

Transport and Environment Committee

10.00am, Thursday, 3 April 2025

Roads and Infrastructure Investment – Capital Delivery Priorities for 2025/26

Executive/routine
Wards

Executive
All

1. Recommendations

- 1.1 Transport and Environment Committee are asked to:
 - 1.1.1 Note the breakdown of the allocation of the capital budget for 2025/26 shown in Appendix 1; and
 - 1.1.2 Approve the programme of proposed works for 2025/26, as detailed in section four of the report, and in Appendices 2, 5 and 6.

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Roads and Infrastructure Investment – Capital Delivery Priorities for 2025/26

2. Executive Summary

- 2.1 This report seeks approval for the allocation of the Roads and Infrastructure Capital budgets and programme of works for 2025/26. This includes carriageways, footways, street lighting and traffic signals and structures. The budget figures listed in this report include the approved budget for 2025/26

3. Background

- 3.1 The [capital budget for roads and infrastructure](#) in 2025/26 was agreed by the Council on 20 February 2025 as part of the capital investment programme.
- 3.2 An additional £12.5m capital continues to be allocated in 2025/26 to improve pavements, streetscapes, street lighting, roads and road safety.
- 3.3 The Roads and Infrastructure Investment Programme for 2025/26 proposes the capital budget of £25.686m 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 £18.161m or 71% 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 was approved by Transport and Environment Committee in April 2024. This approach has been used to identify which projects should be included in the overall capital investment programme for 2025/26.
- 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

Capital Budget Provision 2024/25 – 2026/27

- 4.1 The current and projected capital allocation for Infrastructure from 2023 to 2025 is shown in Appendix 1. It also outlines how the proposed budget will be allocated across the six elements of the programme in 2025/26.
- 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 Prioritisation weightings for high, medium and low bus use continue to be applied for prioritisation of carriageway renewal schemes.
- 4.11 Edinburgh is the only local authority in Scotland to include such a weighting. This further enforces the Council's commitment to public transport.
- 4.12 Edinburgh has shown an improvement in the overall condition of the carriageway network in the past few years.
- 4.13 While the additional £12.5m investment has been allocated to achieve an improvement in overall carriageway condition across all road categories, 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.
- 4.14 As a result of the additional £12.5m investment in 2024/25, record delivery was achieved, with over 460,000m² of carriageways receiving treatment.
- 4.15 Where there are alignments between the carriageway investment programme and investment in active travel, 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

- 4.16 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.
- 4.17 The prioritisation system for the capital programme is designed to ensure that the strategic road and footway network is maintained in line with the City Mobility Plan.
- 4.18 The budget for footway investment in 2025/26 is £3.500m. This will be allocated across three footway programmes: Prestige/Primary, Link/Local Access and Local/Minor. In addition to this allocation, further footway improvements will be carried out as part of street design improvements with carriageway resurfacing and strengthening schemes.

- 4.19 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.
- 4.20 Footway schemes will continue to implement the Street Design Guidance proposals as 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 possible.

Co-ordination and Delivery

- 4.21 Appendix 2 details the capital investment schemes that are planned for delivery in 2025/26.
- 4.22 Appendix 3 provides details of each carriageway and treatment type that will be carried out.
- 4.23 When carrying out extensive carriageway renewal projects, traffic management proposals are put in place. Generally, two-way traffic maintained, or nightshift working is utilised. This can incur expensive traffic management costs.
- 4.24 In 2025/26, the first option that will be considered for carrying out carriageway renewal schemes is road closures. There are many advantages to carrying out work under closures. These include:
- 4.24.1 Reduction in traffic management costs;
 - 4.24.2 Significant reduction in time spent on the network to carry out work;
 - 4.24.3 Safer working with no adjacent live traffic;
 - 4.24.4 Better control of when live traffic is back on resurfaced road, allowing better material settlement, especially ironwork; and
 - 4.24.5 Reducing the disruption for residents with nightshift working.
- 4.25 Road closures will only be put in place if suitable diversion routes are available, in particular for bus routes.
- 4.26 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. road closures, phasing, off peak working, etc) to minimise disruption.
- 4.27 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.

