

# Transport and Environment Committee

10.00am, Thursday, 17 June 2021

## Transport Infrastructure Investment – Capital Delivery Priorities for 2021/22

Executive/routine Wards Council Commitments	Executive All <a href="#">15</a> , <a href="#">16</a> , <a href="#">17</a> , <a href="#">19</a>
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### 1. Recommendations

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- 1.1 It is recommended that the Committee:
- 1.1.1 Notes the breakdown of the allocation of the capital budget for 2021/22 shown in Appendix 1;
  - 1.1.2 Approves the programme of proposed works for 2021/22, as detailed in section three of the report, and in Appendices 1 and 2;
  - 1.1.3 Approves the Neighbourhood Environment Programme (NEPs) funding proposals for 2021/22, as detailed in 4.36 – 4.38; and
  - 1.1.4 Notes the use of external consultants to carry out Principal Bridge Inspections and design work as detailed in 4.39 - 4.46.

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## Transport Infrastructure Investment – Capital Delivery Priorities for 2021/22

### 2. Executive Summary

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- 2.1 This report seeks approval for the allocation of the Transport Infrastructure Capital budgets and programme of works for 2021/22. This includes carriageways, footways, street lighting and traffic signals and structures. The budget figures listed in this report includes the 2021/22 Council approved budget and an additional £4m capital investment in carriageway and footway renewals.
- 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.
- 2.4 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

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- 3.1 The Council's capital budget for 2021/22 was agreed at the Council meeting on [18 February 2021](#) as part of the capital investment programme.
- 3.2 An additional £6m has been allocated in 2021/22 for carriageway and footway investment across the transport network. This budget was approved by the Council's Finance and Resources Committee on [20 May 2021](#). Of this £6m, £4m has been capitalised with the remaining £2m allocated to patching and permanent repair works.

- 3.4 The Roads and Footway Capital Investment Programme for 2021/22 proposes the capital budget of £20.022m 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 £14.147m or 70% of the available funding.
- 3.5 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.
- 3.6 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. 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.
- 3.7 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 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.
- 3.9 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.
- 3.10 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 2019/20 – 2021/22**

- 4.1 The current and projected capital allocation for Infrastructure for 2020 to 2023 is shown in Appendix 1. This outlines how the proposed budget will be allocated across the six elements of the programme in 2021/22.

### **Carriageway Investment**

- 4.2 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.

- 4.3 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.
- 4.4 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.
- 4.5 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.
- 4.6 The winter period in 2020/21 caused accelerated deterioration across the transport network, in particular, the carriageway network. This was caused by the excessively wet and prolonged freezing weather conditions. This resulted in multiple freeze/thaw events that caused excessive damage to roads. Due to this, it is important the delivery of carriageway renewal schemes is maximised in 2021/22.
- 4.7 The majority of the additional £4m investment in 2021/22 has been targeted across the carriageway network in order to achieve that best possible improvement in road condition.
- 4.8 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.
- 4.9 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.
- 4.10 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.
- 4.11 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**

- 4.12 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.
- 4.13 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.
- 4.14 It is proposed to allocate £0.5m for Local Footways in 2021/22. 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.
- 4.15 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.
- 4.16 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**

- 4.17 Appendix 2 details the capital investment schemes that are planned for delivery in 2021/22.
- 4.18 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 (phasing, off peak working, etc) to minimise disruption.

## **Public Realm**

- 4.19 The Roads and Footways Capital Programme also supports public realm projects identified by the Streetscape Delivery Group and Transport Planning.
- 4.20 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. In 2021/22 this will include the High Street, Queensferry High Street and carriageway and footway schemes in World Heritage Site (WHS) and Conservation areas.

