

# Transport and Environment Committee

10.00am, Friday, 11 October 2019

## Roads Infrastructure Capital Investment Update

Executive/routine

Wards

All Wards

Council Commitments

[15](#), [16](#), [17](#), [19](#)

### 1. Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee notes the contents of this report and the progress in delivering the 2019/20 capital programme as detailed in section 4 of this report.

**Paul Lawrence**

Executive Director of Place

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## Roads Infrastructure Capital Investment Update

### 2. Executive Summary

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- 2.1 This report provides details on Roads Infrastructure capital delivery in 2018/19. This includes carriageway and footway investment, bus stop improvements, drainage and surface enhancements.
- 2.2 The total investment in carriageways and footways in 2018/19 was £15.487m. This includes the approved 2018/19 budget and budget carried forward from previous financial years. This report will provide a breakdown of the spend.
- 2.3 This report will also provide details of the key capital investment areas to date in 2019/20.

### 3. Background

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- 3.1 At its meeting on 9 March 2018 the Transport and Environment Committee approved the [Road, Footway and Bridges Investment](#) – Capital Programme for 2018/19. Appendix 1 shows how the £14.805m budget was allocated.
- 3.2 At its meeting on 5 March 2019 the Transport and Environment Committee approved the [Transport Infrastructure Investment](#) – Capital Delivery Priorities for 2019/20. Appendix 2 Shows how the £17.085m budget was allocated.

### 4. Main report

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#### Carriageway and Footway Investment

- 4.1 The largest allocation of funding in 2018/19 was for carriageway and footway renewal works.
- 4.2 Appendix 3 shows the main carriageway and footway renewal schemes that were delivered in 2018/19.
- 4.3 The total value of carriageway and footway renewal schemes delivered in 2018/19 was £12.857m. This is an increase of £5.798m compared with the 2017/18 value of £7,059.

- 4.4 The increase in outputs for capital delivery are due to many factors including improved design and delivery procedures, a new framework contract and the delivery of several high-profile carriageway schemes (A7 corridor, Queen Street, Lothian Road).
- 4.5 There were no local footway slurry sealing schemes delivered in 2018/19. This was due to contractor availability. All the schemes that were due to be delivered in 2018/19 have been carried forward and will now be delivered in 2019/20.
- 4.6 In early 2019 Edinburgh introduced the carriageway re-tread resurfacing. This is an in-situ recycling process that allows roads that have deteriorated to be re-formed on site and then resurfaced. It is a cost-effective solution that increases the treatment options available for carriageway renewals and rural roads that would have previously required, expensive, full reconstruction. The process recycles existing material, therefore, reducing the carbon footprint of the works.
- 4.7 In 2018/19 over 15,000m<sup>2</sup> (approximately 3km) of carriageway was re-tread in the South-West locality at the following locations: Mansfield Road, Glenbrook Road, Haughead Road, Buteland Road.
- 4.8 The re-tread process will continue in 2019/20 and the following locations have been identified as suitable for this process: Cockburnhill Road, West Craigie Farm Road, Harlaw Road, Kirkgate.
- 4.9 Edinburgh suffered a bad winter in 2017/18. This led to accelerated carriageway deterioration in some areas. As a result, the number of defects on the network increased, putting additional pressure on our internal resources.
- 4.10 In addition to the increased number of defects the overall carriageway condition deteriorated over larger areas in some parts of the city. This meant that some capital carriageway schemes had to be accelerated or brought into the capital programme to ensure that full resurfacing was carried out in 2018/19 ie Queen Street, Home Street, High Street, Bankhead Avenue, Harlaw Road, Bavelaw Road, Cliftonhall Road and Clifton Road.

#### **Localities Carriageway and Footway Delivery**

- 4.11 The spend on dropped crossings in 2018/19 was £111k. This budget enabled locality roads teams to install/repair dropped crossing outwith main footway renewal schemes.
- 4.12 The spend on drainage improvements in 2018/19 was £275k. This was used to repair failed gully tails and frames throughout Edinburgh and carriageway drainage improvement schemes.
- 4.13 The budget for bus stop maintenance was increased in 2018/19 from £240k in the previous year to £719k. This has been a successful programme of work, carried out in conjunction with Lothian Buses, delivering major carriageway improvements at bus stops throughout Edinburgh.