Setted Streets and Public Realm

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

- 4.29 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.
- 4.30 It is proposed to allocate £3.00m to the public realm improvement scheme in Queensferry High Street. This scheme is as a result of several years of design and consultation. This includes the normal £1.000m allocation for setted street renewals.
- 4.31 The ongoing setted street renewal in Lawnmarket, that was started in 2024/25, will be completed in 2025/26.
- 4.32 Appendix 4 shows the current list of setted street priorities. The condition scores are based on condition assessments carried out in March 2025.

Street Lighting and Traffic Signals

- 4.33 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.
- 4.34 Although work to install energy efficient street lighting lanterns was completed in 2022, there are still around 2,023 non-LED lanterns that will need to be replaced. 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.
- 4.35 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.
- 4.36 The budget for street lighting works in 2025/26 is £1.120m. The programme of Street Lighting works is shown in Appendix 5.
- 4.37 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.
- 4.38 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.

- 4.39 It is proposed to invest £0.100m in traffic signal renewals. However, this figure will be far greater each financial year as traffic signals are routinely replaced in conjunction with carriageway strengthening and resurfacing schemes.

Other Asset Management

- 4.40 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

- 4.41 All footway reconstruction schemes incorporate dropped crossings at all junction points, if not already existing. Further to this, it is proposed to continue the £0.160m allocation to install dropped crossings at various locations throughout the city, on footpaths that are not included in the capital list of footway schemes in 2025/26.
- 4.42 It is proposed to continue the allocation of £0.300m for drainage repairs in 2025/26. This will be used to repair failed gully tails and frames throughout Edinburgh.
- 4.43 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.
- 4.44 It is proposed to allocate £1.00m for in-year priorities in 2025/26. This allocation will be used to fund any emergency and unforeseen situations that arise throughout the year.
- 4.45 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.
- 4.46 In addition to these specific work streams, Roads Operations will deliver several carriageway resurfacing schemes, as listed in Appendix 2. This is due to increased outputs and the introduction of an additional surfacing squad in 2025/26.

Inspection, Design and Supervision

- 4.47 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 £2.000m 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.

- 4.48 The majority of the schemes selected for investment will be designed by the Council's in-house design teams. However, it may be necessary to use external professional services to assist with the delivery of the increased capital investment programme.

Bridges

- 4.49 There are 329 Council-maintained bridges and road structures with a span greater than 1.5m in the city. 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.
- 4.50 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.
- 4.51 A Risk Based PBI Programme continues to be implemented which increases the PBI interval for some structures from six, to up to 12 years. 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.
- 4.52 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.
- 4.53 The scores for all bridges are totalled and averaged and this helps provide an indication of the condition of the Bridge Stock.
- 4.54 The allocation for Road Structures in 2025/26 is £1.545m. This includes an additional £0.700m approved as part capital budget strategy for 2025/26. Appendix 6 details the schemes prioritised for investment in 2025/26.
- 4.55 Despite the additional allocation, the proposed budget allocation remains insufficient to adequately maintain the Council's bridge stock. It has been estimated that an additional £1.5m 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 projects. Additional funding will be required in future to prevent further deterioration.

Consultation

- 4.56 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.
- 4.57 Consultation will take place on the 2025/26 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. The programme will also be shared with the Access Forum.
- 4.58 Internal consultation will also take place across transport teams. This will include active travel, road safety and local traffic improvements to ensure alignment with other priorities.
- 4.59 It is the aim to deliver all of the schemes listed in this report in 2025/26. However, this may not be possible due to unforeseen circumstances.
- 4.60 Any scheme that is not delivered in 2025/26 will be re-prioritised for delivery in a future financial year.

