

# Transport and Environment Committee

10.00am, Tuesday, 29 October 2013

## Road and Footway Investment – Capital Programme for 2014/15

Item number	7.10
Report number	
Wards	All

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Coalition pledges	<a href="#">P28</a> , <a href="#">P33</a> , <a href="#">P44</a> , <a href="#">P45</a>
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Single Outcome Agreement	<a href="#">SO4</a>

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# Executive summary

## Road and Footway Investment – Capital Programme for 2014/15

### Summary

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This report seeks approval for the allocation of the Road, Footway and Street Lighting Capital budget and programme of works 2014/15.

The carriageway and footway schemes listed in this report were selected for capital investment using a scheme of prioritisation which uses condition assessment scores, prioritisation criteria and weightings.

The budget allocation and lists of maintenance schemes in this report aim to ensure that the condition of roads and footway continues to improve, whilst maintaining the objective that the prioritisation reflects and supports the Council's Local Transport Strategy objectives and, in particular, the Active Travel Action Plan.

### Recommendations

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It is recommended that the Committee approves:

- 1 the allocation of the capital budget for 2014/15 shown in Appendix A; and
- 2 the programme of proposed works for 2014/15, as detailed in section 3 of the report and in Appendices B and D.
- 3 the proposal to submit a 2013/14 update report to Committee in January 2014, as detailed in 2.27.

## Measures of success

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The assessment of the condition of the city's roads is measured annually by the Scottish Road Condition Measurement Survey (SRMCS). Edinburgh's Road Condition Index (RCI) has improved from 42.3% in 2005/6 to 34.09% in 2012/13. Edinburgh's ranking among the 32 Scottish Local Authorities has increased from 23rd in 2005/6 to 15th in 2012/13. A continual gradual improvement in one or both of these indicators will be a measure of success.

The process for developing the annual programme and for assessing/prioritising proposed schemes has been completely overhauled in order to:

- provide more time for effective consultation at Neighbourhood level;
- improve the process for design and development of schemes; and
- ensure compliance with the requirements for registering works on the Scottish Road Works Register.

The new 'Capital Timeline' was introduced for the 2011/12 and was refined for the current year. It is working well and has enabled this report to be produced in good time to secure the approvals needed from Members.

Meeting the target for registration failures and continuance of the above process improvements will be a measure of success.

## Financial impact

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

## Equalities impact

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This report has been considered for an Equalities and Rights Impact assessment and as a result it has been decided that a full assessment is not required. A full impact assessment, which will be preceded by consultation, will be carried out on a scheme by scheme basis. The schemes recommended in this report for maintenance have been identified using the prioritisation method and will only require consultation with specific groups prior to the design being carried out.

The investment in the city's roads, footways, gullies and street lighting improves the accessibility and safety of the roads and footways network and therefore has a positive impact for all users, particularly older people and those with a disability. All footway reconstruction schemes incorporate new dropped crossings at all junction points, if not already existing.

## **Sustainability impact**

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Potential for positive impact on the environment by improving vehicle and bicycle ride quality on carriageway surfacing works and improved pedestrian passage on footway reconstruction schemes.

The Street Lighting capital programme will continue to explore energy efficient lamps to reduce energy consumption and carbon footprint. The continuing use of extruded aluminium lighting columns provides a more sustainable solution when compared to previously used materials (steel and concrete).

## **Consultation and engagement**

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The revised methodology for prioritising roads and footways for capital investment, agreed by the Transport, Infrastructure and Environment Committee in November 2010, was the subject of extensive consultation with Neighbourhood Partnerships and interest groups. A further review of these procedures was agreed by this Committee in October 2013.