- 4.14 The budget for Neighbourhood Environment Projects (NEPs) has historically underspent in previous years with budget carrying forward into future financial years. The NEPs budget enables locality managers to respond to local issues identified by the Neighbourhood Partnerships. However, there has been inconsistency in the delivery of NEPs project with approval for schemes being an issue for some Neighbourhood Partnerships. In 2018/19 £693k was spent on NEPs improvement schemes across the four localities.
- 4.15 There was £1.813m NEPs budget carried forward to 2019/20. A full review of the delivery of NEPs schemes will be carried out prior to further budget being allocated in 2020/21.

### **Road Condition Index**

- 4.16 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 32 Scottish local authorities. The survey provides each local authority with a Road Condition Index (RCI) which identifies the percentage of roads that should be considered for maintenance.
- 4.17 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.
- 4.18 The RCI is calculated as a two-year average and Edinburgh's latest RCI is 33.5%. This is a 2.9% improvement from the previous 2-year average figure of 36.4%. This represents the lowest RCI in Edinburgh since 2011/12 and the biggest single year improvement since 2008/09. The RCI figures for the other Scottish Local Authorities have not been released, however, these will be reported to this Committee at a future date.
- 4.19 The improvement in the RCI is directly related to the new investment strategy that was introduced in 2015/16. The strategy has a preventative approach to road renewals and targets roads in the amber category using surface treatments. This preventative approach treats more roads within the Amber condition categories and less within the Red, thus significantly slowing their deterioration and negating the need for more robust, expensive treatments. It significantly increases the number of roads treated in each financial year.
- 4.20 The increased delivery of carriageway renewal schemes in 2018/19 has also had a major impact on Edinburgh's road condition.
- 4.21 The improvement in the overall condition in Edinburgh's road network has also contributed to a reduction in the number of Category One (most urgent) defects identified each financial years. The number of Category One defects identified in 2018/19 was 569. This is a major improvement compared with the 1,034 Category One defects identified in 2017/18.

- 4.22 Whilst the improvement to the condition of Edinburgh's road network is welcome it is essential that capital delivery and funding is maintained/increased if the condition is to remain steady or continue to improve.

### **Roads Services Improvement Plan**

- 4.23 The Council's Roads Services Improvement Plan has already made significant improvements in how defects are identified, recorded, and repaired. This has contributed to an overall decrease in the number of defects on Edinburgh's network.
- 4.24 The Improvement Plan is also looking to improve the overall capital delivery processes, including an increased design resource.

### **2019/20 Capital Delivery**

- 4.25 The 2019/20 Capital Investment Programme has been progressing well and it is currently forecast that capital spend will be greater than in 2018/19.
- 4.26 Appendix 4 shows the schemes that have been delivered to date in 2019/20.
- 4.27 The majority of carriageway and footway schemes are delivered through the Council's Framework contract, using external contractors. This is the most cost-efficient way to deliver the schemes.
- 4.28 There are a number of constraints on Edinburgh's carriageway and footway network such as utility work and major developments. Any major carriageway and footway schemes must be co-ordinated and carried out in a manner that does not conflict with other works in the city.
- 4.29 The programme of surface treatments is being delivered successfully in 2019/20. This will result in over 100 carriageway surface treatments and over 50 footway surface treatments being carried out in 2019/20. In addition to this a further four carriageway re-tread schemes have been carried out this year.
- 4.30 In order to deal with any emergency/urgent and unforeseen situations that arise throughout the year, £1m was allocated for in-year priorities. To date, this has allowed resurfacing to take place on Market Street, Old Dalkeith Road and Inverleith Terrace.
- 4.31 The sett renewal scheme in Brighton Place is currently progressing on time and on budget. Works are due to be completed in November 2019.
- 4.32 The in-year-priorities budget is monitored closely and if further works are not required then this budget will be re-allocated to capital carriageway and footway renewal schemes.
- 4.33 A carriageway enhancement budget of £1.000m was re-introduced in 2019/20. This budget allows Road Services to renew carriageways, outwith the carriageway and footway renewal programme, that are too extensive for revenue repairs, to be holistically surfaced. It, therefore, negates 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.

4.34 It is currently forecast that all this budget will be fully utilised.

### **Tram Diversion Route**

4.35 Since the Council's decision in March 2019 to approve the Tram to Newhaven, analysis has been carried out on the roads that have been designated as diversion routes during construction.

4.36 A number of roads were identified as requiring resurfacing works and additional improvements prior to having increased traffic during Tram construction. £2m has been allocated to carrying out this resurfacing work in 2019/20.

