

Transport and Environment Committee

10.00am, Thursday, 18 August 2022

Transport Infrastructure Investment – Capital Delivery Priorities for 2022/23

Executive/routine Wards Council Commitments	Executive All 15 , 16 , 17 , 19
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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 2022/23 shown in Appendix 1; and
 - 1.1.2 approves the programme of proposed works for 2022/23, as detailed in section three of the report, and in Appendices 1 and 2.

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Transport Infrastructure Investment – Capital Delivery Priorities for 2022/23

2. Executive Summary

- 2.1 This report seeks approval for the allocation of the Transport Infrastructure Capital budgets and programme of works for 2022/23. This includes carriageways, footways, street lighting and traffic signals and structures. The budget figures listed in this report include the 2022/23 Council approved budget and an additional £1m capital investment in transport infrastructure.
- 2.2 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.
- 2.3 The budget allocation and lists of maintenance schemes in this report aim to ensure that the condition of roads and footways improve, whilst fulfilling the objective that the prioritisation reflects and supports the Council's City Mobility Plan objectives and, in particular, the Active Travel Action Plan.
- 2.4 It should be noted that due to the capital delivery priorities being presented to this committee later than in previous financial years, a number of the schemes listed in appendix 2 have either been completed or are already in progress.
- 2.5 Road structures assets are maintained in accordance with national standards and Government legislation. Excessively high maintenance costs are avoided, as far as possible, by undertaking regular condition inspections and prioritising required work.

3. Background

- 3.1 The capital budget for 2022/23 was agreed at the Council meeting on [24 February 2022](#) as part of the capital investment programme.
- 3.2 An additional £1m capital has been allocated in 2022/23 for transport infrastructure improvements.
- 3.3 The Roads and Footway Capital Investment Programme for 2022/23 proposes the capital budget of £15.178m 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

carriageway and footways work accounts for £9.598m or 63% 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 this part of 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. A new investment strategy for carriageways was agreed by the Transport and Environment Committee in [October 2015](#), which will ensure improvements in the carriageway condition throughout the city.
- 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 Bridges are inspected at regular intervals and the work is prioritised based on these inspections. A Bridge Structure Condition Indicator (BSCI) is calculated for the whole bridge and critical load bearing members, in line with national guidance, and a score is developed. These scores are used to help prioritise work.
- 3.8 An inspection programme was undertaken for retaining walls, greater than 1.5m, in 2017/18 to obtain condition data, bringing this into line with the bridge stock.
- 3.9 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 2021/22 – 2023/24

- 4.1 The current and projected capital allocation for Infrastructure for 2021 to 2024 is shown in Appendix 1. This outlines how the proposed budget will be allocated across the six elements of the programme in 2022/23.
- 4.2 An additional £1m has been allocated for improvements to transport infrastructure. This allocation has been split across three asset areas: £0.250m Traffic Signals, £0.450m Surface Enhancements and £0.300m Footway Renewals.

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 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.
- 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 cheaper cost of the treatments required on Amber condition roads, more roads can be treated each year.
- 4.7 Whilst Edinburgh has shown an improvement in the overall condition of the carriageway network in the past few years, unfortunately, with the current budget allocations for carriageway and footway investment within the capital strategy 2020-2030 there are insufficient funds to maintain Edinburgh's roads in their current condition.
- 4.8 This will result in deterioration in all classifications of roads across Edinburgh's road network. This could increase the number of accident claims received and reputational damage to the Council. A deterioration will also increase the cost to bring back Edinburgh's carriageway network to an improving condition as more expensive treatments will be required.
- 4.9 The main reason for the change in projected condition is due to the increase in costs for each individual renewal project as public realms, street design guidance and active travel improvements are integrated into renewal projects.
- 4.10 Whilst all active travel and streetscape improvements are very welcome and provide better finished schemes, the majority of the improvements are being funded from the capital renewals budget. This means that fewer renewal schemes can be delivered each financial year.
- 4.11 Work is ongoing to better define street design guidance and active travel as far in advance as possible in order to secure funding for other sources, in particular, external funding in order to reduce the pressure on the capital renewal budget.
- 4.12 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.

