

# Transport and Environment Committee

10.00am, Thursday, 25 April 2024

## Roads and Infrastructure Investment – Capital Delivery Priorities for 2024/25

Executive/routine  
Wards

Executive  
All

### 1. Recommendations

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- 1.1 Transport and Environment Committee are asked to:
  - 1.1.1 Note the breakdown of the allocation of the capital budget for 2024/25 shown in Appendix 1; and
  - 1.1.2 Approve the programme of proposed works for 2024/25, as detailed in section four of the report, and in Appendices 2 and 3.

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## Roads and Infrastructure Investment – Capital Delivery Priorities for 2024/25

### 2. Executive Summary

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- 2.1 This report seeks approval for the allocation of the Roads and Infrastructure Capital budgets and programme of works for 2024/25. This includes carriageways, footways, street lighting and traffic signals and structures. The budget figures listed in this report include the approved budget for 2024/25, including an additional £12.5m capital investment in pavements, streetscapes, lighting and roads.

### 3. Background

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- 3.1 The capital budget for roads and infrastructure in 2024/25 was [agreed](#) by the Council on 22 February 2024 as part of the capital investment programme.
- 3.2 An additional £12.5m capital has been allocated in 2024/25 to improve pavements, streetscapes, lighting, roads and road safety.
- 3.3 The Roads and Infrastructure Investment Programme for 2024/25 proposes the capital budget of £22.986m 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 £15.861m or 69% of the available funding.
- 3.4 A [methodology](#) of prioritisation for carriageways, approved by Transport and Environment Committee in January 2016, is used to identify which projects should be included in the programme.
- 3.5 A new methodology of prioritisation for footways is presented separately on the agenda for Committee today. The approach set out in this report has been used to identify which projects should be included in the overall capital investment programme.
- 3.6 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.

- 3.7 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.
- 3.8 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

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### **Capital Budget Provision 2023/24 – 2025/26**

- 4.1 The current and projected capital allocation for Infrastructure from 2023 to 2025 is shown in Appendix 1. This outlines how the proposed budget will be allocated across the six elements of the programme in 2024/25.
- 4.2 The additional £12.5m 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.
- 4.12 The additional £12.5m investment that was approved in the 2024/25 budget has been allocated to achieve an improvement in overall carriageway condition across all road categories. 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 for Committee and in subsequent briefings to Councillors.
- 4.13 As a result of an £11m additional investment in 2023/24, record delivery was achieved. Over 450,000m<sup>2</sup> of carriageways received treatment. One contributing factor to the increased delivery was implementing a like-for-like approach to carriageway resurfacing.
- 4.14 In 2024/25 it is proposed that more Street Design Guidance improvements will be applied to carriageway strengthening and resurfacing schemes. This will bring more streetscape improvements into the carriageway delivery programme. However, due to increased costs, it will reduce the number of schemes that will be delivered.
- 4.15 The improvement implemented will be decided on a scheme-by-scheme basis. If it is decided that full street design guidance should be applied to an improvement scheme, it may mean that delivery is deferred to a future financial year due to increased delivery time.
- 4.16 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**

- 4.17 The footway element of the capital programme is based on a scheme of prioritisation which uses condition assessment scores, footfall weightings, deprivation weightings and footway width weightings to determine which projects should be prioritised for investment.
- 4.18 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the City Mobility Plan and the Active Travel Action Plan.
- 4.19 The budget for footway investment in 2024/25 has increased to £3.500m. This will be allocated across three footway programmes: Prestige/Primary, Link/Local Access and Local/Minor.
- 4.20 It is also proposed to treat Local/Minor footways with surfacing procedures (i.e. slurry sealing where this is appropriate) 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.
- 4.21 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**

- 4.22 Appendix 2 details the capital investment schemes that are planned for delivery in 2024/25.
- 4.23 There will a number of schemes that were carried forward from 2023/24 for delivery in 2024/25. These schemes have been detailed in Appendix 2.
- 4.24 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.
- 4.25 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**

- 4.26 The Footway Capital Programme also supports public realm projects identified by the Streetscape Delivery Group and Transport Planning.

