

55772 Craigmillar Park EH16 - Road Surface

Edinburgh Council has advised in writing that a Highways officer has attended Craigmillar Park twice in the last 21 days, and on both occasions the Highways officer(s) report(s) that the road surface situation is to be deemed 'not actionable'.

On what dates and at what times did the officer(s) attend Craigmillar Park EH16 to assess the condition of the road surface?

Records have been checked between 28/05/2025 and 18/06/2025 which should cover 21 days or so. Craigmillar Park was inspected on the following dates:

- 03/06/2025 at or around 12:01pm

- 10/06/2025 at or around 10:21am

- 10/06/2025 at or around 10:26am

What evidence did the officer(s) collect to assess the condition of the road surface?

Please refer to the attached Risk Based Approach to Road Safety Inspections.

Please provide photographic evidence re Q2 above?

Five photographs from the inspections referred to in Q1 are attached.

Against what criteria did the officer(s) determine that a road repair was not necessary?

Please refer to the attached Risk Based Approach to Road Safety Inspections.

Please provide details of how the road condition compared to the criteria?

Please refer to the attached Risk Based Approach to Road Safety Inspections.

What criteria must be present on the road for a road repair to take place?

Please refer to the attached Risk Based Approach to Road Safety Inspections.

How far from the criteria stated in #6 is Craigmillar Park deemed to be?

All defects are assessed in line with the Risk Based Approach to Road Safety Inspections.

Can a resident request a second opinion on the officer(s) judgment that the road is 'not actionable'? From whom?

The City of Edinburgh Council utilises the SCOTS Risk-based Approach to Safety Defect Inspections methodology and training resources. All Road Inspectors undertake Road Safety Inspectors' Modular Training and Assessment provided by an accredited training provider in line with the UK Roads Leadership Group and are on the National Register of Highway Inspectors.

What budget does the Council have for the current financial year to report pot-holes?

£1.6m for temporary repairs and permanent patching.

Re Q9 above, how much has been spent to date?

£378k to the end of June 2025.

Re Q10 above, how much budget remains unallocated for repairs?

It has been fully allocated for 2025/26.

When a resident reports a pot-hole matter, why do they receive an automated response only that states an officer has attended the site.

All reported issues are dealt with through our asset management system and are automated to ensure all reports receive acknowledgments and updates if the resident signed up to one.

a. Would this response be the same if the same pot-hole were reported twice per day?

Generally, yes, but this will depend on location, type of defect and outcome of the inspection/assessment.

b. If yes, how does this address the local residents' concerns for the road surface and local safety? If no, why was the response from the Council to me the same and of the appearance of an automated email.

This ensures all reported defects are inspected and assessed in line with Risk Based Approach.

Does the Council agree that automated responses to genuine concerns of local residents causes upset in that the Council provides no meaningful information as to how the situation, i.e. the road surface safety concern, will be addressed. For instance, will the Council ever repair the road, do so in the next 12 months, or otherwise? How can the resident find out this information without resorting to an FOI request?

Automated responses depend on the outcome of an inspection and assessment of the defect reported. All defects are assessed in line with Risk Based Approach to Road Safety Inspections. If a defect is deemed to be actionable and the resident signed up to the updates, then the resident will receive updates throughout the progress of the repair.

What is the current status of the road surface at Craigmillar Park - when is a repair scheduled to take place? Is the repair being delayed for budget reasons? For what other reason is the road surface repair being deferred?

There are currently no outstanding repairs to be carried out on Craigmillar Park. In addition to defect repairs and Safety Inspections in line with Risk Based Approach, Craigmillar Park is assessed and prioritised for Capital Resurfacing. Craigmillar Park is currently prioritised for resurfacing as part of the draft 2026/2027 Capital Resurfacing Programme. Please note this programme is in draft and may change before being approved.

Against what criteria is the safe condition of a road assessed as part of a Highway officer's assessment visit?

Please refer to the Risk Based Approach to Road Asset Safety Inspections.

Did the officer(s) assess the road for safety on the dates provided at Q1 above? If not, why not. If yes, please provide the assessment.