- 4.13 The UKPMS is used for systematic collection and analysis of condition data, i.e. Scottish Road Maintenance Condition Survey. 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.
- 4.14 A prioritisation weighting of 5% to carriageway schemes that have an existing on-road cycle lane continues to be applied. This will promote carriageway renewal schemes heavily used by cyclists.
- 4.15 Edinburgh is the only local authority in Scotland to include such a weighting. This further enforces the Council's commitment to active travel.

Footway Investment

- 4.16 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.
- 4.17 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.
- 4.18 It is proposed to allocate £0.5m for Local Footways in 2022/23. 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.
- 4.19 It is also 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.
- 4.20 Whilst the aim of the footway improvement schemes is to improve the surface condition, footway schemes will also result in improved facilities for walking in Edinburgh's streets.

Co-ordination

- 4.21 Appendix 2 details the capital investment schemes that are planned for delivery in 2022/23.
- 4.22 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.

Public Realm

- 4.23 The Roads and Footways Capital Programme also supports public realm projects identified by the Streetscape Delivery Group and Transport Planning.

- 4.24 Several 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, 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

- 4.25 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 2022/23 is £0.911m. The programme of Street Lighting works is shown in Appendix 3.
- 4.26 Work to install energy efficient street lighting lanterns was completed in 2022.
- 4.27 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.
- 4.28 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.

Other Asset Management

- 4.29 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

- 4.30 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, an allocation of £0.08m is given to Road Operations to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.
- 4.31 It is proposed to continue the allocation for drainage repairs to £0.3m. This will be used to repair failed gully tails and frames throughout Edinburgh.
- 4.32 A further £0.5m will be allocated for Bus Stop Maintenance. This will allow Road Operations to carry out extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive, wear.

- 4.33 Finally, it is proposed to allocate £1.45m for a Surface Enhancement Programme. This will allow Road Operations to renew 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

- 4.34 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.
- 4.35 The majority of the schemes selected for investment will be designed by the Council's in-house design teams. However, if required, external professional services may be procured to assist with the delivery of the capital investment programme.

Neighbourhood Environmental Projects

- 4.36 Due to other delivery commitments in 2021/22, there has been very little delivery of Neighbourhood Environmental Projects (NEPs). All funding allocated to NEPs has been carried forward into 2022/23.
- 4.37 A programme of outstanding NEPs commitments has been developed, using existing funding, with delivery of these projects starting in 2022/23. It is therefore proposed that no additional funding is allocated to NEPs projects in 2022/23.

Cycling Improvements

- 4.38 The Council has a commitment to allocate a percentage of its 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 2022/23.
- 4.39 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.

Bridges

- 4.40 There are 352 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.

- 4.41 In addition to the GI, a Principal Bridge Inspection (PBI) is required 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.
- 4.42 Recently, additional funding was made available which allowed a Risk Based PBI Programme to be introduced, which can increase 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. After three years 77 inspections have been completed. Following this initial programme, the rest of the structure stock will require a Principal Inspection to be undertaken.
- 4.43 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.
- 4.44 The scores for all bridges are totalled and averaged and this helps provide an indication of the condition of the Bridge Stock.
- 4.45 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 has been developed.

Street Design Guidance

- 4.46 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.
- 4.47 The guidance is embedded in the design process for all carriageway resurfacing and strengthening schemes and all footway reconstruction schemes detailed in this report.
- 4.48 The appropriate Edinburgh Street Design Guidance (ESDG) principles are decided at the design stage and the Council's Placemaking and Mobility teams are consulted on the designs.
- 4.49 Only minor ESDG principles are applied to carriageway and footway surface treatments.

Consultation

- 4.50 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.
- 4.51 Consultation will take place on the 2022/23 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.

4.52 Internal consultation will also take place with team across transport.

Capital Delivery

4.53 It is clear that the Covid-19 situation has had an effect on delivery of capital renewal schemes in previous financial years and a number of schemes have carried forward into 2022/23 from previous financial years.