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

## **Background reading/external references**

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

Road and Footway Prioritisation Review 2013

## Road and Footway Investment – Capital Programme for 2014/15

### 1. Background

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- 1.1 This report seeks approval for the proposed capital investment programme for road and footway improvements for 2014/15.
- 1.2 The capital budget of £15.069M for 2014/15 was agreed as part of the three year capital investment programme in February 2012. However, the Council's budget for 2014/15 will not be finally agreed until February 2014.
- 1.3 The report provides details of the Road and Footway Capital Investment Programme for 2014/15. The report also includes details of street lighting investment. The capital budget for 2014/15 is £15.069M. This report proposes how this sum should be allocated across six different work-streams. These are: Carriageways and Footways, Street Lighting, Other Asset Management, Neighbourhoods, Miscellaneous and Cycling Allocation. The Carriageway and Footways work stream accounts for £8.435M or 56% of the available funding. The Street Lighting work stream accounts for £1.5M or 10% of the available funding. A scheme of prioritisation is used to identify which projects should be included in this part of the programme.
- 1.4 On 26 September 2012, a presentation was given to members of this Committee detailing the way in which Road Services manage carriageway and footway capital work. It was agreed that a review of the condition scoring and prioritisation mechanisms used for carriageway and footway works be carried out. This review is the subject of a separate report to this committee. The schemes prioritised for investment are based on the findings of this review.
- 1.5 The report on the capital programme is being presented to Committee in October 2013 to ensure that the programme can start on time and comply with the Road Works Register notice periods.

## 2. Main report

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### Capital Budget Provision 2012/13 - 2015/16

- 2.1 The current and projected capital allocation for roads and footways, including street lighting for 2013 to 2016 is shown in Appendix A.
- 2.2 The roads and footways capital programme for 2014/15 consists of six work streams. These comprise: Carriageways and Footways, Street Lighting, Other Asset Management, Neighbourhoods, Miscellaneous and Cycling Allocation. Appendix A outlines how the proposed budget will be allocated across these six elements in 2014/15.

### Carriageways and Footways

- 2.3 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.
- 2.4 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the Local Transport Strategy and the Active Travel Action Plan. Given the overall demand for roads investment, local residential roads and footways do not often reach the required priority level because of their low traffic and pedestrian volumes. In recent years, an allocation has been set aside within the carriageway element of the programme for local road overlay treatment to certain lightly trafficked roads. This approach is used mainly in residential areas where it is considered that some localised patching repairs and a complete road overlay will prolong the life of the road. The weather window for this construction is from April to October.
- 2.5 This programme of local road overlay treatment has been running successfully since 2006/07 and has received an average of 94% customer satisfaction over this period. It is proposed to maintain the £1.00M allocation for this treatment programme in 2014/15. The proposed list of Local Roads Schemes is based solely on the condition of the road surface and has been circulated to the Roads Teams in each Neighbourhood Area for comment.
- 2.6 The prioritisation review, which was the subject of a separate report to this committee, recommended the introduction of an allocation for Type 3 and Type 4 roads that are not suitable for the local road overlay treatment. Type 3 and type 4 roads have low vehicle use and generally low bus use.

- 2.7 It is proposed to allocate £590k for Type 3 roads and £413k for Type 4 roads. This will be allocated to roads that are not suitable for the local roads process and will allow resurfacing works to be carried out on roads that would be unlikely to feature in a capital programme of works, due to their low prioritisation score, compared with main carriageways. The programme of proposed type 3 and type 4 carriageway works is shown in Appendix B.
- 2.8 It is proposed to increase the allocation for Local Footways from £350K in 2013/14 to £400k in 2014/15. This will allow resurfacing works to be carried out on rural and residential footways that would be unlikely to feature in a capital programme of works, due to their low prioritisation score. The programme of proposed carriageway and footway works is shown in Appendix B.

### **Deferred Schemes**

- 2.9 Any proposed scheme on arterial routes or in the city centre will be considered by the City Wide Traffic Management Group to determine whether or not the works can be carried out and what conditions could be put in place (phasing, off peak working, etc) to minimise disruption. A number of schemes, particularly those on and around the 'on street' parts of the tram route and main arterial routes have been deferred in order to avoid disruption to traffic. These areas have had a lot of disruption recently due to the construction of the Tram project. Any scheme that has been deferred will be closely monitored by the Neighbourhood Roads Team. A list of schemes which are proposed to be deferred from the 2014/15 Programme is shown in Appendix C.
- 2.10 It was not possible to defer all carriageway schemes on main arterial routes. Carriageway schemes where the raw condition score is such that not carrying out the work would either cause danger, or have significant effect on the neighbourhood revenue budget, have been included in the proposed programme of works.

