REPORT TO: **ROADS AND STREET LIGHTING PARTNERSHIP EXECUTIVE BOARDS**

REPORT ON: **ROAD AND STREET LIGHTING ANNUAL PERFORMANCE 2021/22**

REPORT BY: **ROAD MAINTENANCE PARTNERSHIP MANAGER & STREET LIGHTING PARTNERSHIP MANAGER**

REPORT NO: **2023/JC/LC/001**

DATE: **5 JANUARY 2023**

1 PURPOSE OF REPORT

1.1 This report provides an update on the progress and performance of the Road Maintenance Partnership and Street Lighting Partnership on the delivery of the road maintenance and street lighting services during the 2021/22 financial year.

2 RECOMMENDATION

2.1 It is recommended that the Executive Board notes the content of the report and agrees that the Road Maintenance Partnership Manager and Street Lighting Partnership Manager continue to report back annually to their respective Executive Boards advising on the progress and performance of the Partnerships.

3 FINANCIAL IMPLICATIONS

3.1 There are no direct financial implications arising from this report.

4 BACKGROUND

4.1 The Roads Maintenance Partnership (RMP) and Street Lighting Partnership (SLP) both operate as integrated teams under the combined control remit of a Partnership Manager. The RMP provides holistic service delivery for both Dundee City Council and Tayside Contracts, and the SLP provides partnership services for Dundee City Council, Perth and Kinross Council, Angus Council and Tayside Contracts.

4.2 The partnership operating arrangements present value as:

- The larger teams provide more resilience to accommodate workload fluctuations and facilitates the continuation and retention of in-house specialisms.
- Combined expertise has enhanced and expedited the delivery of technological innovations and service modernisation initiatives.
- The arrangement also meets the Scottish Government's objectives in increased partnership working and shared services in line with the Efficient Government agenda.
- It has created an environment of collaborative development where new sustainable and specialist material products have been produced and the service offering has been diversified to embrace the evolved role of the Partnership in the Council's infrastructure service delivery.
- Standardisation of specifications has reduced costs associated with of storage of materials and aggregated procurement.
- The operating structure has provided opportunities for efficiencies and reduced staff costs.

4.3 An Executive group comprising of senior officers from each partner organisation meets on a quarterly basis to review the performance of the Partnerships against a number of agreed criteria.

4.4 The present Partnering Agreements for both the Roads Maintenance Partnership and Street Lighting Partnership conclude on 31 March 2023. Since inception of both of the Partnerships, the services have consistently performed well against their various objectives and key service performance indicators. The Road Maintenance Partnership and Street Lighting Partnership are fully committed to the Roads Asset Management Planning framework and all inspections, repairs, inventory and records are held and updated electronically.

4.5 The Partnerships have gained national recognition their level of service, operational approach and utilisation of innovative technology. For its performance during the 2021/22 financial year, the Road Maintenance Partnership was shortlisted as a finalist for Best Use of New Technology in the Highways Industry national awards, and the Streetlighting Partnership was shortlisted as a finalist in both the Best Performer and Most Improved Performer categories for the APSE Performance Network awards.

4.6 Appendix 1 (Roads Maintenance Partnership) and Appendix 2 (Street Lighting Partnership) contains benchmarking information from the SCOTS/APSE (Society of Chief Officers Transportation in Scotland/Association of Public Service Excellence) benchmarking exercise for the 2021/22 financial year which collates and compares the annual performance of all 32 Scottish Local authorities against agreed key service performance indicators. Dundee City Council forms part of the SCOTS cities family grouping and is compared against Aberdeen, Edinburgh and Glasgow City Councils. Scottish averages are also referred to where appropriate.

4.7 The Partnerships have implemented successive service improvements, technology innovations, and efficiency measures in all areas of service delivery since inception. Listed below are some of the main areas of continuous improvement where the Partnerships are continuing to optimise service delivery:

- Continue to monitor and review the quality of service provided through the partnerships, focusing on operational quality and service value.
- Continue to review the delivery of minor works elements of the partnerships, to ensure an effective and expedient response in accordance with current national standards and best practice.
- Continue to develop systems and processes to ensure a right first-time quality service is being delivered.
- Continue the review of the current procedures for repairs with a view to increasing the percentage of first-time permanent repairs.
- Continue to analyse KPI performance to determine efficiency opportunities that can contribute to reducing service costs.
- Continue to develop the computerised asset management system and develop a comprehensive Roads Asset Management Plan.
- Work with local and national partners to deliver the Scottish Government shared service agenda.

