ITEM No …5……..

REPORT TO: **CITY DEVELOPMENT COMMITTEE – 22 JANUARY 2018**

REPORT ON: **ROAD MAINTENANCE PARTNERSHIP PERFORMANCE FOR 2016/2017**

REPORT BY: **EXECUTIVE DIRECTOR OF CITY DEVELOPMENT**

REPORT NO: **15-2018**

1 PURPOSE OF REPORT

1.1 This report provides an update on progress and performance of the Road Maintenance Partnership between Dundee City Council and Tayside Contracts on the delivery of Road Maintenance and Minor Works Services to 31 March 2017.

2 RECOMMENDATION

2.1 It is recommended that the Committee notes the contents of this report, agrees that the Executive Director of City Development renews the Partnership agreement for a further 5 years to 31 March 2023 and remits the Partnership to review their cost base and identify further efficiencies over the next 5 years.

2.2 The Director of City Development continues to report back annually to the committee advising on the progress and performance of the Partnership.

3 FINANCIAL IMPLICATIONS

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

4 BACKGROUND

4.1 Reference is made to Article II of the City Development Committee of 23 February 2015 (Report 75-2015) when approval was given to extend the Road Maintenance Partnership with Tayside Contracts for a 3 year period to 31 March 2018.

4.2 An Executive group comprising two senior officers from each Council and Tayside Contracts meet on a quarterly basis to review performance of the Partnership against a number of agreed criteria. The following provides a summary of performance against agreed criteria and the Department's Service Plan 2012-2017.

4.3 As the Local Roads Authority, Dundee City Council is responsible for a road network and associated infrastructure with a Gross Replacement Value (GRV) of £997 million, the largest asset the Council has on its accounts. This is calculated using the guidelines set out in the statutory Whole of Government Accounts.

4.4 Audit Scotland presented a follow up report to their Maintaining Scotland's Roads report in August 2016. It stated that in general Roads Authorities need to demonstrate a greater commitment to improving road condition and that collaborative working has advanced little since the last report in 2012.

4.5 Notwithstanding the above, the condition of our road network remains in the Top half (3rd) in Scotland. The formal road maintenance partnership with Tayside Contracts demonstrates a formal collaborative approach, with specific reference to this being made in the report. Dundee City is also currently undertaking a review with Perth & Kinross Council and Angus Councils to build on existing partnership working and develop our collaborative approach to the management and maintenance of the local roads network.

4.6 The report contained in Appendix 1 provides information on the annual status and performance of the Councils road assets (carriageway and footway) as of the 31 March 2017. Over the last 12 months the Partnership has consistently performed well against its various objectives and its key service performance indicators. In summary, the Road Maintenance Partnership has maintained its level of performance over the period with some of the key areas identified below.

4.7 Summary of Key Areas

a Asset Management

The Road Maintenance Partnership is fully committed to the Roads Asset Management Planning framework. The Partnership has made significant progress in the transition to data being held and updated electronically. All safety inspections are recorded electronically, with repairs being generated from the asset management system. Inventory of the asset is being picked up using the same technology, however, it will be a number of years before all asset information is available in this format.

b Road Condition

The key corporate service plan objective of maintaining the National Road Condition Indicator (RCI) at 27.7% has been achieved over the last three years, 26.7% (2014/2015 to 2016/2017). The asset management strategy adopted since 2012/2013 of focusing investment on a combination of preventative and corrective maintenance has contributed to achieving this target: ie carrying out treatment before the asset deteriorates as well as the corrective treatment of resurfacing. The focus of investing in the "Unclassified" (residential areas), has also contributed to maintaining this target.

c Pothole Repairs

Pothole repairs continue to be an important focus for the Partnership both in terms of the quality of the repair and the speed of the repair depending on its priority category and location.

Figures show in comparison to the last 4 years, pothole numbers have reduced, pothole repair reached a peak in 2013/2014 of 26,638, however this reduced steadily year by year to achieve a reduction of 66% by 2016/2017 (8,850 No). It is believed this reduction is aligned with increased investment and the implementation of the asset management strategy.

Indicators in relation to pothole repairs for Cat 1, 2 & 3 defects have been achieved. Average repair times have remained similar compared to 2014/15, with Cat 3's taking approximately 19 days to repair.

The focus on first time permanent repairs has continued, the percentage of repairs above the 30% target has been achieved for the third consecutive year. In 2016/17, 34% (3,032 No) of all defect repairs were first time permanent.