4.27 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**

- 4.28 In common with many other authorities across the United Kingdom, 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.
- 4.29 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 due to recent changes to European Union (EU) regulations.
- 4.30 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.
- 4.31 The budget for street lighting works in 2024/25 is £1.120m. The programme of Street Lighting works is shown in Appendix 3.
- 4.32 Edinburgh's traffic signal assets are maintained by an in-house team with assistance from a maintenance contractor. Each asset is electrically and mechanically inspected on an annual basis, with preventative maintenance taking place as part of the inspection process.
- 4.33 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**

- 4.34 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**

- 4.35 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, it is proposed to double the allocation to install dropped crossings at various locations throughout the city, on footpaths that are not included in the capital list of footway schemes, to £0.160m in 2024/25.
- 4.36 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.
- 4.37 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. The Council works 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](#).
- 4.38 It is proposed to allocate £1.00m for in-year priorities in 2024/25. This allocation will be used to fund any emergency and unforeseen situations that arise throughout the year.
- 4.39 It is proposed to allocate £0.500m 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**

- 4.40 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.
- 4.41 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.

#### **Road Safety**

- 4.42 It is proposed to allocate £0.500m to Road Safety. This is an additional allocation, over and above existing annual capital allocations for the road safety delivery programme. This will allow for accelerated delivery.

#### **Bridges**

- 4.43 There are 329 Council-maintained 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.

- 4.44 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.
- 4.45 A Risk Based PBI Programme has now been introduced, which increases the PBI interval for some structures from six, to up 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, and this is progressing as scheduled.
- 4.46 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.
- 4.47 The scores for all bridges are totalled and averaged and this helps provide an indication of the condition of the Bridge Stock.
- 4.48 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).
- 4.49 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.
- 4.50 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.

### **Consultation**

- 4.51 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.
- 4.52 Consultation will take place on the 2024/25 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.



Details of the programme will also be shared with the Access Panel and the Bus User Group.

- 4.53 Internal consultation will also take place with team across transport. This will include active travel, road safety and local traffic improvements and ensure alignment will other priorities across the service.
- 4.54 It is the aim of the design and delivery teams to deliver all of the schemes listed in this report in 2024/25. However, this may not be possible due to unforeseen circumstances when more work is started on the network.

### **Capital Delivery**

- 4.55 It is the aim of the design and delivery teams to deliver all of the schemes listed in this report in 2024/25. However, this may not be possible due to unforeseen circumstances when more work is started on the network.
- 4.56 Any scheme that is not delivered in 2024/25 will be re-prioritised for delivery in a future financial year.

## **5. Next Steps**

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- 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 SRCMS. This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's RCI has improved from 35.0% in 2021/22 to 34.3% in 2023/24.
- 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 2024/25 will be targeted at improving Edinburgh's RCI.

## **6. Financial impact**

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- 6.1 The cost of improvement works, listed in Appendix 1, will be funded from the approved capital allocation for roads and footway investment.

The report outlines total expenditure plans of £22.986m for 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 £22.986m and interest of £12.782m, resulting in a total cost of £35.768m based on a loans fund interest rate of 5%. This represents an annual cost of £1.788m.

- 6.2 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.

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

## **7. Equality and Poverty Impact**

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- 7.1 The improvement schemes listed in this report will improve the condition of transport assets across the city, improving access for all users, in particular, users with mobility issues.
- 7.2 The new prioritisation procedures for footway investment include an additional weighting for deprivation. This will help target investment into the most deprived areas in Edinburgh.
- 7.3 The additional weighting for footway width will also assist in targeting investment into footways that require improvements that will assist with mobility.

## **8. Climate and Nature Emergency Implications**

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- 8.1 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council

*“must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets”*

(Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and

*“in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions”*

(Nature Conservation (Scotland) Act 2004)

- 8.2 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

## **9. Risk, policy, compliance, governance and community impact**

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

- 9.2 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.
- 9.3 There are no significant sustainability implications expected as a result of approving the recommendations in this report.