### **Public Realm**

- 2.11 The capital programme also requires to take account of Council supported public realm projects across the city. As part of the review of the Public Realm Strategy, an update, including an outline of the prioritisation process for these projects, is due to be reported to the January 2014 meeting of the Transport and Environment Committee.
- 2.12 Future Road and Footway Investment reports to the Transport and Environment Committee will highlight the public realm projects that have been taken into account in the capital budget allocation.

## **Street Lighting**

- 2.13 In common with many other authorities across the UK, Edinburgh has a large number of street lighting columns that are over 30 years old and require replacement. Where individual columns fail a structural test, they are replaced on a one for one basis. Where the number of columns requiring urgent replacement in any particular street exceeds 40% it is more efficient and practical to renew the lighting stock of the whole street and this forms the basis of the street lighting programme. The test-failed street lighting columns are prioritised in the programme with the worst columns being replaced first. As well as replacing columns, the programme involves the fitting of more energy efficient lamps and lanterns that utilise white light technology and reduces energy consumption. The budget for the street lighting works in 2014/15 is £1.5M. The programme of Street Lighting works is shown in Appendix D.
- 2.14 At current levels of investment it will take 10-12 years to replace the test-failed columns that have already been identified. The testing of street lighting columns is an ongoing process. Therefore, more test-failed columns are likely to be identified.

## **Other Asset Management**

- 2.15 The South-West Neighbourhood has carried out a major survey on all the barriers along the Calder Road. A large percentage of these barriers have been identified as being in need of replacement. The estimated cost of this replacement is £1M. It is important that these barriers are maintained to a high standard due to their location on the Calder Road roundabouts. This work started in 2013/14. It is therefore proposed to maintain the £250,000 each year for the next three years to carry out these works.
- 2.16 It is proposed to invest £0.5M in other asset renewals. This programme of asset replacement or renewals is carried out in conjunction with footway schemes that are included in the carriageway and footway programme and involves the replacement of street furniture and street lighting. In the case of street lighting where the lighting columns on a footway improvement scheme are more than 30 years old (ie it exceeds its design life) then it is more efficient to replace the lighting columns at the same time as the footway works.

2.17 Test Failed columns are graded 1-5, with 1 being the highest risk. To maximise the use of the additional £1M investment, in 2013-14 all High Risk 1, Test Failed concrete columns and other critical risk Test Failed steel columns will be replaced citywide. This will almost eradicate these highest risk columns and ensure that the investment is targeted at the most structurally critical columns in the city. 710-760 columns will be replaced through this programme, dependent on contract prices.

## **Neighbourhoods**

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

2.19 At the meeting of this Committee on 23 November 2010, it was agreed to increase the level of investment in gullies from £270,000 to £520,000, as part of the 2011/12 capital programme. This was to tackle the backlog of failed and collapsed gullies, of which there were 323, over a two year period. A further £530,000 is allocated in the current financial year. It is predicted that the majority of this backlog will have been tackled by the end of the current financial year. It is, therefore, proposed to reduce the provision for gullies in 2014/15 to £180,000 (approximately £30,000 per Neighbourhood) as this will be sufficient to deal with any remaining backlog.

2.20 In addition to the budget set aside for dropped kerbs and drainage improvements within Neighbourhoods, a further element of the Programme is top-sliced each year for the Neighbourhood Environment Programme (NEP) to enable Neighbourhood Managers to respond to the local issues identified by their Neighbourhood Partnerships. In the current year, £85,000 is allocated to each Partnership to invest in roads, footways and other environmental improvements in their area, in line with locally agreed priorities.

2.21 The NEPs funding is highly valued by Neighbourhood Partnerships and enables them to respond effectively to tackle local issues that would not normally feature on overall city-wide investment programmes. There has been a reduction in the overall roads capital budget over many years. It is, therefore, proposed to reduce the current level of funding from £85,000 to £67,845 per Neighbourhood Partnership for the Neighbourhood Environment Programmes in 2014/15. This provides £814k across the six Neighbourhood Areas. However, it should be noted that there has been significant slippage in the programme in previous years and the level of expenditure will be rigorously monitored throughout the year.