The focus going forward is to continue improving the quality of repairs and maintain the current performance of permanent repairs carried out first time.

d Gully Cleaning Operations

As identified in the 2015/16 report work has continued with the Tri Council project to improve the gully cleaning process across the three council areas. Two cycles of asset inventory data has now been collected and the life cycle maintenance requirements of these assets is being established and reviewed. During the year a programme of

planned maintenance to these assets was completed which has benefited the operability of the drains and made performance more effective. In terms of cleansing, the unit cost of gully cleaning has reduced from £7.14 in 2015/16 to £6.21 in 2016/17. This fall in cost is primarily attributed to the fluid waste recycling centre at Riverside Drive which has reduced disposal costs.

e Service Quality

An overall focus on quality had been identified as an area for development over the agreed 3 year period of the partnership, this with a view to providing a right first time high quality service in all areas of the partnership.

Squad feedback sessions were held throughout the years following completion of jobs and by involving the workforce in quality reviews both during and after the works we have consistently maintained quality scores greater than 90% as recorded by internal reviews.

An engagement survey undertaken with the public has recorded satisfaction in all areas of the service provision including notification, professionalism, quality of workmanship and efficiency. This mirrors the broadly positive feedback received from members of public by officers both during and following works.

f Winter Maintenance

Ongoing improvements have been made in relation to the delivery of the winter maintenance service. Extensive liaison continues to take place annually with all key stakeholders to ensure a structured and prioritised approach is taken across the city. In 2012/2013 a review of the adopted road network was completed using route optimisation software. Routes were created that cover every adopted street in Dundee giving assurances that when necessary there is a clear priority system in place for treatment. Communication improvements have also been a focus over the term of the partnership including better communications with the public with an improved website, a winter leaflet and better up to date information is provided to customer services to advise enquirers. In 2016/2017 improvements were made to the interactive gritting route map accessible on the Dundee City Council website to address improvement requirements noted by our customers and better facilitate the conveyance of information.

In 2016/2017 work was completed to improve the efficiency of salting, with a project delivered to automate salt spreading in gritters and reduce the deployment quantity of salt on our roads by intelligent computer modelled targeted treatment. The technology innovation was delivered by the RMP officers in conjunction with a leading fleet manufacture and software development firm and won three innovation awards during the year including the National APSE award for Innovation and a Dundee City Council OSCA.

4.8 Performance & Benchmarking - Key Performance Indicators (KPI's)

a External Market Comparison

KPI's relating to the approved Service Plan 2012-2017 have been regularly monitored and financial KPI's have been established for various structural maintenance and minor works over a number of years. An annual performance return is also made through SCOTS/APSE to allow comparison with other local authorities across Scotland and the UK.

A key area highlighted in previous reports and by the Executive Board was for the need to compare performance against external markets. The “Framework for Roads

Maintenance" contract which was procured for the three Tayside councils via the Tayside Procurement Consortium has been one of the sources used to compare rates with the external competitive market.

Comparison has been established for footway partial and full reconstruction, carriageway patching (40mm and 100mm depths) and carriageway resurfacing (40mm and 100mm depths). The annual report accompanying this committee paper provides the specific performance information for each of these processes.

The comparison exercise demonstrated that 88% of the rates compared with the non-restricted working time pattern were below the market rate, this is a very positive position.

When considering the scenarios within the restricted time band ie works that can only be carried out between 9.15am and 3.00pm to avoid disruption to the road network, all rates come within the band.

b Future Areas to be Developed

A number of further areas of potential development have been identified and will be actively pursued. Listed below are the main areas of work where the Partnership is realising further improvements:

- continue to monitor and review the quality of service provided through the partnership, focusing on operational quality and customer perception;
- continue to review the delivery of minor works elements of the partnership, 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 pothole repairs with a view to increasing the percentage of first time permanent repairs;
- continue to work together to establish further KPI's and drive down the unit cost of repairs, reinvesting efficiency savings back into the road network;
- continue to establish a computerised asset management system and produce a comprehensive Roads Asset Management Plan;
- continue to review service delivery and standards in conjunction with the ongoing pressures of reducing budgets; and
- work with local and national partners to deliver the Scottish Government shared service agenda.

5 CONCLUSION

5.1 The Partnership has continued to develop and has progressed well over the past year. Performance has been good and there are many positive developments and improvements either taking place or identified for review offering opportunities for continued efficiency savings.