4.54 It is the aim of the design and delivery teams to deliver all of the schemes listed in this report in 2022/23. However, this may not be possible due to unforeseen circumstances when more work is started on the network.

4.55 Any scheme that is not delivered in 2022/23 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 latest Road Condition Index (RCI) for 2021/23 is 35.0%. This is an improvement from the previous 2020/22 RCI of 36.2%.

5.3 The existing investment strategy will continue to target investment to return the best possible RCI with the funding available.

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 £15.178m 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 £15.178m and interest of £10.988m, resulting in a total cost of £26.066m based on a loans fund interest rate of 3.830%. This represents an annual cost of £0.869m.

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 [Carriageway and Footway Investment Strategy 2016](#)

9. Appendices

- 9.1 Appendix 1 Capital Budget Allocation
- 9.2 Appendix 2 Proposed Capital Delivery Programme – April 2022 – March 2023
- 9.3 Appendix 3 Proposed Capital Street Lighting Programme – April 2022 – March 2023

Capital Budget Allocation

Current and Predicted Capital Allocation

	2021/22	2022/23	2023/24
£m	20.067	15.178	14.585

Proposed Budget Allocation for 2021/22

<u>Carriageways & Footways</u>	<u>£m</u>	
Budget for Carriageway Works	5.809	
Budget for Setted Carriageways	1.000	
Budget for Footway Works	2.289	
Budget for Local Footways	0.500	
TOTAL		-9.598
<u>Street Lighting & Traffic Signals</u>	<u>£m</u>	
Street Lighting	0.911	
Traffic Signals	0.350	
TOTAL		-1.261
<u>Road Structures</u>	<u>£m</u>	
TOTAL	0.840	-0.840
<u>Other Asset Management</u>	<u>£m</u>	
Asset replacement ¹	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	
Surface Enhancements	1.450	
TOTAL		-1.380
<u>Miscellaneous</u>	<u>£m</u>	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.800	
TOTAL		-1.800
TOTAL SPEND		-15.178

¹ 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 2022 – March 2023

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Prestonfield Avenue and Priestfield Road (Street Trees Project)	Carriageway Strengthening, footway reconstruction, street trees, street lighting	15	
Gilmerton Station Road	Carriageway Strengthening	16	2,876
Stevenson Drive	Carriageway Strengthening	7	
Causewayside	Carriageway Strengthening	15	3,655
London Road	Carriageway Strengthening	14	9,332
Eastfield Road	Carriageway Strengthening	1	6,052
Greendykes Road	Carriageway Strengthening	17	8,236
Straiton Road	Carriageway Strengthening	16	3,008
Canonmills	Carriageway Strengthening	5	2,512
Wester Hailes Road	Carriageway Resurfacing	2	17,139
Rannoch Road	Carriageway Resurfacing	3	5,942
Holyrood Road	Carriageway Resurfacing	11	4,794
B800 - Kirkliston to South Queensferry	Carriageway Resurfacing	1	10,506
Dick Place	Carriageway Resurfacing	15	4,757
Calder Road	Carriageway Resurfacing	7	6,324
Station Road, South Queensferry	Carriageway Resurfacing	1	7,057
Westbank Street	Carriageway & Footway	17	1,045
Queensferry Road @ Clermiston Road North junction	Carriageway & Footway	1	
Colinton Mains Road Phase 2	Carriageway & Footway	8	
Restalrig Park	Carriageway Surface Treatment	14	1,786
Silverknowes Eastway	Carriageway Surface Treatment	1	3,350
Freelands Road	Carriageway Surface Treatment	1 & 2	3,535
Glenlockhart Road	Carriageway Surface Treatment	9	8,592
Greenbank Drive	Carriageway Surface Treatment	10	5,174
Cramond Road South (inc. Barnton Gardens)	Carriageway Surface Treatment	1	9,971
CliftonHall Road	Carriageway Surface Treatment	1 & 2	17,232
Bonnington Road, Wilkieston	Carriageway Surface Treatment	1	2,879
Ferryfield	Carriageway Surface Treatment	4	4,059
Paisley Gardens	Carriageway Surface Treatment	14	1,293
Waterfront Avenue	Carriageway Surface Treatment	4	10,502
Whitehouse Road	Carriageway Surface Treatment	1	14,461
Gamekeeper's Road	Carriageway Surface Treatment	1	888
Clermiston Road	Carriageway Surface Treatment	6	2,455
Craighall Road	Carriageway Surface Treatment	4	3,380
Ashley Terrace	Carriageway Surface Treatment	9	1,967
Milton Farm Road	Carriageway Surface Treatment	1	9,813
West Shore Road	Carriageway Surface Treatment	4	1,610
Birdsmill	Carriageway Surface Treatment	1	
South Gyle Broadway	Carriageway Surface Treatment	3	1,513