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

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- 10.1 [Carriageway and Footway Investment Strategy 2016.](#)

## **11. Appendices**

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Appendix 1: Capital Budget Allocation

Appendix 2: Proposed Capital Delivery Programme – April 2024 – March 2025

Appendix 3: Proposed Capital Street Lighting Programme – April 2024 – March 2025

## Capital Budget Allocation

### Current and Predicted Capital Allocation

	2023/24	2024/25	2025/26
<b>£m</b>	<b>21.781</b>	<b>22.986</b>	<b>24.986</b>

### Proposed Budget Allocation for 2023/24

<u>Carriageways &amp; Footways</u>	<u>£m</u>	
Budget for Carriageway Works	9.361	
Budget for Carriageway Surface treatments	2.000	
Budget for Setted Carriageways	1.000	
Budget for Prestige/Primary Footways	2.000	
Budget for Secondary/Link Footways	1.000	
Budget for Local/Minor Footways	0.500	
TOTAL		-15.861
<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	0.160	
Drainage improvements	0.300	
Bus Stop Maintenance	0.500	
In Year Priorities	1.000	
Surface Enhancements	0.500	
TOTAL		-2.460
<u>Miscellaneous</u>	<u>£m</u>	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.800	-1.800
<u>Road Safety</u>	<u>£m</u>	
TOTAL	0.500	-0.500
<b>TOTAL SPEND</b>		<b>-22.986</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 2024 – March 2025

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Morrison Street (23/34 c/f)	Carriageway Strengthening	11	1154.3
Ferniehill Road (23/34 c/f)	Carriageway Strengthening	16	1047.6
Henderson Terrace (23/34 c/f)	Carriageway Strengthening	7	1487.5
Kingston Avenue (23/34 c/f)	Carriageway Strengthening	16	1096.5
Lanark Road (23/34 c/f)	Carriageway Strengthening	9	824
Niddrie Mains Road (23/34 c/f)	Carriageway Strengthening	17	5077.9
More dunvale Road (23/34 c/f)	Carriageway Strengthening	16	1228.3
Clermiston Drive	Carriageway Strengthening	3	894.6
Baird Road (23/34 c/f)	Carriageway Strengthening	1	2584.4
Glasgow Road	Carriageway Strengthening	3	2811.9
Roseburn Street	Carriageway Strengthening	6	663
Muirhouse Drive	Carriageway Strengthening	1	1349
Nantwich Drive	Carriageway Strengthening	14	937.2
Ferry Road (SR Nos 703 - 775)	Carriageway Strengthening	5	795.2
Clermiston Drive	Carriageway Strengthening	3	894.6
Echline Avenue (23/34 c/f)	Carriageway Resurfacing	1	7029
Baird Road (23/34 c/f)	Carriageway Resurfacing	1	7192.3
Westfield	Carriageway Retread	1	11999
Claylands Road	Carriageway Retread	1	3550
Long Dalmahoy Road	Carriageway Resurfacing	1	27335
Bonaly Road (23/34 c/f)	Carriageway Resurfacing	8	2066.1
Blantyre Terr/Mardale Cres 23/24 c/f)	Carriageway Resurfacing	10	2023.5
Brougham Place/Street (23/34 c/f)	Carriageway Resurfacing	11	1860.2
A1 (23/34 c/f)	Carriageway Resurfacing	17	15450
A8 (23/34 c/f)	Carriageway Resurfacing	1	18540
Lanark Road (23/34 c/f)	Carriageway Resurfacing	2	1730.4
Comely Bank Road (23/34 c/f)	Carriageway Resurfacing	5	2483.2
Lasswade Road (23/34 c/f)	Carriageway Resurfacing	16	12325
West Mains Road (23/34 c/f)	Carriageway Resurfacing	15	362.1
Murrayburn Road (23/34 c/f)	Carriageway Resurfacing	7	2712.2
Goods Corner (23/34 c/f)	Carriageway Resurfacing	15	2781
Pennywell Road (23/34 c/f)	Carriageway Resurfacing	4	7650
Lanark Road	Carriageway Resurfacing	9	1648
West Granton Road	Carriageway Resurfacing	4	4250
Haggs Farm Road	Carriageway Resurfacing	2	7000.6
Ellersly Road/Belmont Gardens	Carriageway Resurfacing	6	5310.8
Bingham Avenue	Carriageway Resurfacing	17	3195
Duddingston Park South	Carriageway Resurfacing	17	2272
Dreghorn Loan	Carriageway Resurfacing	8	2720
Hope Street	Carriageway Surface Treatment	11	347.9
North Bughtlin Road	Carriageway Surface Treatment	3	724.2