5. Next Steps

- 5.1 The capital investment programme will continue to be reviewed regularly to ensure that any adjustment is made to the programme as soon as possible.
- 5.2 The assessment of the condition of the city's roads is measured annually by the SRCMS. This survey shows the percentage of roads that should be considered for maintenance intervention. Edinburgh's RCI has improved from 34.3% in 2022/24 to 29.8% in 2024/25. The improvement this year is the biggest single year improvement ever in Edinburgh and is the lowest RCI since it was introduced in 2005/06.
- 5.3 A continual gradual improvement in Edinburgh's RCI will be a measure of the success of the Council's road maintenance investment strategies. The additional funding in 2025/26 will be targeted at improving Edinburgh's RCI.

6. Financial impact

- 6.1 The cost of improvement works, listed in Appendix 1, will be funded from the approved capital allocation for roads and footway investment.
- 6.2 The report outlines total expenditure plans of £26.092m 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 £26.092m and interest of £15.227m, resulting in a total cost of £41.319m based on a loans fund interest rate of 5.25%. This represents an annual cost of £2.066m.

- 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. Equality and Poverty Impact

- 7.1 The schemes listed in this report will improve the condition of transport assets across the city, improving access for all users, and 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

- 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.
- 8.3 In 2025/26, the Council will deliver the Street Trees Pilot scheme in Prestonfield Road and Priestfield Road. This will include the introduction of street trees in carriageway pits and rain gardens to assist with sustainable urban drainage. The findings of this scheme will be used to inform the design and delivery of future street trees projects as part of capital renewal schemes.

- 8.4 In addition to street trees projects, the Council will continue to explore new materials and procedures that reduce the carbon footprint of capital renewal schemes, in addition to the existing surface treatments, road recycling and low carbon asphalts.
- 8.5 When carrying out capital renewal schemes the designer will consider the installation of soft landscaping and sustainable drainage. However, it can be very difficult to achieve due to minimum footway width requirements and existing utility infrastructure.

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

- 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

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

11. Appendices

Appendix 1: Capital Budget Allocation

Appendix 2: Proposed Capital Delivery Programme – April 2025 – March 2026

Appendix 3: Carriageway and Footway Treatment Specification

Appendix 4: Setted Street Priorities

Appendix 3: Proposed Capital Street Lighting Programme – April 2025 – March 2026

Appendix 4: Proposed Structures Programme – April 2025 – March 2026

Capital Budget Allocation

Current and Predicted Capital Allocation

	2024/25	2025/26	2026/27
£m	22.986	26.092	25.392

Proposed Budget Allocation for 2025/26

<u>Carriageways & Footways</u>	<u>£m</u>	
Budget for Carriageway Works	10.067	
Budget for Carriageway Surface treatments	2.000	
Budget for Setted Carriageways	3.000	
Budget for Prestige/Primary Footways	2.000	
Budget for Secondary/Link Footways	1.000	
Budget for Local/Minor Footways	0.500	
TOTAL		-18.567
<u>Street Lighting & 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	1.545	-1.545
<u>Other Asset Management</u>	<u>£m</u>	
Asset replacement ¹	0.300	
TOTAL		-0.300
<u>Road Operations</u>	<u>£m</u>	
Drop crossings	0.160	
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	2.000	
		-2.000
TOTAL SPEND		-26.092

¹ Other asset replacement within schemes i.e. footway schemes involving street lighting replacement of columns over 30 years old, street furniture, sign renewal etc.