5.2 The present Road Maintenance Partnership arrangement meets the Scottish Government's objective to increase partnership working in line with its Efficient Government agenda.

5.3 The current Partnership agreement ends on 31 March 2018 and due to the continuing performance, best value and quality service demonstrated it is recommended the current Partnership agreement be extended by a further 5 year term. The duration will align the Partnership term to be concurrent with that of the Street Lighting Partnership and also the period of the current Council Service Plan.

6 POLICY IMPLICATIONS

6.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

7 CONSULTATIONS

7.1 All members of the Council Management Team and the Managing Director of Tayside Contracts have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

8.1 There are no background papers of relevance to this report.

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Executive Director of City Development

Neil Gellatly
Head of Roads and Transportation

NHG/EMacN/KM

10 January 2018

Dundee City Council
Dundee House
Dundee

Highway/Road Asset

Annual Status and Performance Report

Roads Maintenance 2016/17

1 Introduction

This report presents a summary of the council's carriageway and footway assets as at March 2017. It:

- Describes the current condition of the asset
- Details the service that the asset and current budgets are able to provide
- Details the operational and financial performance

The report complements the Road Asset Management Plan (RAMP). It provides information to assist with budget setting for roads.

Status

The status of each asset group (carriageway and footway) is provided in terms of current condition, the outputs that are delivered, the standards being achieved and, where possible, an indication of customer satisfaction.

Performance & Benchmarking

The report provides an overview of the operational and financial performance for carriageways and footway. Three separate sources of information have been used to measure performance and demonstrate that the road maintenance service is being delivered efficiently.

- APSE/SCOTS - Dundee performance indicators yearly trend comparison
- APSE/SCOTS - Comparison for 2016/17 with other city authorities and Scottish average
- DCC Internal Indicators for Carriageway & Footway Performance, set by the executive board and detailed within the 2012-17 City Development service plan
- Comparison with external market – use of the "Framework for Road Maintenance" contract to measure internal carriageway & footway performance with the external market. This contract was procured for the three councils in 2015 via the TPC (Tayside Procurement Consortium), and is due for renewal on 1 April 2018.

2 Carriageways

2.1 Status Report

Asset Group: Carriageway

The Asset

Statistics

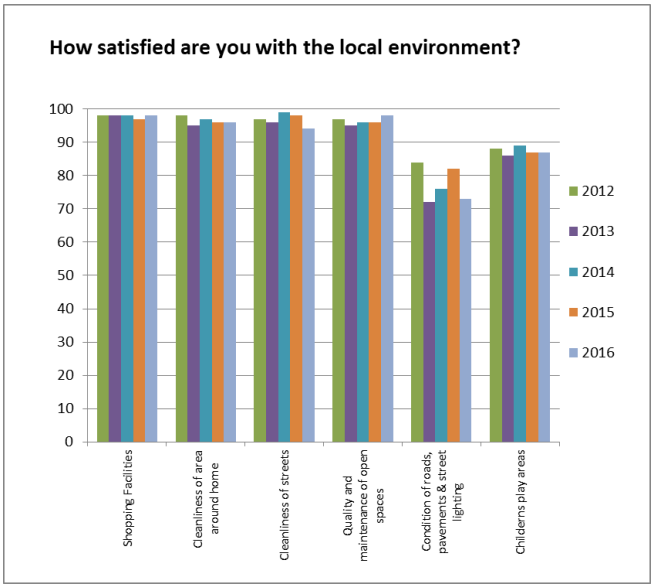
Road Class	Urban Length (km)	Rural Length (km)	Total Length (km)
A Road	32.6	9.0	41.6
B Road	14.5	3.6	18.1
C Road	91.6	7.7	97.3
Unclassified Road	408.5	5.7	414.2
Total Length (km)	**547.2**	**26.0**	**573.2**