## **Street Lighting and Traffic Signals**

- 4.21 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 2021/22 is £1.350m. The programme of Street Lighting works is shown in Appendix 3.
- 4.22 On [27 October 2015](#), the Transport and Environment Committee approved, in principle, the business case for the roll out of Light Emitting Diode (LED) lanterns across the city and the report was referred to Council on [19 November 2015](#) where the prudential borrowing was approved.
- 4.23 [On 23 January 2018](#), the Finance and Resources Committee approved the award of the contract for these works.
- 4.24 The business case supported the roll out of 54,000 energy efficient street lighting lanterns over a three-year programme, and the introduction of a Central Management System, at a total cost, including financing, of £40.132m. The forecast energy, Carbon Reduction Commitment and maintenance savings/cost avoidance over 20 years resulting from this project is £54.157m.
- 4.25 Work to roll out energy efficient street lighting lanterns started in October 2018. It is anticipated that this programme will complete in 2021/22.
- 4.26 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.
- 4.27 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**

- 4.28 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. exceeds their design life), it is more efficient to replace the lighting columns at the same time as the footway works.

## **Roads Operations**

- 4.29 All footway reconstruction schemes incorporate dropped crossings at junction points, if not already existing. Further to this, an allocation of £0.08m is given to Roads Operations to install dropped crossings at various locations throughout the city on footpaths that are not included in the capital list of footway schemes.
- 4.30 It is proposed to increase the allocation for drainage repairs to £0.3m. This will be used to repair failed gully tails and frames throughout Edinburgh.
- 4.31 A further £0.5m will be allocated for Bus Stop Maintenance. This will allow Roads Operations to carry out extensive repairs in and around bus stops that have deteriorated as a result of the continuous, repetitive, wear.
- 4.32 It is proposed to allocate £0.5m for a Carriageway Enhancement Programme. This would allow Road Services to renew carriageways, 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.
- 4.33 In addition to the capital allocation for Roads Operations, £2m has been allocated from the additional roads and pavements £6m budget to allow Roads Operations to carry out procurement of packages of work to undertake patching and permanent repair work as a follow-up in those streets where there have been temporary make-safe repairs over the winter.

## **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 £1.900m 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 transport design teams. However, an external consultancy contract will come into effect in June 2021. This will be used to augment the in-house resource in the delivery of the capital investment programme.

## **Neighbourhood Environmental Projects**

- 4.36 Due to other delivery commitments and the Covid-19 pandemic in 2020/21 there has been very little delivery of Neighbourhood Environmental Projects (NEPs). This has resulted in £1m of NEPs funding being carried forward into 2021/22.
- 4.37 A programme of outstanding NEPs commitments is currently being developed, using existing funding, with delivery of these projects starting in 2021/22. It is therefore proposed that no additional funding is allocated to NEPs projects in 2021/22.

- 4.38 A new NEPs allocation will be introduced in 2022/23, primarily based on local traffic management interventions.

### **Cycling Improvements**

- 4.39 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%. 10% of capital budgets will be allocated for cycling related improvements in 2021/22.
- 4.40 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 and Structures**

- 4.41 There are 352 bridges and road structures, on the adopted road network, within the city with a span greater than 1.5m. This includes road bridges, foot bridges, underpasses, tunnels and gantries. 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.
- 4.42 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.
- 4.43 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 twelve years. A total of 142 bridges were prioritised in 2016/2017 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.
- 4.44 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.
- 4.45 The scores for all bridges are totalled and averaged and this helps provide an indication of the condition of the bridge stock.
- 4.46 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.



- 4.47 Over the past twenty years an assessment programme was undertaken to establish the load carrying capacity of the bridge stock, identifying bridges that require strengthening or where interim control measures were required. The results of the assessments are required to be reviewed, particularly where the loading regime has changed, or structural deterioration has reduced the structural capacity. Accordingly, a programme of Structural Reviews will be produced in 2021/2022 to prioritise the structures that should be reviewed.
- 4.48 The projects being delivered in 2021/22 are: Balerno Bridge refurbishment, Fillyside Road Bridge North Repainting, West Mill Road Culvert Replacement and Retaining Walls Masonry Work Programme.

### **Street Design Guidance**

- 4.49 This Committee approved Edinburgh's [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.
- 4.50 The guidance is currently embedded in the design process for all carriageway and footway schemes. However, it is essential that carriageway and footways repairs are maximised in 2021/22 in order to address the deterioration of the network over the winter. Therefore, to ensure delivery of this year's capital investment programme, including the additional £4m investment it may only be possible to implement minimal ESDG principles, in particular, with carriageway schemes, as full implementation can significantly delay delivery of renewal schemes.