Proposed Capital Delivery Programme**April 2025 – March 2026**

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Corstorphine Road	Carriageway Strengthening	6	5184.9
Corstorphine Road	Carriageway Strengthening	6	13127
Slateford Road	Carriageway Strengthening	9	4339.3
Leopold Place	Carriageway Strengthening	11	1897.7
Restalrig Road	Carriageway Strengthening	14	9127.2
Summerhall	Carriageway Strengthening	15	3005.9
Candlemaker Row	Carriageway Strengthening	11	1144.6
Leamington Terrace	Carriageway Strengthening	10	4034.9
Calder Road	Carriageway Resurfacing	2	2033.8
Mansfield Place/Bellevue	Carriageway Resurfacing	12	2379.6
Gilmore Place	Carriageway Resurfacing	10	7583
Balgreen Road & Saughton Crescent	Carriageway Resurfacing	6	11288.9
Temple Park Crescent	Carriageway Resurfacing	10	3936.6
Caledonian Crescent & Place plus Orwell Place & Terrace	Carriageway Resurfacing	7	5279.8
Grange Loan	Carriageway Resurfacing	15	1594.4
Pirniefield Bank	Carriageway Resurfacing	13	2511.6
Shandon Place	Carriageway Resurfacing	9	1562.1
Stafford Street	Carriageway Resurfacing	11	1398.9
Cramond Road South	Carriageway Resurfacing	1	3065.6
Craigs Road	Carriageway Resurfacing	3	2035.9
Milton Terrace	Carriageway Resurfacing	17	1392.4
Blinkbonny Grove & Blinkbonny Grove West	Carriageway Resurfacing	6	1436.9
Almondside	Carriageway Resurfacing	1	592.2
Parkgrove Drive	Carriageway Resurfacing	3	2778
Cramond Place	Carriageway Resurfacing	1	1250.7
Clermiston Crescent	Carriageway Resurfacing	3	1149.3
Southhouse Road	Carriageway Resurfacing	16	4112.7
Mortonhall Park Drive	Carriageway Resurfacing	16	1257.7
Duart Crescent	Carriageway Resurfacing	3	432.1
Hillview Drive	Carriageway Resurfacing	6	2413
Gilmerton Dykes Road	Carriageway Resurfacing	16	1633.6
Priestfield Road & Prestonfield Road	Street Trees Project with carriageway resurfacing	15	TBC
Queensferry High Street	Public Realm Project with setted Street Renewal	1	TBC
Edinburgh Road	Carriageway Surface Treatment	1	6247
Maybury Drive	Carriageway Surface Treatment	3	2567

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Ravelston Dykes	Carriageway Surface Treatment	6	3048
Duddingston Row	Carriageway Surface Treatment	17	6163
Ravelston House Road	Carriageway Surface Treatment	6	2997
Greenhill Place	Carriageway Surface Treatment	10	1569
Bingham Way	Carriageway Surface Treatment	17	2247
Gracemount Avenue	Carriageway Surface Treatment	16	2984
Gilmerton Dykes Terrace	Carriageway Surface Treatment	16	1130
Wauchope Terrace	Carriageway Surface Treatment	17	847
Springfield	Carriageway Surface Treatment	12	3109
Barclay Terrace	Carriageway Surface Treatment	10	242
Cammo Bank	Carriageway Surface Treatment	1	428
Lomond Road/Trinity Road	Carriageway Surface Treatment	4	3493
Succoth Gardens	Carriageway Surface Treatment	6	2666
Corstorphine Hill Crescent	Carriageway Surface Treatment	6	2668
Newmains Road	Carriageway Surface Treatment	1	2475
Carmelite Road	Carriageway Surface Treatment	1	1255
Craigeith Drive	Carriageway Surface Treatment	6	1753
Charterhall Grove	Carriageway Surface Treatment	15	1668
Comiston View	Carriageway Surface Treatment	10	2310
Parkgrove Green	Carriageway Surface Treatment	3	452
Craiglockhart Grove	Carriageway Surface Treatment	9	1184
Wardieburn Place West	Carriageway Surface Treatment	4	1669
Ellen's Glen Road	Carriageway Surface Treatment	16	1790
Niddrie Marischal Road	Carriageway Surface Treatment	17	1900
Hutchison Crossway	Carriageway Surface Treatment	9	533
Woodfield Avenue	Carriageway Surface Treatment	8	4736
Baberton Avenue	Carriageway Surface Treatment	2	1294
Bridge Street	Carriageway Surface Treatment	1	4318
Viewforth Road	Carriageway Surface Treatment	1	1969
Drylaw Crescent	Carriageway Surface Treatment	5	2560
Kirkhill Terrace	Carriageway Surface Treatment	15	1530
Beauchamp Road	Carriageway Surface Treatment	16	1255
Viewforth Place	Carriageway Surface Treatment	1	772
Forrester Park Green	Carriageway Surface Treatment	3	2109
Baronscourt Road	Carriageway Surface Treatment	14	2538
Gilmerton Dykes Road	Carriageway Surface Treatment	16	4981
Clovenstone Gardens	Carriageway Surface Treatment	2	1258
West Pilton Street	Carriageway Surface Treatment	4	1968
Silverknowes Grove	Carriageway Surface Treatment	1	2137
Bramdean Rise	Carriageway Surface Treatment	10	1987
Broompark Road	Carriageway Surface Treatment	6	1951
Willowbrae Gardens	Carriageway Surface Treatment	14	621
Cammo Road	Carriageway Surface Treatment	1	15783
Lochend Road	Carriageway Surface Treatment	1	6708