4.37 Appendix 5 details the streets that will benefit from this resurfacing programme.

4.38 There were many benefits to resurfacing these roads prior to Tram construction. It ensures that all of the carriageways will be in a good condition prior to being part of the diversion routes. Minimal maintenance will be required on these roads during and after Tram construction. There have also great cost benefits to awarding one contract for all 24 streets to be resurfaced.

4.39 The allocation of the budget for Tram diversion routes will result in several schemes that were reported to be delivered in 2019/20 re-profiled to be delivered in 2020/21. The schemes that will be re-profiled will be reported to this committee at a future meeting.

### **Street Design Guidance**

4.40 It has taken longer to design several types of maintenance/renewal schemes when implementing the recently adopted Street Design Guidance. The guidance enhances place making and, in some instances, leads to wall-to-wall improvements. However, it requires greater consultation and engagement at the design stage and requires additional redetermination orders and Traffic Regulation Orders (TROs). In the long term the guidance will improve the overall environmental ambience and quality of the streets/places in Edinburgh.

4.41 There are higher costs associated with introducing Street Design Guidance improvements in conjunction with carriageway and footway renewal schemes. The capital renewal budget is currently funding almost all improvements. As a result whilst improvements to the streetscape are welcome it should be noted that Edinburgh has the highest carriageway renewal average rates out of all 32 local authorities.

4.42 The delivery mechanisms are currently being reviewed internally in order to introduce procedures that will improve the delivery of full Street Design schemes. Future capital renewal programmes will be aligned with future active travel programmes and continually reviewed throughout the year. This will involve better planning of each project, improving the delivery of each scheme and allow budget to be allocated and external funding secured prior to any scheme being delivered. This will, in turn, reduce the pressure on the capital renewal budget by spreading the cost of improvements across several transport budgets.

## **5. Next Steps**

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- 5.1 The capital investment programme will continue to be reviewed regularly to ensure that any adjustment is made to the programme as soon as possible.
- 5.2 The assessment of the condition of the city's roads is measured annually by the 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 33.5% in 2017/19. This is an improvement from 36.4% in 2016/18. A continual gradual improvement in Edinburgh's RCI will be a measure of the success the Council's road maintenance policies.

## **6. Financial impact**

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- 6.1 The cost of the improvement works detailed in this report are funded from the approved capital allocation for infrastructure investment.

## **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 [Road, Footway and Bridges Investment – Capital Programme for 2018/19](#)
- 8.2 [Transport Infrastructure Investment – Capital Delivery Priorities for 2019/20](#)

## **9. Appendices**

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Appendix 1 – Capital Budget Allocation 2018/19

Appendix 2 – Capital Budget Allocation 2019/20

Appendix 3 - 2018/19 Roads Infrastructure Carriageway and Footway Delivery

Appendix 4 - 2019/20 Roads Infrastructure Carriageway and Footway Delivery - September 2019

Appendix 5 - Tram Diversion Route Resurfacing

Capital Budget Allocation

## Current and Predicted Capital Allocation

	2017/18	2018/19	2019/20
£m	16.019	14.805	16.085

## Proposed Budget Allocation for 2018/19

<u>Carriageways &amp; Footways</u>	£m	
Budget for Carriageway Works	3.965	
Budget for Setted Carriageways	0.750	
Budget for Footway Works	1.820	
Budget for Local Footways	0.200	
TOTAL		-6.735
<u>Street Lighting &amp; Traffic Signals</u>	£m	
Street Lighting	0.500	
Traffic Signals	0.400	
TOTAL		-0.900
<u>Road Structures</u>	£m	
TOTAL	2.950	-2.950
<u>Other Asset Management</u>	£m	
Asset replacement <sup>1</sup>	0.300	
TOTAL		-0.300
<u>Localities</u>	£m	
Drop crossings (£20,000 per Locality)	0.080	
Drainage improvements (£30,000 per Locality)	0.120	
NEP - (£50,000 per Partnership)	0.600	
Bus Stop Maintenance	0.240	
TOTAL		-1.040
<u>Miscellaneous</u>	£m	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.100	
Contingencies	0.300	
TOTAL		-1.400
<u>Cycling Allocation</u>	£m	
10% Allocation	1.480	
TOTAL		-1.480
<b>TOTAL SPEND</b>		-
<b>14.805</b>		