No actionable defects were noted in any of the inspections referred to in Q1. Road surface defects are assessed in line with our Risk Based Approach guidance. Officers carrying out inspections will use judgement in determining the severity of observed defects and consider

various factors. The risk is assessed on site and the defect identified with an appropriate priority response or no response. Inspectors are not required to record their reasons for selecting a particular category of likelihood and impact, only the result of this assessment. If the assessment resulted in 'no actionable defect' = no response, then no records of this can be provided (as no repairs have been requested).

What is the Council's position on road surface safety as a matter of policy?

Road surface defects are assessed in line with Risk Based Approach.

How does the road surface at Craigmillar Park compare to the reply to Q6?

Further Clarification: With regard to Q18, it is apparent from the two automated responses that I have received from Edinburgh Council that the Highways team deem the road surface to be in a safe and operable condition. I would like to understand from the Highways team what evidence they collected on their two visits to the road at Craigmillar Park that allowed them to deem the road safe and operable and how this evidence and assessment compares to Q6.

Each of the reports/defects are inspected in line with our Risk Based Approach. Officers carry out on-site inspection and take photographs during their visit.

- a. As a follow-up, or as a supplementary part, to Q18, the automated response emails that I received from Edinburgh Council indicate that the Council continuously monitor the road surfaces of the city to presumably allocate budget for repairs. I believe that the Council has sent me an automated message without visiting the road to undertake a physical investigation of the road surface. This is evident because the Council do not seem aware of the current road surface condition at Craigmillar Park.

Given that residents have reported the road surface as unsafe and in need of a repair, by what processes and with what frequency does the Highways team of Edinburgh Council physically visit trunk routes (Craigmillar Park is an 'A' road) and carry out assessments for repair?

For frequencies of inspections and defect categorisation, please refer to the Risk Based Approach. Craigmillar Park is on monthly Mobile Inspection and annual Walked Inspection.

- b. When was the last date of a Highways officer visit to Craigmillar Park?

The last inspection of carriageway on Craigmillar Park (as of 10/07/2025) was carried out on 09/06/2025.

- c. What assessment did the officer come to as to the state of the road surface and based on what criteria?

Please refer to the Risk Based Approach document.

Given that there is an information vacuum from the resident's perspective as to the next steps for the repair of the road surface, what steps does the Highways team recommend that residents follow in order to

(a) feel acknowledged?

(b) understand when the local authority will sort out the road surface safety issue?

The Council has a duty to maintain the carriageways and footways for which they are responsible for; however, Highway Authority obligations set a standard that recognises the impossibility of maintaining paths and roads to a level of perfection. Further, it recognises the limited resources available to the Highways Authority. To comply with the Council's duties, we carry out frequent, routine inspections and any actionable defects are noted and we send for a repair if required. Additionally, we have a team of reactive Inspectors to respond to reports received from the public in case defects appear between routine inspections.

Additionally, condition surveys as part of Capital Programmed Maintenance are also carried out and they identify the current condition of the network. From this condition, both long-term and short-term maintenance funding decisions can be made. The demand for work to be carried out on carriageways and footways will always outstrip the available funding. The Council, therefore, must prioritise the work and type of work that is carried out. Capital Maintenance Programme is approved by Council's Transport and Environment Committee and is published on the Council website.

What position does the Council have in terms of the enjoyment of local residents' lives vis-a-vis the noise that the road surface is causing as vehicles pass over the affected area?

Whenever a new road is to be constructed, noise assessment may be undertaken to ensure that excessive noise and vibration is not caused to the surrounding area. However, on existing streets in the public road network, it is not incumbent on the Roads Authority to investigate noise or vibration caused by vehicular traffic.

The Council only owns and maintains the road layers above the ground through which noise and vibration may travel to and into a property. The Council has no control over ground conditions underneath the road construction, or over how susceptible the property may be to noise and vibration, or the condition of the property and its structure.

Which other Council team(s) should be aware of the noise nuisance that the road surface situation causes?

Against what criteria does the Council evaluate the noise pollution impact of a poor road surface along a major trunk road in Edinburgh? If none, why are no such criteria present?

Local authority law requires a Council to monitor and safeguard against noise pollution (in this case that result from poor road surfaces). By what processes does the Highways team address this requirement under law when it is brought to their attention?

Please refer to response immediately above.