5 ROADS MAINTENANCE PARTNERSHIP

5.1 As noted in Appendix 1 of this report, the Road Condition Score Index (RCI) is below the Cities Group and National average, the RCI value represents the percentage of the road network requiring maintenance. The lower the value, the lesser extent of road maintenance required. At present Dundee is in the top quartile for road condition in Scotland.

5.2 The Partnership demonstrates value for money in service delivery and the expenditure per kilometre of network performance indicator is lower than the Cities Group average. This

performance indicator is also a comparable reflection of the level of investment in road maintenance by each local authority.

5.3 The carriageway maintenance programme for 2021/22 featured the recommencement of the annual surfacing dressing programme after a COVID-19 enforced suspension during 2020/21. With surface dressing being a lower cost form of treatment, it accounts for a large proportion of the carriageway treatment area contained within the annual programme of work. As a result, a higher overall extent of carriageway length was treated compared to the previous year. Of the 2.78% of the carriageway network treated within 2021/22, 1.04% of this figure comprised of surface dressing.

5.4 The number of gullies attended to in 2021/22 was the second highest in the last 5 years with a total of 18,168 gullies attended. The total number of gullies cleaned accounted for 69.3% of the total inventory which is greater than the other City Authorities and the national average.

5.5 The 2012/22 financial year presented a relatively mild winter season with a total of 63 precautionary treatments undertaken. In total 4,355 tonnes of salt was deployed during the season which is a decrease of approximately 40% on a typical season's use. The Partnership met all policy obligations in the provision of the winter service and achieved compliance with all service standards.

5.6 The Road Maintenance Partnership identified and addressed 16,466 reactive defects during 2021/22. 97.4% of these defects were classified as safety defects requiring action within prescribed timescales as set out in the Inspection and Defect Categorisation Manual approved at the City Development Committee of 30 October 2017 (Article VIII of the minute refers).

5.7 The number of defects identified in 2021/22 increased by 20.2% on the preceding year (2020/21 recording 13,695 defects). The increase in defects coupled with declining road condition recorded in the RCI survey reflects the forecast trajectory of road maintenance backlog.

6 STREET LIGHTING PARTNERSHIP

6.1 Appendix 2 shows the street lighting benchmarking figures for the 2021/22 financial year in comparison with the 3 other Scottish City Authorities and the Scottish Average figure across all 32 authorities.

6.2 With regard to the Scottish Cities comparison, Dundee consumes the lowest amount of electricity per streetlight and also has the lowest CO2 emissions per light of any Scottish city. Dundee also has the highest percentage of LED lights of any Scottish city and Dundee's lights are the most reliable of any Scottish city with proportionately the least reported lighting faults.

6.3 From review of the national comparison, Dundee is in the top quartile in Scotland for lowest energy costs, energy consumption, and CO2 emissions for it's streetlighting apparatus. This follows the successful delivery of an LED conversion programme throughout the city which has provided energy efficient LED lighting to 99.1% of the City's street lights.

6.4 Through capital investment and spend to save policies, the Street Lighting Partnership has sought to mitigate increases in energy costs by taking a proactive approach and using improvements in lighting technologies to reduce energy consumption and maintenance. As a result of this work the Councils annual energy consumption for street lighting was reduced by an additional 18% in 2021/22 and 50.3% overall since 2013/14. This has achieved a corresponding reduction of 4,584 tonnes of CO2 since 2013/14.