## **Inspection, Design and Supervision**

- 2.22 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 maintain a 10% allocation, equal to £1.36M from the carriageway and footway budget, for this work. The inspection, design and supervision budget will be closely monitored and if the costs are lower than expected then the funding will be re-allocated and used to bring forward additional carriageway and footway schemes.

## **Contingencies**

- 2.23 It is proposed to maintain the allocation of £800k for contingencies in 2014/15. Contingencies are used to fund any emergency and unforeseen situations that arise throughout the year.
- 2.24 The contingencies budget will be closely monitored and if contingencies or emergency works do not arise as the year progresses then the funding will be re-allocated on quarterly basis and used to bring forward additional carriageway and footway schemes.

## **Cycling Improvements**

- 2.25 Council has a commitment to allocate a percentage of the Transport revenue and capital budgets to improve cycling facilities throughout Edinburgh. 5% was allocated in 2012/13, 6% in 2013/14 and this will increase to 7% in 2014/15.
- 2.26 The 7% budget commitment will enable the Council to deliver new cycling infrastructure to support increases in cycling. This will help the Council to achieve the targets set out in the Active Travel Action Plan and will include the creation of links between existing off-road routes and upgrading the facilities that are available on-road.

## **2013/14 Capital Update**

- 2.27 It is proposed to submit a report to Committee in January 2014 providing an update on the road and footway capital expenditure in 2013/14. The report will also detail the works to be undertaken post tram. As part of this report an update will be provided on the £50k ward allocation to allow the Committee to consider whether resources could be identified for similar small road and footway projects in the next financial year.

### 3. Recommendations

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- 3.1 It is recommended that Committee approves:
- 3.1.1 the allocation of the capital budget for 2014/15 shown in Appendix A; and
  - 3.1.2 the programme of proposed works for 2014/15 as detailed in section 3 of the report and in Appendices B and D.
  - 3.1.3 the proposal to submit a 2013/14 update report to Committee in January 2014, as detailed in 2.27.

**Mark Turley**

Director of Services for Communities

## Links

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<b>Coalition pledges</b>	<p><b>P28</b> - Further strengthen links with the business community by developing and implementing strategies to promote and protect the economic well being of the City.</p> <p><b>P33</b> - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used.</p> <p><b>P44</b> - Prioritise to keep our streets clean and attractive.</p> <p><b>P45</b> - Spend 5% of the transport budget on provision for cyclists.</p>
<b>Council outcomes</b>	<p><b>CO8</b> - Edinburgh's economy creates and sustains job opportunities.</p> <p><b>CO19</b> - Attractive Places and Well-Maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm.</p> <p><b>CO21</b> - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city.</p> <p><b>CO22</b> - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.</p> <p><b>CO23</b> - Well-Engaged and Well-Informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community.</p> <p><b>CO24</b> - The Council communicates effectively and internally and externally and has an excellent reputation for customer care.</p> <p><b>CO25</b> - The Council has efficient and effective services that deliver on objectives.</p> <p><b>CO26</b> - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.</p> <p><b>CO27</b> - The Council supports, invests in and develops our people.</p>
<b>Single Outcome Agreement</b>	<p><b>SO4</b> - Edinburgh's communities are safer and have improved physical and social fabric.</p>
<b>Appendices</b>	<p>A Capital Budget Allocation</p> <p>B Proposed Capital Programme - April 2013 – March 2014 - Carriageway Schemes</p> <p>C Deferred Carriageway Schemes</p> <p>D Proposed Capital Street Lighting Programme - April 2014 – March 2015</p>