## Capital Budget Allocation

### Current and Predicted Capital Allocation

	2018/19	2019/20	2020/21
<b>£m</b>	<b>14.805</b>	<b>17.085</b>	<b>14.585</b>

### Proposed Budget Allocation for 2018/19

<u>Carriageways &amp; Footways</u>	<u>£m</u>	
Budget for Carriageway Works	3.888	
Budget for Setted Carriageways	1.000	
Budget for Footway Works	1.709	
Budget for Local Footways	0.300	
TOTAL		-
6.897		
<u>Street Lighting &amp; Traffic Signals</u>	<u>£m</u>	
Street Lighting	1.500	
Traffic Signals	0.400	
TOTAL		-
1.900		
<u>Road Structures</u>	<u>£m</u>	
	1.600	
TOTAL		-
1.600		
<u>Other Asset Management</u>	<u>£m</u>	
Asset replacement <sup>1</sup>	0.300	
TOTAL		-
0.300		
<u>Localities</u>	<u>£m</u>	
Drop crossings (£20,000 per Locality)	0.080	
Drainage improvements (£30,000 per Locality)	0.200	
NEP - (£50,000 per Partnership)	0.600	
Bus Stop Maintenance	0.500	
TOTAL		-
1.380		
<u>Miscellaneous</u>	<u>£m</u>	
Budget for Inspection, Design & Supervision costs, including TTRO's	1.300	
In Year Priorities	1.000	
Surface Enhancements	1.000	
TOTAL		-
3.300		
<u>Cycling Allocation</u>	<u>£m</u>	
10% Allocation	1.708	
TOTAL		-
1.708		

**2018/19 Roads Infrastructure Carriageway and Footway Delivery**

<b>Scheme Name</b>	<b>Ward</b>	<b>Type</b>	<b>Treatment</b>
Broughton Road	5	Carriageway	Strengthening
Wester Hill	9	Carriageway	Strengthening
A702 (Home Street to Bruntsfield Place)	11	Carriageway	Strengthening
Bankhead Avenue	7	Carriageway	Strengthening
Lothian Road	11	Carriageway	Strengthening
East Barnton Avenue	1	Carriageway	Strengthening
Burgess Road	1	Carriageway	Resurfacing
A7 Corridor	11	Carriageway	Resurfacing
Lanark Road	8	Carriageway	Resurfacing
Boswall Loan	4	Carriageway	Resurfacing
Ferniehill Place	16	Carriageway	Resurfacing
Dreghorn Drive	8	Carriageway	Resurfacing
Oxgangs Farm Avenue	8	Carriageway	Resurfacing
Albert Street	12	Carriageway	Resurfacing
Willowbrae Road	14	Carriageway	Resurfacing
Rosebery Avenue	1	Carriageway	Resurfacing
Craigentenny Road/Wakefield Avenue	14	Carriageway	Resurfacing
Gorgie Road	9	Carriageway	Resurfacing
Queen Street	11	Carriageway	Resurfacing
Marionville Road	14	Carriageway	Resurfacing
Chrichton Street	15	Carriageway	Resurfacing
Station Terrace	1	Carriageway	Resurfacing
Duddingston Crescent	17	Carriageway	Resurfacing
Queensferry Road (Craigleith Junction)	5	Carriageway	Resurfacing
Newliston Road	1	Carriageway	Resurfacing
Caiystane Terrace	8	Carriageway	Surface Dressing
Camus Avenue	8	Carriageway	Surface Dressing
Colmestone Gate	8	Carriageway	Surface Dressing
East Caiystane Road	8	Carriageway	Surface Dressing
Echline Terrace	1	Carriageway	Surface Dressing
Fairmile Avenue	8	Carriageway	Surface Dressing
Gogarloch Syke	3	Carriageway	Surface Dressing
Granton Park Avenue	4	Carriageway	Surface Dressing
Forthview Road	5	Carriageway	Surface Dressing
Gordon Loan	6	Carriageway	Surface Dressing
Kingknowe Terrace	2	Carriageway	Surface Dressing
Northfield Circus	14	Carriageway	Surface Dressing
Pentland Road	8	Carriageway	Surface Dressing
Pentland View	8	Carriageway	Surface Dressing
Hay Avenue	17	Carriageway	Surface Dressing
Mortonhall Park Drive	16	Carriageway	Surface Dressing
Kirkgate	2	Carriageway	Surface Dressing