Total adopted carriageway area – 4,030,859 m^2

Commentary

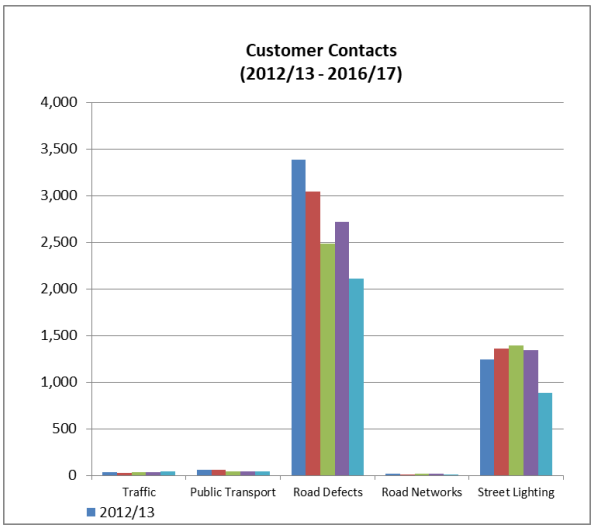
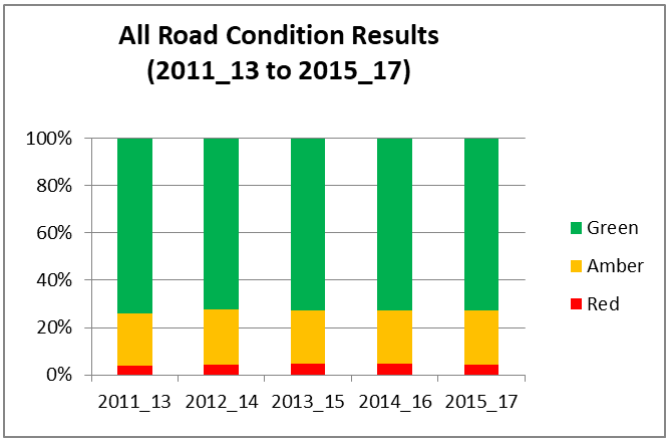
- The level of carriageway inventory is medium. It is stored on the ARCGIS. It is as reported within Whole Government Account return.
- The WDM Asset Management System is continuing to be developed, including adding the inventory data.
- The carriageway asset is likely to grow with the transfer of council adopted network and local growth through housing development.