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

	2013/14	2014/15	2015/16
£M	25.9	15.069	15.069

**Proposed Budget Allocation for 2013/14**

Roads, Footways and Street Lighting Budget	<u>£m</u> 15.069
<u>Carriageways &amp; Footways</u>	<u>£m</u>
Budget for main carriageway works	3.902
Budget for Local Roads Thin Overlay	1.000
Budget for Type 3 Carriageways	0.590
Budget for Type 4 Carriageways	0.413
Budget for footway works	2.130
Budget for Local Footways	0.400
TOTAL	-8.435
<u>Street Lighting</u>	<u>£m</u>
	1.500
TOTAL	-1.500
<u>Other Asset Management</u>	<u>£m</u>
Asset replacement <sup>1</sup>	0.500
Calder Road Barrier Work	0.250
TOTAL	-0.750
<u>Neighbourhoods</u>	<u>£m</u>
Drop crossings (£30,000 per Neighbourhood Area)	0.180
Drainage improvements (£30,000 per Neighbourhood Area)	0.180
NEP - (£67,845 per Partnership)	0.814
TOTAL	-1.174
<u>Miscellaneous</u>	<u>£m</u>
Budget for Inspection, Design & Supervision costs, including TTRO's	1.36
Contingencies	0.80
TOTAL	-2.160
<u>Cycling Allocation</u>	<u>£m</u>
7% Allocation	1.05
TOTAL	-1.050
<b>TOTAL SPEND</b>	<b>-15.069</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 Programme - April 2014 – March 2015**

**Carriageway Schemes**

<b>Carriageway Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Road Type Multiplier</b>	<b>Bus Use Multiplier</b>	<b>Prioritisation Score</b>
Craigmillar Park	North & South Bus Lanes, Lady Road to Mentone Gardens	15	Southside/Newington	3,629	17.0	1.8	1.25	<b>38.25</b>
West Coates	Eastbound c/w. No. 1 to No. 7	6	Costorphine/Murrayf'd	1,060	17.0	1.8	1.25	<b>38.25</b>
Home Street & Gilmore Place	Junction at Gilmore Place & Northbound c/w to Tollcross	10	Meadows/Morningside	1,522	16.0	1.8	1.25	<b>36.00</b>
Bruntsfield Place	Both sides Leamington Terrace to Chamberlain Road	10	Meadows/Morningside	6,152	15.5	1.8	1.25	<b>34.88</b>
West Port	Both Sides Lauriston Street to Grassmarket	11	City Centre	569	17.0	1.8	1.10	<b>33.66</b>
Circus Place	Howe Street to North West Circus Place	11	City Centre	1,227	16.0	1.8	1.10	<b>31.68</b>
Drum Brae South	Drum Brae Roundabout to No. 21	3	Drum Brae / Gyle	3,270	14.0	1.8	1.25	<b>31.50</b>
Drum Brae North	Queensferry Road to No. 106	3	Drum Brae / Gyle	3,578	15.0	1.8	1.10	<b>29.70</b>
Marchmont Rd	At Junction with Beaufort Road	15	Southside/Newington	573	16.5	1.6	1.10	<b>29.04</b>
Russell Road	No. 26 to 100m North	7	Sighthill/Gorgie	851	18.0	1.6	1.00	<b>28.80</b>

**APPENDIX B**

**Carriageway Schemes**

Comiston Road	Pentland Road to Buckstone Road	8	Colinton/Fairmilehead	4,647	14.5	1.8	1.10	<b>28.71</b>
Frederick Street	George Street to Queen Street	11	City Centre	1,859	18.0	1.6	1.00	<b>28.80</b>
Kirk Brae	Double Hedges Road to Claverhouse Drive	16	Liberton/Gilmerton	4,248	16.0	1.6	1.10	<b>28.16</b>
Saughton Road North	Dovecot Road to Kirk Loan	6	Costorphine/Murrayf'd	1,125	16.0	1.6	1.10	<b>28.16</b>
Orchard Brae	Orchard Brae Avenue to Comely Bank Road	5	Inverleith	3,607	16.0	1.6	1.10	<b>28.16</b>
Ellersly Road	Northbound Belmont Gardens to 94m North	6	Costorphine/Murrayf'd	547	16.0	1.6	1.10	<b>28.16</b>

**Proposed Capital Programme - April 2014 – March 2015**

**Type 3 Carriageway Schemes**

<b>Type 3 Scheme</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Road Type Multiplier</b>	<b>Bus Use Multiplier</b>	<b>Prioritisation Score</b>
Moredun Park Road	Gilmerton Road to Moredun Park Gardens & Moredunvale Place to Ferniehill Road	16	Liberton/Gilmerton	4244	19.0	1.3	1.10	<b>30.88</b>
Kingsknowe Road South	Lanark Road to Kingsknowe Drive	2	Pentland Hills	2299	18.0	1.3	1.10	<b>29.25</b>
Chester Street	Whole Street	11	City Centre	2424	17.5	1.3	1.10	<b>28.44</b>

