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

REPORT ON: **ROAD AND STREET LIGHTING ANNUAL PERFORMANCE 2022/23**

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

REPORT NO: **2024/JC/LC/001**

DATE: **26 JANUARY 2024**

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 2022/23 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 Partnering Agreements for both the Roads Maintenance Partnership and Street Lighting Partnership were extended at the 23rd of January 2023 City Development Committee for a period of 5 years and will remain in place until 31st March 2028. 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 involvement in facilitating the movement of Her Majesty The Queens Cortege on the 8th of September 2022, the RMP received recognition from the First Minister of Scotland for providing an outstanding level of work in supporting a high profile and sensitive public event. This year, the Dundee Streetlighting Partnership team 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 2022/23 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 on the back of the introduction of a formalised 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 2022/23 featured the continuation 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, the overall extent of carriageway length treated was 3.40% compared to the previous years 2.78% and the 1.88% of network length treated during 2020/21. Of the 3.40% of the carriageway network treated within 2022/23, 1.68% of this figure comprised of surface dressing.

5.4 The number of gullies attended to in 2022/23 was 15,602. The total number of gullies cleaned accounted for 59.5% of the total inventory which is greater than the other City Authorities and the national average.

5.5 The 2022/23 financial year presented an average winter season with a total of 90 precautionary treatments undertaken over a total of 56 days. In total 6,050 tonnes of salt was deployed during the season. 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 12,715 reactive defects during 2022/23. 95.9% 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 2022/23 reduced by 22.78% on the preceding year (2021/22 recording 16,466 defects).

6 STREET LIGHTING PARTNERSHIP

6.1 Appendix 2 shows the street lighting benchmarking figures for the 2022/23 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 its streetlighting apparatus. This follows the successful delivery of an LED conversion programme throughout the city which has provided energy efficient LED lighting to 98.5% 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 3% in 2022/23 and 66% overall since 2013/14. This has achieved a corresponding reduction of 5136 tonnes of CO2 in comparison to 2013/14.

Appendix 1

Annual Status Report

Road Maintenance

2022/23

Cities Benchmarking Group - Benchmarking KPI's for 2022/23

		Dundee City Council			City 'A'	City 'B'	City 'C'	Scottish Average
	Measures	**2020/21**	**2021/22**	**2022/23**	2022/23			
Headline Performance Indicators	Total expenditure by carriageway network length (£ per km)	£16,346	£14,094	**£15,385**	£7,085	£38,426	£28,329	£12,292
	Road Condition Index Score (% of carriageway length considered for maintenance)	25.6%	28.2%	**28.2%**	26.5%	35.0%	28.3%	32.3%
Carriageways	Total number of CAT 1 defects	108	77	**130**	3	113	164	156
	% of CAT 1 defects made safe within response time	98%	99%	**100%**	100%	No Data	90%	83%
	% of safety inspections completed on time	93%	98%	**96%**	No Data	No Data	No Data	94%
	Total number of 3rd party claims	91	32	**55**	143	425	1873	236
	Total settled cost of 3rd party public liability claims	£976	£180	**£0**	£11,099	£3,028,269	£215,409	£1,078,000
	% of carriageway length treated	1.88%	2.78%	**3.40%**	1.07%	4.11%	2.80%	3.25%
	Actual cost of all maintenance work on carriageways	£2,782,457	£4,340,753	**£3,459,388**	£2,911,771	£21,913,372	£2,934,745	£7,045,494
	Percentage on planned maintenance work (carriageways)	81%	81%	**75%**	68%	63%	0%	70%
	Percentage on reactive maintenance work (carriageways)	15%	15%	**19%**	21%	10%	64%	19%
	Percentage on routine maintenance work (carriageways)	4%	4%	**6%**	10%	27%	36%	11%
	Actual number of gullies/road drains that authority is responsible for	25,740	26,236	**26,236**	30,000	56,899	69,175	30,683
	Actual number of gullies/road drains emptied during year	9,016	18,168	**15,602**	9,927	37,031	10,356	14,766
Footways	Total number of CAT 1 defects	0	0	**0**	0	0	6	23
	% of CAT 1 defects made safe within response time	100%	100%	**100%**	100%	100%	83%	89%
	Total number of 3rd party claims	34	19	**13**	25	82	117	20
	Total settled cost of 3rd party public liability claims	£2,707	£0	**£7,221**	£4,575	£239,501	£93,819	£39,469
	% of footway length treated	0.61%	0.80%	**0.80%**	0.13%	2.24%	0.06%	0.74%
	Actual cost of all maintenance work on footways	£664,025	£782,186	**£795,402**	£65,829	£10,088,548	£603,885	£998,887
	Percentage on planned maintenance work (footways)	77%	80%	**88%**	0%	67%	71%	70%
	Percentage on reactive maintenance work (footways)	23%	20%	**12%**	100%	9%	22%	22%
	Percentage on routine maintenance work (footways)	0%	0%	**0%**	0%	24%	7%	8%

Appendix 2

Annual Status Report

Street Lighting

2022/23

SCOTs Cities Benchmarking Group - Streetlighting Benchmarking KPI's for 2022/23

		Dundee City Council			City 'A'	City 'B'	City 'C'	Scottish Average 2022
	Measures	2020/21	2021/22	**2022/23**	2022/23			
Condition/Asset Preservation	Total number of columns	25,503	25,070	25,336	33,341	59,462	70,880	26,500
Reliability	Routine faults as a % of street lighting stock	1.01%	1.23%	1.00%	5.17%	3.27%	No data	4.89%
	% of columns which have exceeded their Expected Service Life	23.73%	23.82%	23.70%	0.00%	58.75%	43.49%	30.02%
	% of columns replaced	0.56%	1.12%	1.04%	0.00%	0.74%	0.93%	1.13%
	% of lanterns replaced	7.62%	1.02%	0.99%	23.47%	0.08%	13.27%	3.72%
Customer Service	% of repairs within 7 days	88.20%	97.80%	97.21%	93.58%	80.12%	No data	78.92%
Repair Times & Public Perception	Average time taken to repair (days)	7.56	2.61	3.2	12.94	No data	No data	7.03
	Public calls as a % of faults	323.60%	189.00%	251.79%	100.00%	No data	No data	104.8%
	Public calls as a % of street lights	3.28%	2.30%	2.51%	5.17%	No data	No data	4.95%
	% of street lights which are LED	97.70%	99.10%	98.52%	86.38%	87.08%	51.12%	85.43%
Availability	Number of night inspections annually	0	0	0	0	0	0	2
Financial	Actual capital investment as a % of annual depreciation (from AMP)	42.86%	64.20%	54.46%	97.60%	No data	No data	45.63%
Costs & Investment	Total investment in infrastructure per street light	£88.27	£106.84	£102.30	£107.89	£77.10	£88.05	£56.08
	Energy cost per street lamp	£36.11	£23.72	£30.37	No data	25.62	£68.67	£32.31
Environmental	Average annual electricity consumption per street light (kwHrs)	218.5	151.7	158.9	328.8	174.7	378.0	201.9
Energy Consumption & Carbon Footprint	Co2 emissions (kg) per street light	60.5	34.7	30.8	68.69	38.66	84.91	39.28