Appendix 1

Annual Status Report

Road Maintenance

2021/22

Cities Benchmarking Group - Benchmarking KPI's for 2021/22

	Measures		Dundee City Council			City 'A'	City 'B'	City 'C'	Scottish Average
			2019/20	**2020/21**	**2021/22**	2021/22			
Headline Performance Indicators	Total expenditure by carriageway network length (£ per km)		£18,947	£16,346	**£14,094**	£15,596	£30,441	£17,578	£10,724
	Road Condition Index Score (% of carriageway length considered for maintenance)		25.9%	25.6%	**28.2%**	27.8%	35.0%	28.3%	32.8%
Carriageways	Total number of CAT 1 defects		134	108	**77**	No Data	No Data	No Data	No Data
	% of CAT 1 defects made safe within response time		93%	98%	**99%**	100%	100%	93%	84%
	% of safety inspections completed on time		100%	93%	**98%**	No Data	100%	No Data	95%
	Total number of 3rd party claims		44	91	**32**	94	454	1117	161
	Total settled cost of 3rd party public liability claims		£0	£976	**£180**	£2,925	£489,234	£54,685	£34,996
	% of carriageway length treated		2.69%	1.88%	**2.78%**	2.46%	2.45%	1.79%	4.20%
	Actual cost of all maintenance work on carriageways		£3,378,698	£2,782,457	**£4,340,753**	£9,950,950	£12,344,506	£3,463,566	£7,691,965
	Percentage on planned maintenance work (carriageways)		77%	81%	**81%**	85%	43%	20%	73%
	Percentage on reactive maintenance work (carriageways)		20%	15%	**15%**	6%	11%	49%	21%
	Percentage on routine maintenance work (carriageways)		3%	4%	**4%**	10%	45%	31%	9%
	Actual number of gullies/road drains that authority is responsible for		25,740	25,740	**26,236**	30,000	56,750	69,175	33,091
	Actual number of gullies/road drains emptied during year		18,774	9,016	**18,168**	7,405	33,080	10,356	19,572
Footways	Total number of CAT 1 defects		0	0	**0**	3	0	13	22
	% of CAT 1 defects made safe within response time		100%	100%	**100%**	100%	100%	85%	85%
	Total number of 3rd party claims		27	34	**19**	25	64	24	18
	Total settled cost of 3rd party public liability claims		£0	£2,707	**£0**	£195	£180,699	£5,000	£31,104
	% of footway length treated		1.38%	0.61%	**0.80%**	0.38%	0.82%	0.06%	0.53%
	Actual cost of all maintenance work on footways		£1,148,293	£664,025	**£782,186**	£34,692	£5,515,864	£765,758	£877,129
	Percentage on planned maintenance work (footways)		83%	77%	**80%**	0%	47%	76%	80%
	Percentage on reactive maintenance work (footways)		17%	23%	**20%**	100%	11%	19%	26%
	Percentage on routine maintenance work (footways)		0%	0%	**0%**	0%	42%	5%	14%

Appendix 2

Annual Status Report

Street Lighting

2021/22

SCOTs Cities Benchmarking Group - Benchmarking KPI's for 2021/22

			Dundee City Council			City 'A'	City 'B'	City 'C'	Scottish Average 2021
	Measures		2019/20	2020/21	**2021/22**	2021/22			
Condition/Asset Preservation	Total number of columns		24,312	25,503	**25070**	73,933	69,235	37,355	31,187
Reliability	Routine faults as a % of street lighting stock		2.51%	1.01%	**1.23%**	No data	6.03%	0	5.92%
	% of columns which have exceeded their Expected Service Life		22.08%	23.73%	**23.82%**	41.04%	37.01%	No data	30.89%
	% of columns replaced		0.79%	0.56%	**1.12%**	2.21%	0.40%	1.79%	1.10%
	% of lanterns replaced		14.70%	7.62%	**1.02%**	11.24%	19.13%	19.37%	7.28%
Customer Service	% of repairs within 7 days		86.00%	88.20%	**97.80%**	No data	51.30%	81.91%	79.68%
Repair Times & Public Perception	Average time taken to repair (days)		8.30	7.56	**2.61**	No data	36	7.00	10.27
	Public calls as a % of faults		151%	324%	**189%**	No data	159%	108%	128%
	Public calls as a % of street lights		3.8%	3.3%	**2.3%**	No data	9.6%	10.2%	7.1%
	% of street lights giving white light		87.5%	98.8%	**99.4%**	49.5%	99.5%	86.9%	88.0%
	% of street lights which are LED		78.6%	97.7%	**99.1%**	40.2%	90.9%	67.5%	79.7%
Availability	Number of night inspections annually		0	0	**0**	0	0	0	1
Financial	Actual capital investment as a % of annual depreciation (from AMP)		127.4%	42.9%	**64.2%**	36.5%	No data	143.5%	58.2%
Costs & Investment	Total investment in infrastructure per street light		£143.18	£88.27	**£106.84**	£96.88	£154.68	£164.38	£66.56
	Energy cost per street lamp		£40.29	£36.11	**£23.72**	63.47	£25.78	£53.83	£32.98
Environmental	Average annual electricity consumption per street light (kwHrs)		234.08	218.46	**151.7**	438.12	182.34	346.58	201.83
Energy Consumption & Carbon Footprint	Co2 emissions (kg) per street light		64.84	60.51	**34.7**	100.22	41.71	79.28	46.17
	% change in energy consumption from year to year (kWH)		-16.21%	-7.13%	**-30.44%**	-4.86%	-31.97%	0.00	-8.22%