

Transport and Environment Committee

10.00am, Thursday, 2 April 2026

Transport Capital Investment Programme 2026/27

Decision/scrutiny
Wards

Decision
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 2026/27 shown in Appendix 1; and
 - 1.1.2 Approve the programme of proposed works for 2026/27, as detailed in section four of the report, and in Appendix 2, 4, 5, 6 and 7

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Report

Transport Capital Investment Programme 2026/27

2. Executive Summary

- 2.1 This report seeks approval for the allocation of the Transport Capital budgets and programme of works for 2026/27. This includes carriageways, footways, street lighting and traffic signals, structures, public transport, local transport initiatives and road safety. The budget figures listed in this report include the approved budget for 2026/27.
- 2.2 This report is detailing the capital investment across several Transport asset groups for the first time in order to give a clearer understanding of the budget allocations and transport scheme development throughout Edinburgh.
- 2.3 The Council approved the [Visitor Levy investment programme](#). The Transport schemes that have been selected for Visitor Levy funding will be detailed to this committee as part of the Transport Investment programme 2027/28.

3. Background

- 3.1 The Transport Capital Investment Programme in 2026/27 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 2026/27 to improve pavements, streetscapes, street lighting, roads and road safety.
- 3.3 The Transport Capital Investment for 2026/27 proposes the capital budget of £32.092m should be allocated across eight different work streams: carriageways and footways; street lighting and traffic signals; road structures; other asset management; road operations, road safety, public transport and other miscellaneous transport projects.

4. Main report

Capital Budget Provision 2026/27

- 4.1 The current and projected capital allocation for Transport Infrastructure is shown in Appendix 1. It also outlines how the proposed budget will be allocated across the six elements of the programme in 2026/27.

- 4.2 The additional £12.5m of funding has been integrated into the programme to improved paths, pavements and road conditions.

Carriageways 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.
- 4.5 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.
- 4.6 As a result of the additional £12.5m investment in 2025/26, over 300,000m² of carriageways and 50,000m² were treated.
- 4.7 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.
- 4.8 The start of the Tour de France will take place in Edinburgh on 2 July 2027. Surveys have been carried out on parts of the proposed route and Craigmillar Park, which had already been identified as needing full resurfacing will be prioritised and delivered in 2026/27 at an estimated cost of £1.90m. This work was originally planned to be phased over several financial years and expediting the project will provide savings on materials, labour and traffic management requirements as well as limiting network disruption to one financial year.
- 4.9 Further, small-scale carriageway repairs will also have to be carried out in 2027/28 on other parts of the route. The scope of this work has still to be determined and will be reported to this committee once finalised.

Footway Investment

- 4.10 The prioritisation system for the capital footway programme is designed to ensure that the strategic road and footway network is maintained in line with the City Mobility Plan.
- 4.11 The budget for footway investment in 2026/27 is £3.5m. This will be allocated across three footway programmes: Prestige/Primary, Link/Local Access and Local/Minor.
- 4.12 This allocation will be augmented with further footway improvements as part of carriageway resurfacing and strengthening schemes when Transport Contracts and Design apply.

- 4.13 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.
- 4.14 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

- 4.15 Appendix 2 details the capital carriageway and footway schemes that are planned for delivery in 2026/27.
- 4.16 Appendix 3 provides details of each carriageway and treatment type that will be carried out.
- 4.17 When carrying out extensive carriageway renewal projects, it is paramount to ensure comprehensive roadworks coordination to minimise disruption and congestion as a result of the works. 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.
- 4.18 In 2026/27, the first option for traffic management that will be considered for facilitating carriageway renewal schemes is road closures. There are many advantages to carrying out work under closures. These include:
- 4.18.1 Reduction in traffic management costs;
 - 4.18.2 Significant reduction in time spent on the network to carry out work;
 - 4.18.3 Safer working with no adjacent live traffic;
 - 4.18.4 Better control of when live traffic is back on resurfaced road, allowing better material settlement, especially ironwork; and
 - 4.18.5 Reducing the disruption for residents with nightshift working.
- 4.19 Road closures will only be put in place if suitable diversion routes are available, in particular for bus routes.
- 4.20 Consultation with public transport operators 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.
- 4.21 Where there is crossover of schemes listed in this report, the Transport Contracts and Design team will combine these schemes to be delivered together.

