schemes selected for investment in 2016/17, as a result of this saving.
- 2.5 On 27 October 2015, this Committee agreed a new strategic approach to capital investment in the city's roads and footways. The areas for capital investment in carriageways are based on the findings of the October report.
- 2.6 It is necessary to present this report to committee in March 2016 to ensure that the programme can be scheduled and comply with the Road Works Registration notice periods.

## Main report

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### Carriageway Investment

- 3.1 The carriageway 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.
- 3.2 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.
- 3.3 The investment strategy for carriageways targets investment into the categories of carriageway network that require investment in order improve the overall condition of Edinburgh's carriageway network.
- 3.4 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 treatment that is required.
- 3.5 Appendix A shows the carriageway schemes that have been prioritised for investment, using the new Investment Strategy.

### Co-ordination

- 3.6 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.

### Inspection, Design and Supervision

- 3.7 The majority of the schemes selected for investment will be designed by Transport's in-house design team. However, if required, external professional services may be procured to assist with the delivery of the capital investment programme.

### Street Design Guidance

- 3.8 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.
- 3.9 The guidance will be embedded in the design process for all carriageway schemes detailed in this report.

## **Programme Delivery**

- 3.10 An update report will be submitted to this Committee, in June 2017, detailing progress with the delivery of the schemes listed in this report and the overall budget expenditure to date.

## **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 35.1% in 2013/14. Edinburgh's ranking within the 32 Scottish Local Authorities has also improved 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.
- 4.2 The Road Asset Management Plan (RAMP) is being prepared which will in time result in a long term strategy for the maintenance of all Council owned roads infrastructure.

## **Financial impact**

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- 5.1 The cost of improvement works, listed in Appendix A, will be funded from the approved capital allocation for roads and footway investment.
- 5.2 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.

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

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- 6.1 This capital programme of works will be monitored on a monthly basis to reduce the risk of delays and/or non-delivery of 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

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- 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 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 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 they do not already exist.

## 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 By adopting a proactive approach of inspecting and maintaining, this will ensure that the road network is not compromised and avoid excessively high costs associated with unplanned maintenance so enhancing economic wellbeing and promoting environmental stewardship.

## 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 was undertaken and the procedures were agreed 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 provides time for proposed schemes to be considered by Neighbourhood Partnerships.

## **Background reading/external references**

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[Road and Footway Prioritisation Review 2014](#)

[Carriageway and Footway Investment Strategy 2016](#)

[Road, Footway and Bridges Investment – Capital Programme for 2016/17](#)

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<b>Coalition pledges</b>	<p><b>P28</b> - 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><b>P33</b> - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p><b>P44</b> - Prioritise to keep our streets clean and attractive.</p> <p><b>P45</b> - Spend 5% of the transport budget on provision for cyclists.</p>
<b>Council outcomes</b>	<p><b>CO8</b> - Edinburgh's economy creates and sustains job opportunities.</p> <p><b>CO19</b> - 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><b>CO21</b> - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p><b>CO22</b> - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p><b>CO23</b> - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p><b>CO24</b> - The Council communicates effectively and internally and externally and has an excellent reputation for customer care.</p> <p><b>CO25</b> - The Council has efficient and effective services that deliver on objectives.</p> <p><b>CO26</b> - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p> <p><b>CO27</b> - The Council supports, invests in and develops our people.</p>
<b>Single Outcome Agreement</b>	<p><b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	<p>A Proposed Additional Capital Programme April 2016 - March 2017</p>

**Proposed Additional Capital Carriageway Programme**

**April 2016 – March 2017**

**Strengthening**

Street	Location	Ward Number	Ward	Classification	Surfacing Method	Defect Category	Area (sqm)	Road Type Weighting	Bus use	Cycle use
Dalry Road	Dalry Place to Washington Lane	7	Sighthill/Gorgie	A Urban	Strengthening	Red	6098	1.8	1.25	1.00
Gilmerton Road	Mount Vernon Road to Guardwell Crescent	16	Liberton/Gilmerton	A Urban	Strengthening	Red	8500	1.6	1.10	1.05