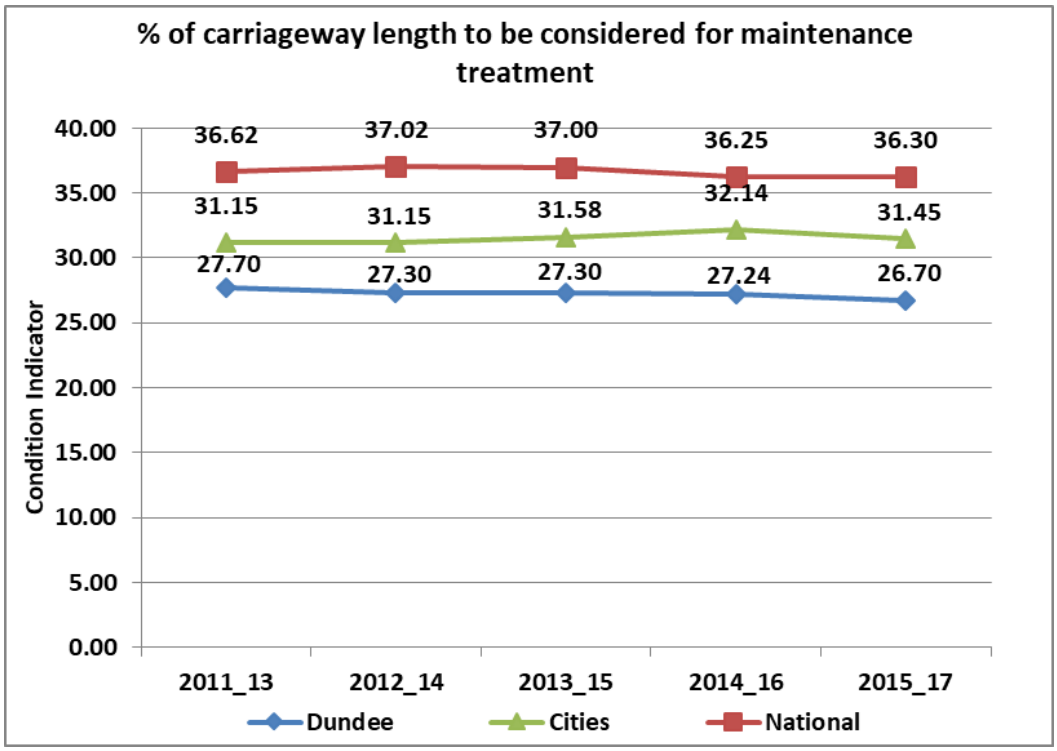
Customer Expectations

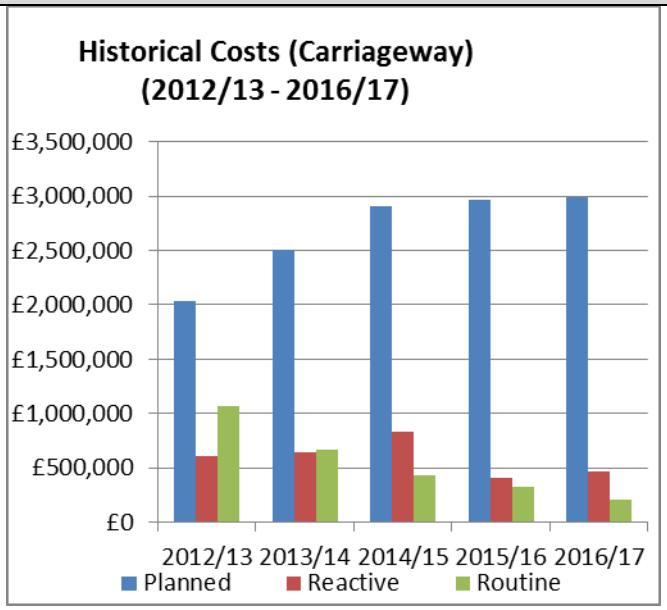


- Dundee City Council undertakes an Annual Citizens Survey.
- The chart to the left shows satisfaction with the condition of roads, pavements and street lighting has averaged 77% over the last 5 years
- The condition of roads, pavements and street lighting has the lowest level of customer satisfaction, and is subject to the largest year on year variation.

Asset Group: Carriageway

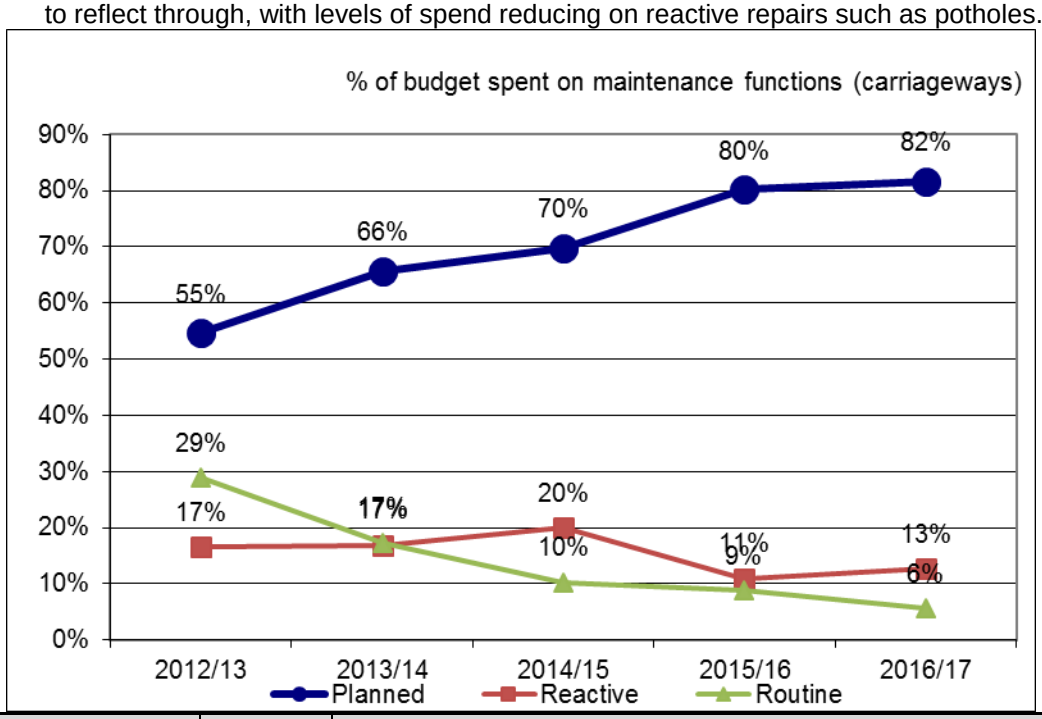
	Statistics	Commentary
		• Road defects are the most common transport category that leads customers to contact Customer Services, with 2,110 road defects reported in 2016/17. • The customer contact in relation to roads defects has reduced in 2016/17 compared to 2015/16 (includes winter enquiries). • This was the most common category ahead of street lighting which had 889 faults reported from the customers in 2016/17.
Condition Background	• The Scottish Road Maintenance Condition Survey (SRMCS) measures the network using SCANNER and summarises the condition of the carriageway into the following bands: Green – The road is in an acceptable condition Amber – The road condition indicates that further investigation is needed to establish if treatment is required. Red – The road has deteriorated to the point at which repairs to prolong future life should be considered • Detailed in the tables below is an overview of the condition based on the various class of road and the overall condition in comparison to the Cities Group and the Scottish average.	
All Road Condition		**The network is split as detailed below:** • A Roads (8.8% of the network) - 100% of one side is measured annually • B Roads (2.7% of the network) - 50% of one side is measured annually • C Roads (22% of the network) - 50% of one side is measured annually • U Roads (66.6% of the network) – 5 -10% of one side is measured annually