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Cammo Brae	Carriageway Surface Treatment	1	930
Lasswade Bank	Carriageway Surface Treatment	16	1148
Deanpark Avenue & Deanpark Brae	Carriageway Surface Treatment	2	726
Balderston Gardens & Balderston Gardens North	Carriageway Surface Treatment	16	1204
Clermiston View	Carriageway Surface Treatment	3	1258
Swanston Park	Carriageway Surface Treatment	8	1449
Hutchison Avenue	Carriageway Surface Treatment	9	1154
Mountcastle Crescent	Carriageway Surface Treatment	14	3772
Parkgrove Loan	Carriageway Surface Treatment	3	1874
West Pilton Grove	Carriageway Surface Treatment	4	1117
Hawthorn Bank	Carriageway Surface Treatment	1	794
St Clair Street	Carriageway Surface Treatment	12	1475
Hyvot Loan	Carriageway Surface Treatment	16	1576
Cumnor Crescent	Carriageway Surface Treatment	16	1113
Wishaw Terrace	Carriageway Surface Treatment	14	981
Ravenswood Avenue	Carriageway Surface Treatment	16	3547
Katesmill Road	Carriageway Surface Treatment	9	2129
Corstorphine Bank Drive	Carriageway Surface Treatment	6	3066
Duncan Street	Carriageway Surface Treatment	15	1371
Hillview Crescent	Carriageway Surface Treatment	6	2180
Loganlea Road	Carriageway Surface Treatment	14	2187
Featherhall Terrace & Featherhall Road	Carriageway Surface Treatment	6	1657
Bughtlin Park	Carriageway Surface Treatment	3	1882
Arnott Gardens	Carriageway Surface Treatment	9	1495
Balfron Loan	Carriageway Surface Treatment	3	853
Paisley Avenue	Carriageway Surface Treatment	14	1011
Comiston Place	Carriageway Surface Treatment	10	526
Cammo Grove	Carriageway Surface Treatment	1	2833
Cammo Parkway	Carriageway Surface Treatment	1	799
Cammo Gardens	Carriageway Surface Treatment	1	4902
Cammo Hill	Carriageway Surface Treatment	1	1111
Cammo Place	Carriageway Surface Treatment	1	580