### **Consultation**

- 4.51 Consultation will take place on the 2021/22 capital renewal schemes that have been selected for investment with Living Streets, Spokes, Lothian Buses and Edinburgh World Heritage.
- 4.52 Internal consultation will also take place with Active Travel, Road Safety, Public Transport and Roads Operations Teams.

### **Capital Delivery**

- 4.53 It is clear that the Covid-19 situation has had, and will continue to have, an effect on delivery of capital renewal schemes.
- 4.54 It is the aim of the design and delivery teams to deliver all of the schemes listed in this report in 2021/22. Any scheme that is not delivered in 2021/22 will be re-prioritised for delivery in a future financial year.

## **5. Next Steps**

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- 5.1 The programme of works for 2021/22 will be progressed.
- 5.2 The capital investment programme will continue to be reviewed regularly to ensure that any adjustment is made to the programme as soon as possible.

- 5.3 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 37.1% in 2018/20. However, this is a deterioration from 33.5% in 2017/19.
- 5.4 A continual gradual improvement in Edinburgh's RCI will be a measure of the success the Council's road maintenance policies. Additional funding in 2021/22 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.
- 6.2 This report sets out capital expenditure of £20.022m. The loans charges associated with this over a 30-year period would be a principal amount of £20.022m and interest of £15.203m, resulting in a total cost of £35.225m based on an assumed loans fund interest rate of 3.97%. This represents an annual cost of £1.174m to be met from the corporate loans charge budget.
- 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**

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- 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**

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

## **9. Appendices**

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- 9.1 Appendix 1 Capital Budget Allocation
- 9.2 Appendix 2 Proposed Capital Delivery Programme – April 2021 – March 2022
- 9.3 Appendix 3 Proposed Capital Street Lighting Programme – April 2021 – March 2022

## Capital Budget Allocation

### Current and Predicted Capital Allocation

	2020/21	2021/22	2022/23
<b>£m</b>	<b>15.006</b>	<b>20.022</b>	<b>15.853</b>

### Proposed Budget Allocation for 2021/22

<u>Carriageways &amp; Footways</u>	<u>£m</u>	
Budget for Carriageway Works	9.947*	
Budget for Setted Carriageways	1.200	
Budget for Footway Works	2.500*	
Budget for Local Footways	0.500	
TOTAL		-14.147
<u>Street Lighting &amp; Traffic Signals</u>	<u>£m</u>	
Street Lighting	1.350	
Traffic Signals	0.100	
TOTAL		-1.450
<u>Road Structures</u>	<u>£m</u>	
TOTAL	0.840	-0.845
<u>Other Asset Management</u>	<u>£m</u>	
Asset replacement <sup>1</sup>	0.300	
TOTAL		-0.300
<u>Road Operations</u>	<u>£m</u>	
Drop crossings	0.080	
Drainage improvements	0.300	
Bus Stop Maintenance	0.500	
Surface Enhancements	0.500	
TOTAL		-1.380
<u>Miscellaneous</u>	<u>£m</u>	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.900	
TOTAL		-1.900
<b>TOTAL SPEND</b>		<b>-20.022</b>

\*Includes additional £4m capital investment from additional £6m allocated to roads and pavements in 2021/22.