Asset Group: Carriageway		
	Statistics	**Commentary**
Road Condition Comparison	• The corporate target set in 2012/13 was to maintain a Road Condition Indicator (RCI) of 27.7%. The target has been met for the last five years and is currently sitting at 26.7%. The strategy is to continue to meet or exceed the corporate target of 27.7%. • The level of condition on the Unclassified Roads is considered poor however, has been maintained at a steady state following increased investment since 2012/13. • Over the coming years the intention is to continue investment within the unclassified road network to improve general road condition. 	
Historical Investment in £'s		• Planned works comprise of maintenance programmes which target renewing the asset • Planned works have increased annually with investment being maintained over 2015/16 and 2016/17 at £2.9M. (Maximising spend on planned works). • Reactive works are smaller scale defects which require repair to reduce safety issues i.e. potholes. The spend in this area peaked in 2014/15 at £0.83m pa reducing to £0.46M pa in

Asset Group: Carriageway		
	Statistics	**Commentary**
		2016/17 • Routine works ensure assets are maintained to an agreed level of service e.g. gully cleaning.

Historical Investment as a % of Planned, Routine & Reactive

- Detailed below is the percentage of spend annually on planned, routine and reactive maintenance. The strategy of increased investment in planned maintenance is starting to reflect through, with levels of spend reducing on reactive repairs such as potholes.



Investment and Output (2016/17)

Cost Category	£k	Output
Planned Maintenance - Preventative	£727k	– 79,530m^2 of surface dressing (£493k) – 30,781m^2 of thin surfacing (£234k)
Planned Maintenance - Corrective	£2,178k	– 4,818m^2 of thin overlay up to 60mm (£54k) – 40,462m^2 of thin inlay up to 60mm (£1,073k) – 30,666m^2 of moderate inlay >60 to 100mm (£730k) – 9,828m^2 of structural inlay >100mm (patching) (£257k) – 343m^2 of reconstruction (£64k)
Planned Maintenance - General	£89k	– Signs & Bollards Maintenance (Street furniture) (£36k) – Street Name Plates (Street furniture) (£20k) – Pedestrian barrier (Street furniture) (£15k) – Joint fill, repairs to cracks, open joints etc (£18k)
Routine Cyclic Maintenance	£208k	– 15,645 no. Gullies Cleaned (£123k) – Road-marking renewed (£85k)
Reactive Repairs (emergency)	£54k	– 33No Cat 1 defect repairs – Floodwater Events & Drainage Investigations (£34k) – Emergency Closure (£2k) – Debris Clearing (£18k)
Reactive Repairs (non-emergency)	£411k	– 8,850 No Pothole repairs in 2016/17 (£224k) ○ 3,032 No (34%) of total above are "First Time Permanent" Thermal Patching (£126k). – 50 no. Gully Repairs (£61k)
Winter Maintenance	£1,037k	– Total cost of carriageway service.

	Routine - Inspection & Survey	£0k	− Covered through staff costs
	Staff Costs	£535k	− Staff costs (£535,293)
	Overhead *	£429k	− Transport costs (£9,645) − Supplies & services (£23,157) − Property (£248,000) − Department admin & overhead (£36,934) − Central admin/overhead (£111,310)

This is a summary of the main investment and output carried out in 2016/17. It does not detail every item of work and attributed spend for the year.

Total adopted carriageway area – 4,030,859 m^2

The percentages referred to above relate to the area treated in relation to the overall area of adopted network.