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Belford Road	Carriageway Surface Treatment	5	5,013
Queensferry Terrace	Carriageway Surface Treatment	6	2,772
West Harbour Road	Carriageway Surface Treatment	4	5,098
Lady Road	Carriageway Surface Treatment	15	6,216
Lady Nairn Grove	Carriageway Surface Treatment	14	1,023
Blackford Avenue	Carriageway Surface Treatment	15	2,563
Drumsheugh Gardens	Carriageway Surface Treatment	11	3,529
Buccleuch Street	Carriageway Surface Treatment	15	2,268
Saughtonhall Drive	Carriageway Surface Treatment	6	4,282
Russell Road	Carriageway Surface Treatment	6	2,287
Moredunvale Road	Carriageway Surface Treatment	16	2,393
West Shore Road	Carriageway Surface Treatment	4	4,830
Redford Drive	Carriageway Surface Treatment	8	2,194
Groathill Road North	Carriageway Surface Treatment	5	2,776
Hawkhill Avenue	Carriageway Surface Treatment	14	1,129
Cluny Gardens	Carriageway Surface Treatment	10	1,984
Colinton Road	Carriageway Surface Treatment	10	5,368
Craigmount View	Carriageway Surface Treatment	3	2,301
Craigmount Terrace	Carriageway Surface Treatment	3	2,294
Craigmount Gardens	Carriageway Surface Treatment	3	2,308
Craigmount Avenue	Carriageway Surface Treatment	3	2,450
Woodhall Road	Carriageway Surface Treatment	8	15,116
Dumbryden Road	Carriageway Surface Treatment	2 & 7	1,365
St Leonards Street	Carriageway Surface Treatment	15	5,028
Pleasance	Carriageway Surface Treatment	11 & 15	7,560
Dalkeith Road	Carriageway Surface Treatment	15	362