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
West Maitland Street	Footway Flags	11	1822.6
Piershill Square West	Footway Asphalt	14	197.6
Home Street	Footway Flags	10	1226.5
Seafield Road East	Footway Asphalt	14	516.2
Gorgie Road	Footway Asphalt	9	138.3
York Place	Footway Flags	11	2000.8
Leven Street	Footway Flags	10	582.7
Teviot Place	Footway Flags	15	620.4
Queensferry Road (Craigleith Drive to Orchard Road South)	Footway Asphalt	5	809.8
Queensferry Road (Columba Road to Gardiner Road)	Footway Asphalt	5	181.8
Queensferry Road (Clermiston Road North to Hillpark Steps)	Footway Asphalt	3	1046.5
Queensferry Road (Craigleith Crescent to Craigleith Drive)	Footway Asphalt	5	756.0
Shore	Footway Asphalt	13	335.7
Piersfield Terrace	Footway Asphalt	14	319.0
Murrayburn Road	Footway Asphalt	7	391.8
Palmerston Place	Footway Flags	11	503.3
Rodney Street	Footway Flags	5	324.7
Bankhead Avenue	Footway Asphalt	7	1172.1
Ferry Road (Warriston Road to Chancelot Crescent)	Footway Asphalt	5	313.9
Belford Road	Footway Asphalt	5	638.1
Blackthorn Court	Footway Asphalt	3	130.0
Raeburn Street	Footway Flags	5	105.2
Regent Road	Footway Flags	11	450.1
Douglas Gardens	Footway Flags	11	333.8
Henderson Place	Footway Flags	5	393.8
Camus Road East	Footway Asphalt	8	850.0
Roseneath Street - south Footway	Footway Flags	10	451.8
Clermiston Drive	Footway Slurry Sealing	3	942.9
Hillview Terrace	Footway Slurry Sealing	6	2452.8
Ravelston Park	Footway Slurry Sealing	5	1296.4
Drylaw Crescent	Footway Slurry Sealing	5	924.7
West Crosscauseway	Footway Slurry Sealing	15	337.6
Clockmill Lane	Footway Slurry Sealing	14	180.0
Strathfillan Road	Footway Slurry Sealing	10	262.5
Rowantree Avenue	Footway Slurry Sealing	2	727.9
Hutchison Road	Footway Slurry Sealing	9	3152.7
Keith Crescent	Footway Slurry Sealing	5	803.0
Barntongate Avenue & Court	Footway Slurry Sealing	3	1835.8
Norton Park	Footway Slurry Sealing	12	158.3

SCHEME NAME	TREATMENT	WARD NUMBER	TOTAL AREA
Craigcrook Road	Footway Slurry Sealing	5	989.9
Glen St Fw to Panmure Pl	Footway Slurry Sealing	10	53.7
Bonnington Avenue	Footway Slurry Sealing	12	199.7
Echline RAB Sliproad	Footway Slurry Sealing	1	459.3
Stenhouse Mill Crescent	Footway Slurry Sealing	7	500.4
Dalmahoy Crescent Ph2	Footway Slurry Sealing	2	844.0
Carrick Knowe Parkway	Footway Slurry Sealing	6	656.3
Redford Road	Footway Slurry Sealing	8	1596.5
Strachan Road	Footway Slurry Sealing	5	1837.1
Clermiston Crescent	Footway Slurry Sealing	3	457.3
Duddingston Park South	Footway Slurry Sealing	17	702.0
Dochart Drive	Footway Slurry Sealing	3	1023.0
Longstone Street	Footway Slurry Sealing	7	1125.2
Clearburn Crescent	Footway Slurry Sealing	15	760.7
Chesser Crescent	Footway Slurry Sealing	9	1832.5
Murrayburn Park	Footway Slurry Sealing	7	127.4
Muirhouse Loan	Footway Slurry Sealing	4	242.3
Hailesland Gardens	Footway Slurry Sealing	7	678.8
Boswall Parkway	Footway Slurry Sealing	4	900.8
Granton Crescent Ph3	Footway Slurry Sealing	4	847.4
Calder Gardens	Footway Slurry Sealing	7	1025.1
Moredunvale Road	Footway Slurry Sealing	16	897.1
Calder Grove	Footway Slurry Sealing	7	867.0
Christian Crescent	Footway Slurry Sealing	17	1825.9
Craigmount View	Footway Slurry Sealing	3	842.3
Greenfield Crescent	Footway Slurry Sealing	2	1095.3
Elcho Terrace	Footway Slurry Sealing	17	145.2
Teviotdale Place - Avondale Place 16-30	Footway Slurry Sealing	5	222.2
Cammo Hill	Footway Slurry Sealing	1	677.2
Drum Brae Gardens	Footway Slurry Sealing	3	777.2
Stewart Avenue	Footway Slurry Sealing	2	1245.6
Dean Park Street	Footway Slurry Sealing	5	644.7
Crewe Road South	Footway Slurry Sealing	5	2270.3
Braid Mount	Footway Slurry Sealing	10	1637.7
Redford Loan	Footway Slurry Sealing	8	2334.3
Bryce Avenue	Footway Slurry Sealing	14	724.0
Pentland Gardens	Footway Slurry Sealing	8	756.3
Regent Pl Waverley Pl	Footway Slurry Sealing	12	275.1
Lennel Avenue	Footway Slurry Sealing	6	1022.3
Dunrobin Pl No.s1-15 & Teviotdale Pl	Footway Slurry Sealing	5	211.8
Corstorphine Bank Drive	Footway Slurry Sealing	6	354.6
Prospect Bank Road	Footway Slurry Sealing	13	534.4
Woodhall Road	Footway Slurry Sealing	8	393.4