Valuation

Gross Replacement Cost	£642,758,710
Depreciated Replacement Cost	£558,241,034
Annualised Depreciation Charge	£7,693,762

- The annualised depreciation (AD) was £7.7m which represents the average amount by which the asset will depreciate in one year if there is no investment in renewal of the asset.
- The information is derived from the Whole Government Accounts return for 2016/17.

Key Issues

The SRMCS results indicate that approximately 26.7% of the public roads within Dundee City should be investigated and considered for repair (145 km). In the current council service plan 2012 – 17 the level to be maintained over the period of the plan is 27.7% (151 km). Although it is a relatively short period of time since this strategy has been implemented it is positive to note the indicator is being achieved since the target was set in 2012/13 and the results have continued to improve year on year, most recently with a 0.6% condition improvement between 2015/16 and 2016/17.

Planned maintenance expenditure represents the monies spent on renewals of the asset, as opposed to small scale repairs. In 2016-17 a total of £2,994,000 was invested in planned maintenance/renewal of the carriageway asset, 39% of the estimated annual depreciation of £7,693,762.

The total area of planned treatment as a percentage of the overall network was 196,428m^2, this represents 4.9% of the total network area. This planned treatment percentage is similar to that delivered in 2015/16 (5.3%) and is an increase of 2% of the total network treated compared to 2014/15.

Output from the SCRMC suggested that the strategy of investing in the unclassified network since 2012/13 is having the desired effect of maintaining the overall RCI of 27.7% but also maintaining the steady state for unclassified roads. The condition of roads in residential areas remains a focus for planned investment, over the coming years, it is the intention to continue the same investment strategy and improve the condition of the unclassified network. This will need to be a key objective if the agreed RCI of 27.7% is to be maintained.

Reactive pothole repairs had been on a steady increase since 2011/12, peaking in 2013/14 at

	26,638No. In 2016/17 the overall number of potholes repairs reduced to 8,850No a 66% reduction from the peak. This improvement is attributed to the investment strategy referred to above and the impacts of less sever winters over that of previous years. With the investment in planned maintenance and a review of how best to deal with reactive repairs the expenditure on reactive repairs has reduced whilst maintaining the road condition. The expenditure on reactive repairs is continually being reviewed in particular pothole repairs. In 2014/15 an enhanced focus was placed on improving the number of first time permanent repairs with a target set of 30% of all those carried out. In 2016/17 of the 8,850No repaired 35% were completed with a first time permanent repair, achieving the target for the third consecutive year. As part of the asset management process, it was identified that there is a lack of formal policies and service standards in relation to the maintenance and management of the carriageways within Dundee City Council. Work has been ongoing to detail service level standards e.g. frequency of gully cleaning etc and have these documented within a maintenance manual. In addition there has been a Tri council approach to align service standards across the three council areas (where feasible) to have a seamless standard regardless of boundaries.
Current Strategies	The executive board have identified key areas to be taken forward in 2016/17, these are: • Improve the quality of service provided for all aspects of RMP • Improve the quality standards of all structural and cyclic works • Improve the delivery of minor works • Implement electronic data capture asset management system • Maintain the agreed KPI targets within the RMP These five objectives cover all parts of the maintenance service and tie in with the overarching objectives of the 2012 to 17 service plan. The Roads Maintenance Partnership has identified the policy requirements for the carriageway asset, these will form part of the Road Asset Management Plan (RAMP) documents which will be forwarded to City Development Management Board for review/approval. A five year capital programmed strategy of preventative and corrective maintenance has continued. This is a recognized asset management approach of not just correcting existing poor road condition (amber & red areas) but preventing roads from deteriorating (green areas). This is designed to maintain the condition of the carriageway network to the agreed road condition RCI 27.7%. The budget required to sustain this level has been calculated via an external consultant engaged by all 32 local authorities to determine existing maintenance backlog and steady state. The calculated figure for Dundee in 2016/17 was £2.5m. A maintenance regime is undertaken annually with a current investment of around £2,500k planned for 2017/18. In general, resources are used to ensure the adopted network is maintained to a level to ensure basic safety and accessibility. The Service is striving to implement a proactive methodology towards road maintenance. However pressures on funding levels in the future (particularly in real terms), combined with ongoing severe weather events, may hinder this strategy and induce a more reactive approach i.e. increased pothole repairs.