<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 2021 – March 2022

Street	Surfacing Method	Ward Number	Ward	Area (sqm)
Queensferry Road	Strengthening	1	Almond	6,900
Greenbank Road	Resurfacing	10	Morningside	3,430
Newbattle Terrace	Resurfacing	10	Morningside	6,500
Oxgangs Park, Oxgangs Row & Oxgangs Rise	Resurfacing	8	Colinton/Fairmilehead	2,600
Regent Road	Resurfacing	11	City Centre	2,100
Buckstone Gate	Resurfacing	8	Colinton/Fairmilehead	1,200
Craigmount Avenue North	Resurfacing	3	Drum Brae/Gyle	500
Longcraig Road	Resurfacing	1	Almond	5,000
Murrayburn Gardens	Resurfacing	2	Pentland Hills	4,200
Westbank Street	Resurfacing	17	Portobello/Craigmillar	500
Derby Street, Newhaven Road, Park Road & Stanley Street	Resurfacing	4	Forth	1,500
Inverleith Row	Resurfacing	5	Inverleith	9,000
Queensferry Street	Resurfacing	11	City Centre	3,500
Longstone Road	Resurfacing	7	Sighthill/Gorgie	2,500
Elliot Place	Resurfacing	9	Fountainbridge/Craiglockhart	1,200
Ettrick Road	Resurfacing	10	Morningside	2,400
Millar Crescent	Resurfacing	10	Morningside	2,000
St Margaret's Road	Resurfacing	10	Morningside	1,100
Stevenson Road	Resurfacing	7	Sighthill/Gorgie	2,500
Lothian Road Phase 2	Resurfacing	11	City Centre	5,000
Braidburn	Resurfacing	10	Morningside	TBC
Maybury Road, Maybury Drive & Whitehouse Road	Resurfacing	1	Almond	30,000
A89 Newbridge	Resurfacing	1	Almond	4,000
Blackford Hill Grove, Blackford Hill Rise & Blackford Hill View	Resurfacing	15	Southside/Newington	2,500
Cliftonhall Road	Resurfacing	1	Almond	6,800
Queen Anne Drive	Resurfacing	1	Almond	4,500
Cockburn Crescent	Resurfacing	2	Pentland Hills	6,000
Newmills Crescent	Resurfacing	2	Pentland Hills	3,300
Lasswade Road/Captain's Road Junction	Resurfacing	16	Liberton/Gilmerton	300
Stenhouse Drive	Resurfacing	7	Sighthill/Gorgie	8,300
Mountcastle Drive North & Mountcastle Drive South	Resurfacing	17	Portobello/Craigmillar	20,000
Drum Street	Resurfacing	16	Liberton/Gilmerton	5,700

Street	Surfacing Method	Ward Number	Ward	Area (sqm)
Craighleith Crescent	Resurfacing	6	Corstorphine/Murrayfield	7,000
Telford Road	Resurfacing	5	Inverleith	2,500
Barnton Grove	Resurfacing	1	Almond	740
Silverknowes Road & Silverknowes Road East (inc. Davidson Mains Roundabout)	Resurfacing	1	Almond	8,000
Redford Road	Surface Treatment	8	Colinton/Fairmilehead	2,668
More dun Park Road	Surface Treatment	16	Liberton/Gilmerton	1,967
Guardwell Crescent	Surface Treatment	16	Liberton/Gilmerton	1,406
East Trinity Road	Surface Treatment	4	Forth	398
Hopetoun Road	Surface Treatment	1	Almond	903
Leadervale Road	Surface Treatment	16	Liberton/Gilmerton	2,556
Barnton Park Drive	Surface Treatment	1	Almond	767
Featherhall Terrace	Surface Treatment	6	Corstorphine/Murrayfield	1,115
Durham Square	Surface Treatment	17	Portobello/Craigmillar	2,911
Restalrig Square	Surface Treatment	14	Craightinny/Duddingston	1,577
Sighthill Avenue	Surface Treatment	7	Sighthill/Gorgie	2,223
Brunstane Road South	Surface Treatment	17	Portobello/Craigmillar	2,067
Crewe Loan	Surface Treatment	4	Forth	611
Newmains Road	Surface Treatment	1	Almond	753
Malleny Avenue	Surface Treatment	2	Pentland Hills	327
Almondhill Road	Surface Treatment	1	Almond	1,477
Silverknowes Gardens	Surface Treatment	1	Almond	4,225
Laverockbank Road	Surface Treatment	4	Forth	2,095
Boswall Green	Surface Treatment	4	Forth	2,819
Old Kirk Road	Surface Treatment	6	Corstorphine/Murrayfield	1,143
Saughton Grove	Surface Treatment	6	Corstorphine/Murrayfield	1,065
Durham Road	Surface Treatment	17	Portobello/Craigmillar	1,214
Joppa Station Place	Surface Treatment	17	Portobello/Craigmillar	1,072
St Katharine's Crescent	Surface Treatment	16	Liberton/Gilmerton	2,734
Sighthill View	Surface Treatment	7	Sighthill/Gorgie	2,087
Dunsmuir Court	Surface Treatment	6	Corstorphine/Murrayfield	2,961
Saughton Park	Surface Treatment	6	Corstorphine/Murrayfield	1,605
Silverknowes Eastway	Surface Treatment	1	Almond	2,137
Plewlandcroft	Surface Treatment	1	Almond	2,158
Gardner's Crescent	Surface Treatment	11	City Centre	2,315
Langton Road	Surface Treatment	15	Southside/Newington	1,981
Saughton Crescent	Surface Treatment	6	Corstorphine/Murrayfield	2,279
Gracemount Avenue	Surface Treatment	16	Liberton/Gilmerton	760
Saughton Mains Avenue	Surface Treatment	7	Sighthill/Gorgie	838
Nether Currie Road	Surface Treatment	2	Pentland Hills	2,166
Forth View Crescent	Surface Treatment	2	Pentland Hills	1,782
Saughtonhall Drive	Surface Treatment	6	Corstorphine/Murrayfield	604
Belford Terrace	Surface Treatment	5	Inverleith	383
Potterrow	Surface Treatment	15	Southside/Newington	689
Hosie Rigg	Surface Treatment	17	Portobello/Craigmillar	1,314
Bankhead Broadway	Surface Treatment	7	Sighthill/Gorgie	1,534
Swanston Avenue	Surface Treatment	8	Colinton/Fairmilehead	1,463
Telferton	Surface Treatment	14	Craightinny/Duddingston	1,534