<b>Scheme Name</b>	<b>Ward</b>	<b>Type</b>	<b>Treatment</b>
Baberton Mains Loan	2	Carriageway	Microasphalt
Bankhead Broadway	7	Carriageway	Microasphalt
Bankhead Drive	7	Carriageway	Microasphalt
Broomhouse Avenue	7	Carriageway	Microasphalt
Caiystane Crescent	8	Carriageway	Microasphalt
Cambusnethan Street	14	Carriageway	Microasphalt
Columba Road	5	Carriageway	Microasphalt
Duddingston Road	14	Carriageway	Microasphalt
Hillwood Rise	1	Carriageway	Microasphalt
Mounthooly Loan	8	Carriageway	Microasphalt
Murrayfield Road	7	Carriageway	Microasphalt
New Mart Road	9	Carriageway	Microasphalt
Northfield Broadway	14	Carriageway	Microasphalt
Orchard Place	5	Carriageway	Microasphalt
Pentland Avenue	8	Carriageway	Microasphalt
Restalrig Road South	14	Carriageway	Microasphalt
Russell Road	6	Carriageway	Microasphalt
Society Road	1	Carriageway	Microasphalt
Leven Terrace	10	Carriageway	Microasphalt
Paisley Crescent	14	Carriageway	Microasphalt
Pleasance	15	Carriageway	Microasphalt
Clackmae Road	16	Carriageway	Microasphalt
Kings Haugh	17	Carriageway	Microasphalt
Leadervale Road	16	Carriageway	Microasphalt
Mountcastle Drive South	17	Carriageway	Microasphalt
Drumbryden Road	2	Carriageway	Microasphalt
Silverknowes Drive	1	Carriageway	Microasphalt
Boswall Terrace	4	Footway	Asphalt Reconstruction
Learmonth Avenue	5	Footway	Asphalt Reconstruction
Gorgie Road	7	Footway	Asphalt Reconstruction
Ryehill Terrace	13	Footway	Asphalt Reconstruction
Hermitage Place/Vanburgh Place	13	Footway	Asphalt Reconstruction
Wardlaw Place	7	Footway	Asphalt Reconstruction
Main Street, Ratho	2	Footway	Asphalt Reconstruction
Cornhill Terrace/Restalrig Road	13	Footway	Asphalt Reconstruction
Reid Terrace	5	Footway	Asphalt Reconstruction
George Square	15	Footway	Flags
Waverley Park	11	Footway	Asphalt Reconstruction
Dalgety Avenue	14	Footway	Asphalt Reconstruction
Queensferry Road, Kirkliston	1	Footway	Asphalt Reconstruction

**2019/20 Roads Infrastructure Carriageway and Footway Delivery – September 2019**

<b>Scheme Name</b>	<b>Ward</b>	<b>Type</b>	<b>Treatment</b>
Brighton Place - Phase 2 & 3	17	Carriageway	Setts
Rose Street - Phase 1	11	Footway	High Amenity Paving
Craigentenny Road	14	Carriageway	Resurfacing
Wakefield Avenue	14	Carriageway	Resurfacing
Diddingston Crescent	17	Carriageway	Resurfacing
Ale Moor Crescent	14	Carriageway	Surface Dressing
Auchingane	9	Carriageway	Surface Dressing
Broomhouse Place North	7	Carriageway	Surface Dressing
Broomhouse Street South	7	Carriageway	Surface Dressing
Brunstane Bank	17	Carriageway	Surface Dressing
Brunstane Crescent	17	Carriageway	Surface Dressing
Caiyside	8	Carriageway	Surface Dressing
Carlowrie Castle Access (ZU 223)	1	Carriageway	Surface Dressing
Chesser Loan	9	Carriageway	Surface Dressing
Corbiehill Avenue	1	Carriageway	Surface Dressing
Dumbeg Park	2	Carriageway	Surface Dressing
Gilmerton Dykes Drive	16	Carriageway	Surface Dressing
Gilmerton Dykes Grove	16	Carriageway	Surface Dressing
Glenogle Road	5	Carriageway	Surface Dressing
Gordon Road	6	Carriageway	Surface Dressing
Lennox Row	4	Carriageway	Surface Dressing
Littlejohn Road	9	Carriageway	Surface Dressing
Mountcastle Bank	14	Carriageway	Surface Dressing
Niddrie Marischal Road	17	Carriageway	Surface Dressing
Prospect Bank Road	13	Carriageway	Surface Dressing
Ravelston House Park	6	Carriageway	Surface Dressing
Restalrig Circus	14	Carriageway	Surface Dressing
Robb's Loan	9	Carriageway	Surface Dressing
Saughton Mains Drive	7	Carriageway	Surface Dressing
Saughton Park	7	Carriageway	Surface Dressing
Silverknowes Gardens	1	Carriageway	Surface Dressing
Silverknowes Grove	1	Carriageway	Surface Dressing
Southhouse Avenue	16	Carriageway	Surface Dressing
Southhouse Loan	16	Carriageway	Surface Dressing
South Scotstoun	1	Carriageway	Surface Dressing
Stenhouse Gardens	7	Carriageway	Surface Dressing
Stenhouse Gardens N	7	Carriageway	Surface Dressing
West Caiystane Road	8	Carriageway	Surface Dressing
Echline Park	1	Carriageway	Microasphalt
Stewart Clark Avenue	1	Carriageway	Microasphalt
Inchkeith Avenue	1	Carriageway	Microasphalt
Primhouse Gardens	1	Carriageway	Microasphalt