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Sighthill Crescent	Carriageway Surface Treatment	7	2399.8
Granton Crescent	Carriageway Surface Treatment	4	4309.7
Robert Burns Drive	Carriageway Surface Treatment	16	2066.1
Barntongate Avenue	Carriageway Surface Treatment	3	2215.2
Calton Road	Carriageway Surface Treatment	11	4870.6
Clermiston Road North	Carriageway Surface Treatment	3	2634.1
Craighleith Hill Crescent	Carriageway Surface Treatment	5	3890.8
Broomfield Crescent	Carriageway Surface Treatment	6	4302.6
Glenure Loan	Carriageway Surface Treatment	3	1079.2
Braehead Grove	Carriageway Surface Treatment	1	1654.3
Wester Broom Terrace	Carriageway Surface Treatment	6	2272
Barnton Park Drive	Carriageway Surface Treatment	1	766.8
Cramond Crescent	Carriageway Surface Treatment	1	525.4
Sighthill Park	Carriageway Surface Treatment	7	2307.5
Parkgrove Terrace	Carriageway Surface Treatment	3	4863.5
Thomson Road	Carriageway Surface Treatment	2	532.5
Craigmount Avenue North & Craigmount Avenue	Carriageway Surface Treatment	3	9705.7
Nantwich Drive	Carriageway Surface Treatment	17	4061.2
Silverknowes Eastway	Carriageway Surface Treatment	1	4394.9
Zetland Place	Carriageway Surface Treatment	4	731.3
Addiston Grove	Carriageway Surface Treatment	2	532.5
The Murrays & The Murrays Brae	Carriageway Surface Treatment	16	5609
Whitehouse Loan	Carriageway Surface Treatment	10	4132.2
Dovecot Grove	Carriageway Surface Treatment	9	2009.3
Bryce Crescent	Carriageway Surface Treatment	2	1420
South Barnton Avenue	Carriageway Surface Treatment	1	1363.2
Lower Gilmore Place	Carriageway Surface Treatment	11	1583.3
Seaforth Drive	Carriageway Surface Treatment	5	1221.2
Clovenstone Park	Carriageway Surface Treatment	2	2172.6
Royston Mains Avenue	Carriageway Surface Treatment	4	1604.6
Telford Drive	Carriageway Surface Treatment	5	2584.4
Hermitage Gardens	Carriageway Surface Treatment	10	3507.4
Lochend Crescent	Carriageway Surface Treatment	14	575.1
Rattray Drive	Carriageway Surface Treatment	9	1065
Prospect Bank Road	Carriageway Surface Treatment	13	1128.9
Learmonth Place	Carriageway Surface Treatment	5	1022.4
Craigmuir Place	Carriageway Surface Treatment	4	1178.6
Corstorphine Bank Avenue	Carriageway Surface Treatment	6	1114.7
Hawkhill Close	Carriageway Surface Treatment	14	1235.4
Parkgrove Crescent	Carriageway Surface Treatment	3	3131.1
Castleview Grove	Carriageway Surface Treatment	17	880.4
Moredun Park Grove	Carriageway Surface Treatment	16	1263.8
Wilton Road	Carriageway Surface Treatment	15	426
Gladstone Terrace	Carriageway Surface Treatment	15	1384.5
Muirhouse Drive	Carriageway Surface Treatment	1	951.4