Carriageway & Footway Treatment Specification

Treatment	Secification
Carriageway Strengthening	A substantial treatment with a minimum depth of 100mm. This includes removal of the surfacing and base course of the carriageway. Deeper excavations may be required depending on existing condition. Deeper excavations are required a bus stops.
Carriageway Resurfacing	This treatment removes the surface course only. The depth of treatment is generally 40-50mm.
Carriageway Surface Treatment	A preventative maintenance treatment. A thin treatment that is designed to slow deterioration of the carriageway. It is used primarily on carriageways that are starting to deteriorate. CEC uses two surface treatments: Surface Dressing and Micro Asphalt.
Footway Asphalt	Break out of the existing asphalt footway. Depth will be dependant on existing condition. Kerbs are generally lifted and re-set as part of this treatment.
Footway Flags	Break out of the existing footway with flags (slabs) being installed. Generally pre-cast concrete flags are used, however, the following material is specified in the World Heritage Site: Old Town: Caithness Stone Flags New Town: Yorkstone Flags
Footway Surface Treatment	A preventative maintenance treatment. A thin treatment that is designed to slow deterioration of the footway.

Setted Street Priorities

Scheme Name	Council Ward	Prioritisation Score	Current Financial Year
Fredrick Street*	City Centre	29.92	2026/27
St Marys Street	City Centre	28.16	2027/28
Victoria Street	City Centre	21.45	2028/29
Shore	Leith	21.45	2029/30
East London Street	City Centre	17.16	2030/31
Randolph Crescent & Great Stuart St	City Centre	16.00	2031/32
Dean Park Crescent	Inverleith	15.73	2032/33

* Frederick Street renewal dependant on coordination with the George Street project which may delay delivery to a future financial year.

Proposed Capital Street Lighting Programme**April 2025 – March 2026**

Locality	Location	Comments
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	Lasswade Road Wellington place Clayhill Park North Bridge Frogston Road	Street Lighting Renewals
City-Wide	High Street Closes Great Stuart Street Douglas Crescent North Bank Street Whitehorse Close	Heritage Lighting Renewals

Proposed Structures Lighting Programme**April 2025 – March 2026**

Locality	Location	Comments
South-West	Harrison Road	Bridge deck replacement
South-West	Wester Hailes – Over Murrayburn Drive	Column and crosshead replacement
North-West	Russell Road – Over Railway Bridge	Completion of refurbishment works
North-East	Milton Road	Refurbishment