<b>Scheme Name</b>	<b>Ward</b>	<b>Type</b>	<b>Treatment</b>
Almond Grove	1	Carriageway	Microasphalt
Ochil Court	1	Carriageway	Microasphalt
Braepark Road	1	Carriageway	Microasphalt
Main Street	1	Carriageway	Microasphalt
Silverknowes Southway	1	Carriageway	Microasphalt
Silverknowes View	1	Carriageway	Microasphalt
Silverknowes Road East	1	Carriageway	Microasphalt
Strachan Road	5	Carriageway	Microasphalt
Braid Road	10	Carriageway	Microasphalt
Kaimes Road	6	Carriageway	Microasphalt
Manse Road	6	Carriageway	Microasphalt
Winton Drive	8	Carriageway	Microasphalt
Swanston View	8	Carriageway	Microasphalt
Redford Neuk	8	Carriageway	Microasphalt
Redford Bank	8	Carriageway	Microasphalt
Gogar Station Road	1	Footway	Slurry Sealing
Riversdale Crescent	6	Footway	Slurry Sealing
Riversdale Road	6	Footway	Slurry Sealing
Braid Farm Road	10	Footway	Slurry Sealing
Morningside Drive	10	Footway	Slurry Sealing
Northfield Grove	14	Footway	Slurry Sealing
Northfield Drive	14	Footway	Slurry Sealing
Glenallen Drive	16	Footway	Slurry Sealing
Marmion Crescent	16	Footway	Slurry Sealing
Hazeldean Terrace	16	Footway	Slurry Sealing
Milton Crescent	17	Footway	Slurry Sealing
Milton Gardens	17	Footway	Slurry Sealing
Magdelene Avenue	17	Footway	Slurry Sealing
Magdelene Drive	17	Footway	Slurry Sealing
Milton Road West	17	Footway	Slurry Sealing
Craigmillar Castle Gardens	17	Footway	Slurry Sealing
Castleview Avenue	17	Footway	Slurry Sealing

## Tram Diversion Route Resurfacing

Street	Treatment	Area m2
Abercromby Place	Carriageway Resurfacing	4,729
North Leith Sands	Carriageway Resurfacing	1,140
Albany Street	Carriageway Resurfacing	3,850
Ocean Drive	Carriageway Resurfacing	1,300
East London Street	Carriageway Resurfacing	1,224
Annandale Street	Carriageway Resurfacing	2,538
Great Junction Street	Carriageway Resurfacing	2,160
Dalmeny Street	Sett Overlay	3,154
Hopetoun Street	Carriageway Resurfacing	655
Gordon Street	Carriageway Resurfacing	1,600
McDonald Road	Carriageway Resurfacing	300
Pilrig Street	Carriageway Resurfacing	6,200
Duncan Place	Carriageway Resurfacing	2,858
Broughton Street	Carriageway Resurfacing	3,950
Bonnington Road	Carriageway Resurfacing	6,700
Easter Road	Carriageway Resurfacing	9,500
Newhaven Road	Carriageway Resurfacing	4,847
Broughton Road	Carriageway Resurfacing	5,335
East Hermitage Place Junction	Carriageway Resurfacing	1,125
Portland Place/Lindsay Road	Carriageway Resurfacing	2,000
Links Place	Carriageway Resurfacing	2,917
Commercial Street	Carriageway Resurfacing	7,200
Academy Street	Sett Overlay	900