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Craighleith Avenue South	Carriageway Surface Treatment	6	1519.4
Bankhead Street	Carriageway Surface Treatment	7	752.6
Clark Road	Carriageway Surface Treatment	4	1050.8
South Gray Street	Carriageway Surface Treatment	15	809.4
Broomhall Road	Carriageway Surface Treatment	6	4913.2
Ross Gardens	Carriageway Surface Treatment	15	2328.8
Pilrig Gardens	Carriageway Surface Treatment	12	1647.2
King Malcolm Close	Carriageway Surface Treatment	8	1412.9
Braid Mount	Carriageway Surface Treatment	10	1086.3
Woodlands Grove	Carriageway Surface Treatment	14	2009.3
Blackford Road	Carriageway Surface Treatment	15	3116.9
Bowling Green Road	Carriageway Surface Treatment	1	901.7
Grove Street	Carriageway Surface Treatment	9	2094.5
Caroline Terrace	Carriageway Surface Treatment	6	2399.8
Clark Avenue	Carriageway Surface Treatment	4	1512.3
Redford Bank	Carriageway Surface Treatment	8	340.8
Oxgangs Farm Avenue	Carriageway Surface Treatment	8	873.3
Turnhouse Road	Carriageway Surface Treatment	1	1519.4
Wester Coates Avenue	Carriageway Surface Treatment	11	1334.8
Meggetland Square	Carriageway Surface Treatment	9	1242.5
Scotstoun Park	Carriageway Surface Treatment	1	2186.8
Buckstone Loan East	Carriageway Surface Treatment	8	1618.8
Hillpark Way	Carriageway Surface Treatment	5	1150.2
Alan Breck Gardens	Carriageway Surface Treatment	3	3763
Southhouse Avenue	Carriageway Surface Treatment	16	2059
Barony Terrace	Carriageway Surface Treatment	6	1909.9
North Gyle Loan	Carriageway Surface Treatment	3	1526.5
Whitson Grove	Carriageway Surface Treatment	7	2335.9
Royston Mains Crescent	Carriageway Surface Treatment	4	2186.8
Forrester Road	Carriageway Surface Treatment	6	1782.1
Millbank	Carriageway Surface Treatment	2	1640.1
Windsor Street	Carriageway Surface Treatment	12	1022.4
Drum Crescent	Carriageway Surface Treatment	16	489.9
Muir Wood Road	Carriageway Surface Treatment	2	639
Salamander Court	Carriageway Surface Treatment	13	1072.1
Groathill Loan	Carriageway Surface Treatment	5	1121.8
Calder Gardens	Carriageway Surface Treatment	2	2264.9
Caiystane Crescent	Carriageway Surface Treatment	8	2130
Bingham Crossway	Carriageway Surface Treatment	17	362.1
Orchard Crescent	Carriageway Surface Treatment	5	1121.8
Rannoch Road	Carriageway Surface Treatment	3	4267.1
Caiystane Terrace	Carriageway Surface Treatment	8	2037.7
Woodhall Road	Carriageway Surface Treatment	8	4132.2

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Woodhall Bank Ph1 (23/24 c/f)	Footway Asphalt	8	765.1
Woodhall Bank Ph2 (23/24 c/f)	Footway Asphalt	8	728.8
Oswald Road (23/24 c/f)	Footway Asphalt	15	740
Jeffrey Street & North Gray's Close (23/24 c/f)	Footway Flags	11	1381.3
West Register Street (23/24 c/f)	Footway Flags	11	359
Bathfield (23/24 c/f)	Footway Asphalt	13	91.3
Duncan Place Ph1 (23/24 c/f)	Footway Asphalt	13	673.9
Lochend Road Ph1 (23/24 c/f)	Footway Asphalt	13	2075
North Junction Street (23/24 c/f)	Footway Flags	13	1391.5
Cambridge Avenue	Footway Flags	12	782.3
Whitehouse Loan	Footway Asphalt	15	802.4
Buchanan Street	Footway Flags	12	851.5
Leamington Terrace	Footway Asphalt	10	1567.7
Gilmore Place Ph 3	Footway Flags	10	632.6
Walter Scott Avenue	Footway Asphalt	16	1226.7
Queensferry Road	Footway Asphalt	5	704.7
Queen Street (North Side)	Footway Flags	11	507.4
Cliftonhall Industrial Estate	Footway Asphalt	1	541.5
Queen Street	Footway Asphalt	11	1119.4
Summerhall Place/West Preston Street	Footway Flags	15	153.2
Queen's Park Avenue	Footway Asphalt	14	632.2
Rose Street Lane South	Footway Asphalt	11	326.9
Murrayburn Road & Dumbryden Gardens	Footway Asphalt	7	643.3
Morningside Drive	Footway Asphalt	10	716.8
Pleasance	Footway Asphalt	15	3418.8
The Greenway	Footway Slurry Sealing	7	259.7
Corslet Road Ph2	Footway Slurry Sealing	2	938.8
Colinton Road	Footway Slurry Sealing	9	671.6
Sunnybank Lwr London Rd	Footway Slurry Sealing	14	451
Clermiston Hill	Footway Slurry Sealing	3	364.7
Corstorphine Bank Terrace	Footway Slurry Sealing	6	462.8
Greenbank Row	Footway Slurry Sealing	10	398.6
East Hermiston/Calder Road	Footway Slurry Sealing	2	1012
Roull Grove	Footway Slurry Sealing	6	105.3
Niddry Street	Footway Slurry Sealing	11	66.5
Murrayburn Gardens	Footway Slurry Sealing	7	285.5
Kingsknowe Crescent	Footway Slurry Sealing	2	886.5
Craigcrook Road	Footway Slurry Sealing	5	138.7
Bothwell Street	Footway Slurry Sealing	12	631.5
Fauldburn Park	Footway Slurry Sealing	3	419.6
Myreside Road	Footway Slurry Sealing	10	629.6
Crewe Road North	Footway Slurry Sealing	4	729.7
Ferry Road Avenue	Footway Slurry Sealing	4	149.7
Oxgangs Farm Drive	Footway Slurry Sealing	8	1803.8
Royston Mains Crescent	Footway Slurry Sealing	4	563.3



SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Niddrie Marischal Gardens	Footway Slurry Sealing	17	216
Belford Avenue	Footway Slurry Sealing	5	1241.7
Montague Street	Footway Slurry Sealing	15	724
Lindsay Road	Footway Slurry Sealing	13	350.2
Ravelston Dykes	Footway Slurry Sealing	5	1395.2
Corslet Place	Footway Slurry Sealing	2	103.6
Downfield Place	Footway Slurry Sealing	7	783.5
Crosswood Crescent	Footway Slurry Sealing	2	701.7
St. John's Avenue	Footway Slurry Sealing	6	148.4
Merchiston Gardens	Footway Slurry Sealing	10	1251
Ravelston Dykes Road	Footway Slurry Sealing	5	1717.7
Glenure Loan	Footway Slurry Sealing	3	543
Castleview Avenue	Footway Slurry Sealing	17	256.8
Oxgangs Row	Footway Slurry Sealing	8	358.7
Inverleith Place	Footway Slurry Sealing	5	500.5
Wolseley Crescent	Footway Slurry Sealing	14	584.4
Wester Broom Place	Footway Slurry Sealing	3	415.2
West Castle Road	Footway Slurry Sealing	10	441.7
Saughtonhall Crescent	Footway Slurry Sealing	6	296.1
Lochend Gardens Ph1	Footway Slurry Sealing	14	1954
Balfron Loan	Footway Slurry Sealing	3	550.4
Largo Place	Footway Slurry Sealing	12	91.9
West Norton Place	Footway Slurry Sealing	12	88.6
Pilton Drive North	Footway Slurry Sealing	4	709.6
Royal Terrace Ph1	Footway Slurry Sealing	11	459.9
Rose Street North Lane	Footway Slurry Sealing	11	181.4
Winton Terrace	Footway Slurry Sealing	8	800.9
Northfield Road	Footway Slurry Sealing	14	685.9
Rosevale Place	Footway Slurry Sealing	13	147.9
Thomson Drive	Footway Slurry Sealing	2	555
Clarebank Crescent	Footway Slurry Sealing	13	465.7
Clerwood Row	Footway Slurry Sealing	3	347.1
West Caiystane Road	Footway Slurry Sealing	8	494.2
Braid Hills Road	Footway Slurry Sealing	10	1333.5
Craiglockhart Place	Footway Slurry Sealing	9	268.2
Northfield Broadway	Footway Slurry Sealing	14	1852.8
Craikleith Hill Avenue	Footway Slurry Sealing	5	2666
Caiystane Terrace South	Footway Slurry Sealing	8	1221.8
Magdalene Gardens	Footway Slurry Sealing	17	1433.8
Lochend Road South	Footway Slurry Sealing	14	729.3
Murrayburn Grove & Murrayburn Park	Footway Slurry Sealing	7	720.1

**Proposed Capital Street Lighting Programme****April 2024 – March 2025**

<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