Setted Streets and Public Realm

- 4.22 The Footway Capital Programme also supports public realm projects identified by the Streetscape Delivery Group and Transport Planning.
- 4.23 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.
- 4.24 It is proposed to allocate £1.00M to settled street renewals in 2026/27. St Mary's Street has been prioritised for investment. The scheme will also include repairs to the setts on High Street, between north Bridge and Blackfriars Street.
- 4.25 Setted streets will receive Visitor Levy funding in 2027/28. Design work will be carried out in 2026/27 with the schemes selected for investment reported in the Transport Capital Investment Programme 2027/28.

Street Lighting and Traffic Signals

- 4.26 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..
- 4.27 Although work to install energy efficient street lighting lanterns was completed in 2022, there are still around 1,949 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.
- 4.28 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.
- 4.29 The budget for street lighting works in 2026/27 is £1.120m. The programme of Street Lighting works is shown in Appendix 4.
- 4.30 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.
- 4.31 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.

- 4.32 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

- 4.33 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

- 4.34 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 2026/27.
- 4.35 It is proposed to continue the allocation of £0.300m for drainage repairs in 2026/27. This will be used to repair failed gully tails and frames throughout Edinburgh.
- 4.36 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.
- 4.37 It is proposed to allocate £1.00m for in-year priorities in 2026/27. This allocation will be used to fund any emergency and unforeseen situations that arise throughout the year.
- 4.38 It is proposed to allocate £0.500m for a Surface Enhancement Programme. This will allow Roads Operations to carry out holistic repairs of carriageways and footways that are not included in the capital investment programme. It would therefore negate the need for them to be considered for further 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.
- 4.39 In addition to these specific work streams, Roads Operations will deliver several carriageway resurfacing schemes, as listed in Appendix 2.

Inspection, Design and Supervision

- 4.40 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.

- 4.41 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

- 4.42 There are 323 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.
- 4.43 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. 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.
- 4.44 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.
- 4.45 The scores for all bridges are totalled and averaged and this helps provide an indication of the condition of the Bridge Stock.
- 4.46 The allocation for Road Structures in 2026/27 is £1.545m. This includes an additional £0.700m approved as part capital budget strategy for 2026/27. Appendix 5 details the schemes prioritised for investment in 2026/27. Check this is still the case.
- 4.47 Despite the additional allocation, the proposed budget allocation remains insufficient to adequately maintain the Council's bridge and other road structures. This issue is compounded by rising construction costs, and acquisition of additional assets from new developments and projects, including Active Travel routes. External grant funding has been used to supplement the team's regular budget allocation in the last two years and facilitate additional proactive works, but this is now exhausted. It has been estimated that an additional £1.5m (plus inflation) will be required in each future financial year to prevent deterioration of the bridge stock.

Road Safety

- 4.48 The budget for Road Safety in 2026/27 is £5.800m.
- 4.49 The statutory functions of the Road Safety team are described in Section 39 of the 1988 Road Traffic Act. Service priorities are centred around these duties and focused on Vision Zero casualty reduction targets.
- 4.50 These duties include:
- 4.50.1 Delivery of a programme of measures designed to promote road safety;
 - 4.50.2 A duty to conduct studies into accidents on roads;

4.50.3 A responsibility to take appropriate measures to prevent such accidents;
and

4.50.4 A duty to offer information, advise and practical training to road users.

4.51 Considering the above statutory duties and, with the aim to reduce injuries and casualties on the road network, details of the 2026/27 priorities are listed for approval in appendix 6.

4.52 Further information on methodology of road safety improvement prioritisation can be found in the [Road Safety Delivery Plan 2025/26](#) report.

Public Transport

4.53 There is £0.300m allocated to Public transport in 2026/27. This will fund a rolling programme of shelter renewals and small-scale bus stop improvements in 2026/27. The programme is prioritised on a condition-based assessment.