**APPENDIX 2**

Street	Surfacing Method	Ward Number	Ward	Area (sqm)
Palmerston Place	Surface Treatment	11	City Centre	2,393
Douglas Gardens	Surface Treatment	11	City Centre	1,079
New Mart Road	Surface Treatment	9	Fountainbridge/Craiglockhart	2,925
Bankhead Loan	Surface Treatment	7	Sighthill/Gorgie	1,207
Carron Place	Surface Treatment	13	Leith	710
Canmore Street	Surface Treatment	1	Almond	504
Farrer Terrace	Surface Treatment	17	Portobello/Craigmillar	1,740
Gilberstoun	Surface Treatment	17	Portobello/Craigmillar	3,720
Broomhouse Medway	Surface Treatment	7	Sighthill/Gorgie	1,711
Station Road, South Queensferry	Surface Treatment	1	Almond	3,000
Echline Avenue	Surface Treatment	1	Almond	5,808
Rutherford Drive	Footway Surface Treatment	16	Liberton/Gilmerton	881
Langton Road	Footway Surface Treatment	15	Southside/Newington	1,363
South Gyle Road	Footway Surface Treatment	3	Drum Brae/Gyle	694
Clermiston Grove	Footway Surface Treatment	3	Drum Brae/Gyle	1,119
Baird Grove	Footway Surface Treatment	6	Corstorphine/Murrayfield	768
Parkgrove Drive	Footway Surface Treatment	3	Drum Brae/Gyle	949
Silverknowes Loan	Footway Surface Treatment	1	Almond	448
Comiston View	Footway Surface Treatment	8	Colinton/Fairmilehead	1,455
Ferry Road/Crewe Toll/Boswall Drive	Footway Surface Treatment	4	Forth	6,113
Bailie Grove	Footway Surface Treatment	17	Portobello/Craigmillar	376
Pilton Place	Footway Surface Treatment	4	Forth	885
Priestfield Crescent	Footway Surface Treatment	15	Southside/Newington	1,083
South Oswald Road	Footway Surface Treatment	15	Southside/Newington	1,707
Blackford Road	Footway Surface Treatment	15	Southside/Newington	1,574
Pilton Park Phase 2	Footway Surface Treatment	4	Forth	525
Bailie Terrace Phase 2	Footway Surface Treatment	17	Portobello/Craigmillar	342
Oswald Road	Footway Surface Treatment	15	Southside/Newington	523
Dolphin Road	Footway Surface Treatment	2	Pentland Hills	1,812
Pentland View	Footway Surface Treatment	2	Pentland Hills	775
Woodhall Bank Phase 1	Footway Surface Treatment	8	Colinton/Fairmilehead	765
Woodhall Bank Phase 2	Footway Surface Treatment	8	Colinton/Fairmilehead	729
Colinton Mains Road	Footway Surface Treatment	8	Colinton/Fairmilehead	2,981
Orchard Brae Gardens	Footway Surface Treatment	5	Inverleith	1,747
Craigeith Drive	Footway Surface Treatment	5	Inverleith	875
Crewe Road South	Footway Surface Treatment	5	Inverleith	2,270
Belford Gardens	Footway Surface Treatment	5	Inverleith	1,267
Kekewich Avenue	Footway Surface Treatment	14	Craigtinny/Duddingston	1,722
Mountcastle Gardens	Footway Surface Treatment	14	Craigtinny/Duddingston	873
Ulster Crescent	Footway Surface Treatment	14	Craigtinny/Duddingston	950
Swanston Road	Footway Surface Treatment	8	Colinton/Fairmilehead	378
Orchardhead Road	Footway Surface Treatment	16	Liberton/Gilmerton	1,710
Easter Drylaw Grove	Footway Surface Treatment	5	Inverleith	263
Eva Place	Footway Surface Treatment	15	Southside/Newington	278
Lennel Avenue	Footway Surface Treatment	6	Corstorphine/Murrayfield	1,022
Longstone Avenue	Footway Surface Treatment	7	Sighthill/Gorgie	369
Baird Drive	Footway Surface Treatment	6	Corstorphine/Murrayfield	2,132
Gardiner Road	Footway Surface Treatment	5	Inverleith	1,252