**Type 4 Carriageway Schemes**

<b>Type 3 Scheme</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Road Type Multiplier</b>	<b>Bus Use Multiplier</b>	<b>Prioritisation Score</b>
Gibson Street	Whole Street	12	Leith Walk	460	20.0	1.0	1.00	<b>20.00</b>
Cammo Road	No.26 to Lennie Gate	1	Almond	7594	19.5	1.0	1.00	<b>19.50</b>
Dean Path	No.1 to No.63	5	Inverleith	1267	19.5	1.0	1.00	<b>19.50</b>

**Proposed Capital Programme - April 2014 – March 2015**

**Local Roads Schemes**

<b>Local Road Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Road Type Multiplier</b>	<b>Prioritisation Score</b>
Swanston Grove	From Swanston Avenue to Swanston Drive	8	Colinton/Fairmilehead	1,543	20.0	1.0	<b>20.00</b>
Harlaw Road	From Kirkgate to Easter Kinleith farm	2	Pentland Hills	2,306	18	1.0	<b>18.00</b>
Glengyle Terrace	From Bruntfield Place to Valleyfield Street	10	Meadows/Morningside	1,223	17.5	1.0	<b>17.50</b>
Hope Lane North	From Windsor Place to Portobello High Street	17	Portobello/Craigmillar	631	17.5	1.0	<b>17.50</b>
Newmills Road and Avenue	From Old Newmills Road to Lanark Road West	2	Pentland Hills	1,767	17.50	1.0	<b>17.50</b>
West Pilton Bank	From Pennywell Road to West Pilton Gardens	4	Forth	564	17.0	1.0	<b>17.00</b>
Crewe Bank	Cul de sac from no 11 to no 32	1	Almond	7,248	17.0	1.0	<b>17.00</b>
Little Road	From Liberton Gardens to number 54	16	Liberton/Gilmerton	2,721	17	1.0	<b>17.00</b>
Moredun Park Loan	Access road to rear of numbers 25-33	16	Liberton/Gilmerton	455	17	1.0	<b>17.00</b>
Eglinton Cres Coates Gdns Magdala Cres	From Glencairn Crescent via Magdala Crescent to Haymarket Terrace	11	City Centre	3,124	16.5	1.0	<b>16.50</b>

**Local Roads Schemes**

Blackford Road	From Whitehouse Loan to Kilgraston Road	15	Southside/Newington	3,076	16.5	1.0	<b>16.50</b>
Gogar Station Road	From Bridge north of Lesser Milburn to railway bridge north of Gogarbank	1	Almond	6,853	16.50	1.0	<b>16.50</b>
Deanpark Place	From Marchbank Way to turning head	2	Pentland Hills	1,537	16.00	1.0	<b>16.00</b>
Allan Park Road	From Allan Park Crescent west junction to east junction	9	Fountainbridge/C'hart	2,465	16.00	1.0	<b>16.00</b>
Allan Park Crescent	From Allan Park Rd west junction to east junction, including Allan Park Loan	10	Fountainbridge/C'hart	2,775	16.00	1.0	<b>16.00</b>
Hillpark Avenue	From Hillpark Road to Hillpark Gardens	5	Inverleith	1,208	16.00	1.0	<b>16.00</b>
Marchbank Place	From Marchbank Gardens to Marchbank Drive	2	Pentland Hills	303	16	1.0	<b>16.00</b>
Shandon Road	From Shandon Terrace to Shandon Crescent	9	Fountainbridge/C'hart	570	15.50	1.0	<b>15.50</b>
Shandon Street	From Shandon Road to Shandon Place	9	Fountainbridge/C'hart	824	15.50	1.0	<b>15.50</b>
Shandon Terrace	From Shandon Road to end of cul de sac	9	Fountainbridge/C'hart	412	15.50	1.0	<b>15.50</b>
Hillpark Crescent	From Craigcrook Road to turning head at number 37 plus Hillpark Court	5	Inverleith	1,848	15.00	1.0	<b>15.00</b>
Marchbank Drive	From Mansfield Road to turning head at number 59	2	Pentland Hills	2,838	15.00	1.0	<b>15.00</b>