Local Transport Improvements

4.54 The [Local Transport Delivery Programme](#) was approved on 22 May 2025.

4.55 A number of schemes listed in this report will be carried forward for delivery in 2026/27. The approved funding for these schemes will also be carried forward.

4.56 There are no proposals to allocate additional funding for Local Transport Improvements in 2026/27. The list, detailed in appendix 7, show the schemes recommended for approval and inclusion in the 2026/27 Programme.

4.57 Additional budget will be allocated for this delivery in 2027/28.

Consultation

4.58 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.

4.59 Consultation will take place on the 2026/27 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.

4.60 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.

4.61 It is the aim to deliver all of the capital investment programmes, detailed in the appendices to this report. However, this may not be possible due to unforeseen circumstances.

4.62 Any scheme that is not delivered in 2026/27 will be re-prioritised for delivery in a future financial year.

Additional Revenue Budget

4.63 On 20 February 2026 [Council](#) agreed additional revenue funding for Road Infrastructure Investment.

- 4.64 An additional £0.178m has been allocated to white line road markings. There has been an increase in the number of enquiries related to worn and faded road markings. A recent network survey was carried out that captured the location and condition of road markings throughout Edinburgh. This survey has allowed for indicative costings to be calculated for the renewal of road markings on the arterial road network. Roads Operations are in the process of compiling a programme of arterial road marking renewals for delivery in 2026/27.
- 4.65 It is estimated that the cost of the work is £2.00m. The additional £0.178m funding would be required to
- 4.66 An additional £0.400m has been allocated to potholes and footway repairs. This will allow Roads Operations to expand its Pothole Pro programme as a pre-treatment for surface treatments. This will also create the opportunity to introduce a programme of over-banding (joint and crack sealing), increasing the life of the asset.

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 increased slightly in 2025/26 to 31.6%, compared with 29.8% in 2024/25. However, this is still an improved situation compared with the 2022/24 figure of 34.3% in 2022/24.
- 5.3 Not all streets are scanned every year. However, a full network scan will be carried out in 2026/27.
- 5.4 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 2026/27 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 £32.092m for transport 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 £32.092m and interest of £21.576m, resulting in a total cost of £53.668m based on a loans fund interest rate of 5.25%. This represents an annual cost of £2.683m.
- 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. Key Policies

Equality and Poverty

- 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

Climate and Nature Emergencies

- 7.4 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)

- 7.5 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.
- 7.6 In 2026/27, the Council will deliver the Street Trees Pilot scheme in Prestonfield 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.
- 7.7 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.

- 7.8 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.

Environmental Impacts

- 7.9 Upgraded transport infrastructure will reduce the requirement for ongoing maintenance, reducing the requirement for site visits. This will provide a saving on staff time, vehicle mileage and material use, reducing carbon emissions.

Housing Emergency

- 7.10 Improvements to transport Infrastructure are not expected to have a detrimental impact on the declared housing situation.

8. Risk, compliance, governance and community impact

- 8.1 There are no significant compliance, governance or regulatory implications expected as a result of approving the recommendations in this report.
- 8.2 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.
- 8.3 There are no significant sustainability implications expected as a result of approving the recommendations in this report.

9. Background reading/external references

- 9.1 [Carriageway and Footway Investment Strategy 2016.](#)
- 9.2 [Carriageway & Footway Prioritisation Procedures](#)
- 9.3 [Road Safety Delivery Plan 2025/26](#)

10. Appendices

- Appendix 1: Capital Budget Allocation
- Appendix 2: Proposed Carriageway & Footway Delivery Programme – April 2026 – March 2027
- Appendix 3: Carriageway and Footway Treatment Specification
- Appendix 4: Proposed Capital Street Lighting Programme – April 2026 – March 2027
- Appendix 5: Proposed Structures Programme – April 2026 – March 2027
- Appendix 6: Proposed Road Safety Programme – April 2026 – March 2027

Appendix 7: Local Traffic Improvement - 2026/27 Scheme proposals for approval