Proposed Capital Delivery Programme

April 2022 – March 2023

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Ryehill Gardens	Footway Reconstruction	13	
Shandon Place	Footway Reconstruction - HRA	9	
West Register Street	Footway Reconstruction	11	321
Bruntsfield Place	Footway Reconstruction	10	316
Lady Lawson Street	Footway Reconstruction	11	851
Cowgate	Footway Reconstruction	11	654
East London Street	Footway Reconstruction	11	730
North St David Street	Footway Reconstruction	11	217
Shandwick Place	Footway Reconstruction	11	1,105
West Maitland Street	Footway Reconstruction	11	1,823
Rose Street North Lane	Footway Reconstruction	11	181
Cliftonhall Road	Footway Reconstruction	1	283
South Gyle Road	Footway Reconstruction	3	327
Dundas Street	Footway Reconstruction	11	2,746
Citadel Place	Footway Reconstruction	13	385
Polwarth Gardens	Footway Reconstruction	9	1,455
Dudley Avenue & Dudley Ave Sth	Footway Reconstruction	4	1,216
Avondale Place - Kemp Place 16-30	Footway Reconstruction	5	85
Dundee Street	Footway Reconstruction	9	156
Fountainbridge	Footway Reconstruction	9	561
Belgrave Place	Footway Reconstruction	5	426
Dalmeny Street Ph1	Footway Reconstruction	12	2,158
Lady Menzies Pl Regent Pl	Footway Reconstruction	12	270
Barnton Avenue	Footway Surface Treatment	1	659
Barnton Park Drive	Footway Surface Treatment	1	650
Cramond Place Ph1	Footway Surface Treatment	1	551
East Barnton Avenue	Footway Surface Treatment	1	1,078
A71 - Calder Road	Footway Surface Treatment	2	3,050
Corslet Crescent	Footway Surface Treatment	2	991
Barntongate Drive	Footway Surface Treatment	3	1,139
Clermiston Crescent	Footway Surface Treatment	3	458
Clermiston Drive	Footway Surface Treatment	3	943
Clermiston Green	Footway Surface Treatment	3	455
Clermiston Hill	Footway Surface Treatment	3	365
Craigmount Avenue	Footway Surface Treatment	3	1,000
Craigmount Bank West	Footway Surface Treatment	3	540
Craigmount Gardens	Footway Surface Treatment	3	1,000
Craigmount Grove	Footway Surface Treatment	3	1,019
Craigmount Park	Footway Surface Treatment	3	994
Craigmount Terrace	Footway Surface Treatment	3	1,014
Craigmount View	Footway Surface Treatment	3	843
Craigs Avenue	Footway Surface Treatment	3	1,304
Craigs Crescent	Footway Surface Treatment	3	1,398

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Craigs Gardens	Footway Surface Treatment	3	648
Craigs Grove	Footway Surface Treatment	3	68
Drum Brae Avenue	Footway Surface Treatment	3	540
Drum Brae South	Footway Surface Treatment	3	818
Boswall Drive	Footway Surface Treatment	4	1,061
Crewe Crescent	Footway Surface Treatment	4	644
Crewe Grove	Footway Surface Treatment	4	224
Crewe Loan	Footway Surface Treatment	4	226
Crewe Place	Footway Surface Treatment	4	210
Craigeleith Hill Avenue	Footway Surface Treatment	5	2,666
Craigeleith Hill Grove	Footway Surface Treatment	5	147
Craigeleith Hill Loan	Footway Surface Treatment	5	682
Craigeleith Hill Row	Footway Surface Treatment	5	314
Orchard Bank	Footway Surface Treatment	5	1,206
Orchard Drive	Footway Surface Treatment	5	1,230
Caroline Terrace	Footway Surface Treatment	6	2,739
Clerwood Park	Footway Surface Treatment	6	77
Corstorphine Bank Terrace	Footway Surface Treatment	6	463
Corstorphine House Avenue	Footway Surface Treatment	6	457
Craigeleith Avenue South	Footway Surface Treatment	6	587
Calder Crescent	Footway Surface Treatment	7	815
Calder Road SR Bankhead Ave - Dr	Footway Surface Treatment	7	709
Caiystane Terrace	Footway Surface Treatment	8	1,222
Colinton Mains Drive	Footway Surface Treatment	8	4,696
Colinton Mains Road	Footway Surface Treatment	8	927
East Camus Place Ph2	Footway Surface Treatment	8	583
Craiglockhart Park	Footway Surface Treatment	9	376
Craiglockhart Road	Footway Surface Treatment	9	3,519
Comiston Road	Footway Surface Treatment	10	816
Craigmillar Castle Avenue	Footway Surface Treatment	17	259
Craigmillar Castle Gardens	Footway Surface Treatment	17	873
Milton Road East	Footway Surface Treatment	17	808
Regent Street	Footway Surface Treatment	17	899

Proposed Capital Street Lighting Programme**April 2022 – March 2023**

Locality	Location	Comments
City-Wide	Various	Structural Test-failed Column Renewals
City-Wide	Various	Cable Renewals
City-Wide	Various	Illuminated Bollards & Signs Renewals
City-Wide	High Street Closes, Douglas Crescent	Heritage Lighting Renewals
City-Wide	Various	Cabinet, Wall-box & Pillar Renewals