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Roads & Infrastructure

Road Maintenance

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Roads and Infrastructure

Roads and Infrastructure comprise five teams to maintain the City Of Edinburgh Council's Roads Assets.

- Roads Operations
- Structures and Flood Prevention
- Street Lighting and Traffic Signs
- Transport Contracts and Delivery (Including Road Construction Consent)
- Assets and Performance

Challenges

- Scale of assets
- Years of under investment - Current Condition of Road Network
- Historic City - Confined Road Space, amount of setted streets - Current Transport Policies are making this even more challenging
- Larger Vehicles 44T coupled with Reduced Lane Widths (Creating tracking/rutting)
- Public Utilities (Amount and Standard of Reinstatements)
- Application of the Edinburgh Street Design Guidance
- Current Financial Pressures – Inflation, Fuel Prices
- Attraction and Retention of Staff
- Climate Change – Edinburgh Net Zero 2030



Confined road spaces can complicate 'active travel' planning. New 'Circulation Plan' will look to prioritise different modes of transport for different 'travel corridors' (as opposed to giving access to all transport modes in all bottlenecks).

'Fibre rollout' causing big problems; claimed that c. 90% of potholes originate from 'seams' around previous utility work.

Current legislation holds utility companies liable for defective reinstatement for two years; set now to increase to six years.

Street Design Guidance: Road / footway 'upgrade / enhancement' should (good practice) accompany 'maintenance'; but this increases the timeline for repair and the added cost comes out of the 'capital maintenance budget' – adds to financial pressures.

Budget 23/24: Additional £11m for road maintenance.

Transport Asset Management

- The Transport Asset Management Plan (TAMP) records the council's plans for the maintenance of the Transport Asset. The "Road Asset" comprises of carriageways, footways, structures, street lighting, traffic management systems and street furniture. The "Transport Asset" also includes cycling infrastructure and park and ride sites.
- The purpose of the TAMP is to:
- Formalise strategies for investment in Transport Asset groups
- Define service standards



Transport Infrastructure

• Carriageways	1,511 km	} Replacement Value £2.26 B
• Footways, footpaths & cycleways	2,121 km	
• Cycle Network	308 km of cycle routes	
• Park and Ride Sites	3 sites	} Replacement Value £1.34 B
• Structures	369 bridges/structures	
• Retaining Walls	68km	} Replacement Value £0.44 B
• Street Lighting	60,488 columns/poles	
• Traffic Signalised Jcts./Ped. Crossings	606 No.	

Replacement Value divided by design life (years) brings up a total of £80m spend per year in pure replacement of current assets.

Network Condition & Investment

- 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 that should be considered for investment. 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.
- Edinburgh current RCI is 35.0%, an improvement compared with the previous year figure of 36.2%

Current Levels of Capital Investment Per Annum 2022/23:

Carriageways & Footways (70:30)	Street Lighting	Structures	Traffic Signals
£12.227M	£1.139M	£0.850M	£0.100M

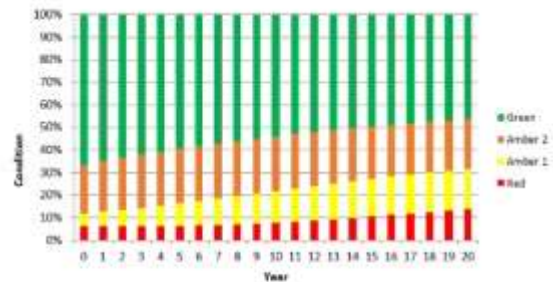
- The figure for structures investment does not include large scale investment in major structure refurbishments i.e. North Bridge
- The Society of Chief Engineers of Transportation in Scotland (SCOTS) provide each local authority with their "steady state" figure. This is the level of investment that is required to maintain the local road network in its current condition.
- Edinburgh currently required additional approximately **£8m** investment per annum simply to maintain the road network in it's current condition.

RCI is the percentage of streets that need 'treatment'.

North Bridge project 'way over budget' as new problems emerge; extra cost has to be borne by CEC. £11m awarded for 2023/24: £1m marked for 'active travel'; c. £1.5m to North Bridge; £8.5m to maintenance.

Network Condition & Investment

- Based on current levels of investment the condition of Edinburgh's road network is forecast to deteriorate in future financial years.
- Edinburgh currently has the highest rates/costs for carriageway resurfacing for all Scottish Local Authorities. This is mainly due to the additional street design guidance and active travel improvement carried out as part of capital renewal schemes.



- Setted streets are not included in the RCI figure or the steady state figure. Edinburgh must allocate funding every financial year in order to renew setted streets in order to maintain our built heritage. The cost to renew setted streets is far in excess of the renewal of asphalt carriageways.
- £1M is currently allocated each financial year for the renewal of setted streets. This only allows one setted street renewal each financial year.

Delivering Capital Improvements

- £11m of capital carriageway and footway improvements delivered in 2021/22. Over 200,000m² of carriageways treated in 2021/22, including the continuation of the preventative surface treatments programme and major infrastructure schemes such as Lothian Road, Newbridge roundabout, Stevenson Road and Stevenson Drive. It is forecast that significantly more improvement work will be delivered in 2022/23 (£15m-£16m).
- All capital investment schemes delivered by in-house Transport Contracts and Design team using the Council's Framework contractors.



Risks to Capital Delivery:

- Significant increase in material and fuel costs.
- Network Access – Competing demands to work on the network (TRAM, Utility Works, Developments).
- Costs and time to deliver renewal schemes with additional improvements (Street Design Guidance, Active Travel). This could be up to 4 times original scheme value and design time when applying full guidance.
- Contractor availability.

“Category 1” potholes / defects must be treated within 24 hours – usually a quick response ‘cold repair’ – striving to increase rate of permanent ‘hot repairs’ as a first response.

Wider array of Key Performance Indicators deployed.