Street	Surfacing Method	Ward Number	Ward	Area (sqm)
Drylaw Crescent	Footway Surface Treatment	5	Inverleith	925
Priestfield Road	Footway Surface Treatment	15	Southside/Newington	4,220
Glenallan Drive	Footway Surface Treatment	16	Liberton/Gilmerton	1,574
Pentland Terrace	Footway Surface Treatment	8	Colinton/Fairmilehead	352
Ladysmith Road	Footway Surface Treatment	15	Southside/Newington	1,028
Pilton Drive Phase 2	Footway Surface Treatment	4	Forth	3,057
Ryehill Gardens	Footway Reconstruction	13	Leith	TBC
Buckstone Gate	Footway Reconstruction	8	Colinton/Fairmilehead	TBC
Queensferry Road	Footway Reconstruction	1	Almond	TBC
Westbank Street	Footway Reconstruction	17	Portobello/Craigmillar	TBC
Ashley Terrace	Footway Reconstruction	9	Fountainbridge/Craiglockhart	TBC
Learmonth Gardens	Footway Reconstruction	5	Inverleith	TBC
New Mart Road	Footway Reconstruction	9	Fountainbridge/Craiglockhart	TBC
Stewart Terrace	Footway Reconstruction	1	Almond	TBC
Watson Crescent	Footway Reconstruction	9	Fountainbridge/Craiglockhart	TBC
Derby Street, Newhaven Road, Park Road & Stanley Street	Footway Reconstruction	4	Forth	TBC
Colinton Mains Road	Footway Reconstruction	8	Colinton/Fairmilehead	TBC
Westside Plaza	Footway Reconstruction	2	Pentland Hills	TBC
Warriston Drive & Warriston Terrace	Footway Reconstruction	5	Inverleith	TBC
High Street	Carriageway Setts	11	City Centre	900
High Street, South Queensferry	Carriageway Setts	1	Almond	400



## **Appendix 3 - Proposed Capital Street Lighting Programme**

**April 2021 – March 2022**

<b>Locality</b>	<b>Location</b>	<b>Comments</b>
City-Wide	Various	Structural Test-failed Column Renewals
City-Wide	Various	Structural Testing
City-Wide	Various	Illuminated Bollards & Signs Renewals
City-Wide	Various	Cable Renewals
City-Wide	Various	Cabinet, Wall-box & Pillar Renewals
South-East	High Street	High Street Closes Lighting
South-East	Scotland street	Lighting Column Renewal
South-East	Douglas Crescent	Lighting Column Renewal