**Local Roads Schemes**

Eglinton Crescent	From number 3 to number 24	11	City Centre	2,424	15	1.0	<b>15.00</b>
Grosvenor Crescent	From Palmerston Place to west junction with Lansdowne Crescent	11	City Centre	2,413	15	1.0	<b>15.00</b>
Lansdowne Crescent	From Palmerston Place to west junction with Grosvenor Crescent	11	City Centre	2,357	15	1.0	<b>15.00</b>

## Proposed Capital Programme - April 2014 – March 2015

### Footway Schemes

<b>Footway Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Usage Multiplier</b>	<b>Prioritisation Score</b>
Coates Gardens & Eglinton Crescent	Magdala Crescent to Glencairn Crescent, both sides	11	City Centre	493	14.50	1.6	<b>23.20</b>
Frederick Street	From Princes Street to George Street, both sides	11	City Centre	1,225	16	2.0	<b>32.00</b>
West Register Street	From South St Andrew Street to Princes Street, both sides	11	City Centre	544	18.50	1.6	<b>29.60</b>
Clermiston Road	West side St John's Rd to Forrester Rd, east side St John's Rd to No.4	6	Costorphine/Murrayf'd	393	17.50	1.6	<b>28.00</b>
Melville Drive	From Argyle Place to Marchmont Road	10	Meadows/Morningside	356	17	1.6	<b>27.20</b>
Abercromby Place	South footway from Queen Street Gardens East to number 7	11	City Centre	368	17	1.6	<b>27.20</b>
Ferry Road opp Inverleith Gdns	From South Trinity Gardens to number 380	4	Forth	728	17	1.6	<b>27.20</b>
Rothsay Place	From Manor Place to Drumsheugh Gardens	11	City Centre	414	17	1.6	<b>27.20</b>
Drumsheugh Gardens	Number 37A to number 44	11	City Centre	414	17	1.6	<b>27.20</b>
Easter Road	West side No.31 to Duke St, east side No.404 to Leith St Andrew's Church	12	Leith Walk	359	16.50	1.6	<b>26.40</b>
Regent Road	South side adjacent St Andrew's House	11	City Centre	1,096	16.5	1.6	<b>26.40</b>

**Footway Schemes**

Hawthornvale Ph2	South side from Newhaven Road to Lindsay Road	13	Leith	643	16.5	1.6	<b>26.40</b>
Home Street	Both sides from Tarvit Street to West Tollcross	11	City Centre	1,180	13.00	2.0	<b>26.00</b>
Melville Drive	South Side Argyle Place to Hope Park Crescent	15	Southside/Newington	720	16.00	1.6	<b>25.60</b>
New Street	West footway Canongate to East Market Street.	11	City Centre	98	16.00	1.6	<b>25.60</b>
George Square	North Side from George Square Lane to Charles Street	15	Southside/Newington	781	16.00	1.6	<b>25.60</b>
Torphichen Street	North footway from West Maitland St to Canning St	11	City Centre	672	16.00	1.6	<b>25.60</b>
Albion Terrace & Albion Road	Both sides from Albion Place to footbridge at Albion Terrace	12	Leith Walk	776	16.00	1.6	<b>25.60</b>
Queen Charlotte Street/Elbe Street	Queen Charlotte St sth side No.46 to 66, nrth side no.41 to 61.	13	Leith	866	16.00	1.6	<b>25.60</b>
Academy St	Both sides	13	Leith	219	16.00	1.6	<b>25.60</b>
Salamander Street Ph2	North side from no 3 Baltic St to Pilans Pl, south side from Salamander Pl to Seafield Pl	13	Leith	842	16.00	1.6	<b>25.60</b>
Lorne Street	South side Sloan St to Easter Rd and north side from no 66 to Easter Rd	12	Leith Walk	423	16.00	1.6	<b>25.60</b>
South Learmonth Gardens	South footway from South Learmonth Avenue to Comely Bank Avenue	5	Inverleith	624	16.00	1.6	<b>25.60</b>

**Footway Schemes**

Ferry Road Newhaven Rd	From no 1 Bonnington Terrace, Newhaven Rd, to no 205 Ferry Road	12	Leith Walk	309	16.00	1.6	<b>25.60</b>
Dean Park Crescent	West footway from no 1 to no 23	5	Inverleith	478	16.00	1.6	<b>25.60</b>
Oxford Terrace	Both sides from Queensferry Road to Clarendon Crescent	5	Inverleith	94	16.00	1.6	<b>25.60</b>
Timber Bush	Both sides Bernard St to no 61 and section adjacent Maritime House	13	Leith	137	16.00	1.6	<b>25.60</b>
Leven Terrace	West footway from Valleyfield Street to Glenglye Terrace	10	Meadows/Morningside	183	16.00	1.6	<b>25.60</b>
Millerfield Place	South side Rillbank Terr cul de sac to Livingstone Pl	15	Southside/Newington	277	16.00	1.6	<b>25.60</b>
Hugh Miller Place	East Side	5	Inverleith	117	16.00	1.6	<b>25.60</b>

## Proposed Capital Programme - April 2014 – March 2015

### Local Footway Schemes

<b>Local Road Schemes</b>	<b>Scheme Location</b>	<b>Ward Number</b>	<b>Council Ward</b>	<b>M<sup>2</sup></b>	<b>Raw Score</b>	<b>Usage Multiplier</b>	<b>Prioritisation Score</b>
Sighthill Terrace	Both sides - Associated Local Road	7	Sighthill/Gorgie	859	17.00	1.2	<b>20.40</b>
Gilmerton Dykes Drive	Both sides - Associated Local Road	16	Liberton/Gilmerton	947	18.00	1.2	<b>21.60</b>
Newmills Road Balerno	East footway from north of Cherry Tree Park to Lanark Road West	2	Pentland Hills	454	17.00	1.2	<b>20.40</b>
Clermiston Place	Both sides	3	Drum Brae / Gyle	1,195	19.00	1.2	<b>22.80</b>

### Deferred Carriageway Schemes

Carriageway Schemes Being Deferred to a future year to avoid adding to Traffic Congestion across the City

<b>Scheme</b>	
London Road	Eastbound Leith Walk to Hillside Crescent
Leith Street	Northbound Waterloo Place to Greenside Row
Gorgie Road	Westbound No.109 to 127
St John's Road	Glebe Road to Featherhall Avenue
A7 Old Dalkeith Road	Southbound Carriageway Cameron Toll Roundabout to outside No.33
Builyeon Road A904	Echline to Headrigg Road
Queensferry Road	Westbound Carriageway Craighleith Cres to No.2 Marischal Place
A7 Old Dalkeith Road Ph3	Walter Scott Avenue to Ravenswood Avenue
Hope Street	Whole Road
Morningside Road	o/s No.65 to Caanan Lane

## Proposed Capital Street Lighting Programme

April 2014 – March 2015

Area	Location	Comments
City Wide	Various ancillary works	Revenue Column/Lantern replacements transferred to Capital
West	South Queensferry - replacement of 5th core cable	Commitment to local Councillor due to Scottish Power faults
City Centre	Charlotte Square lanterns and railing supports, phased renewal	General improvement scheme linked to Health & Safety
City Centre	Royal Mile Closes	General improvement scheme linked to obsolete equipment.
City Wide	Wall bracket pull test	Inspection scheme linked to Health & Safety
City Centre	P109 Conservation lanterns, phased renewal	General improvement scheme linked to obsolete equipment.
City Wide	Parks Lighting, various upgrades	General improvement scheme linked to obsolete equipment.
City Wide	Calton Road/New Street	General improvement scheme linked to obsolete equipment.
City Centre	City Centre Lanes	General improvement scheme linked to obsolete equipment.
City Centre	Queensferry Road, Illuminated traffic islands	General improvement scheme linked to obsolete equipment.
City Wide	Replacement of Test Failed Columns	Test failed columns.