Current Status	As at 31 March 2017 − → annual budget maintained over time − → maintained level of measured condition − ↘ decreasing quantities of minor defects (potholes and the like) − ↘ significant decrease in 3rd party claims submitted − ↘ decreasing numbers of customer enquiries. − ↘ decreasing level of customer satisfaction.	It is envisaged that maintained level of investment will ensure that the various corporate targets set will continue to be achieved. Efforts will be ongoing to improve the efficient and effective delivery of the service by investing in the network and improving the quality of repairs.

3 Footways

3.1 Status Report

Asset Group: Footways

The Asset

Statistics

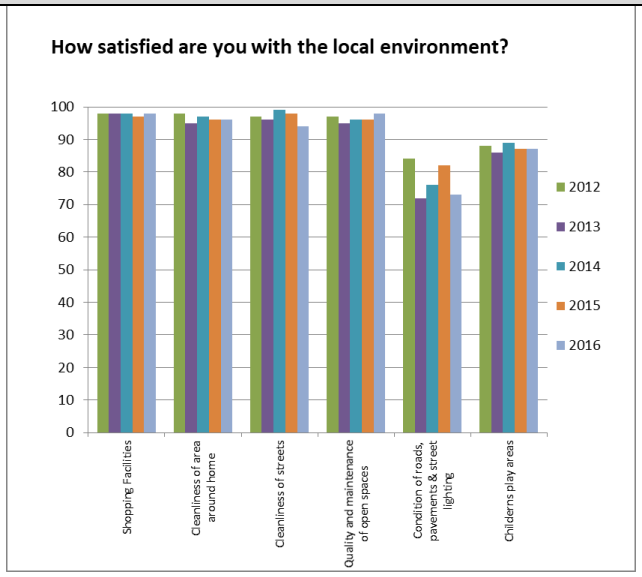
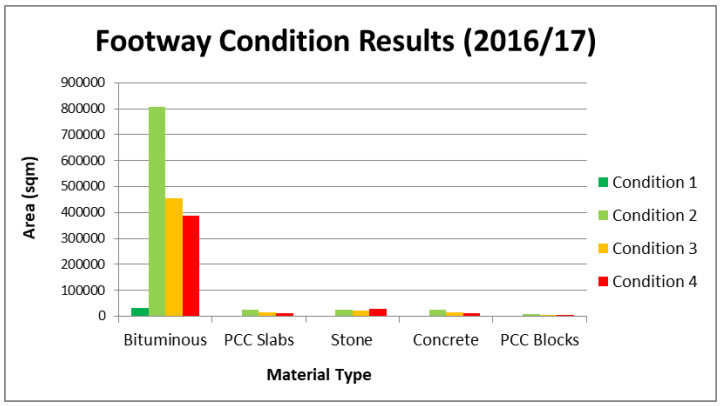
Material Type	Condition 1	Condition 2	Condition 3	Condition 4	Total Area (sqm)
Bituminous	33,691	808,596	454,835	387,452	1,684,575
PCC Slabs	1,123	26,953	15,161	12,915	56,152
Stone	1,123	26,953	20,367	29,401	77,844
Concrete	1,123	26,953	15,161	12,915	56,152
PCC Blocks	374	8,984	5,054	4,305	18,717
Total	**37,435**	**898,440**	**510,578**	**446,988**	**1,893,442**

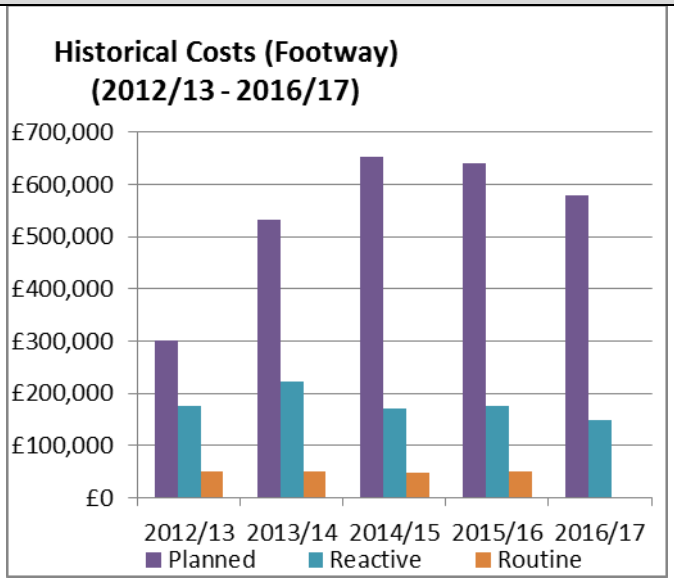
Commentary

- The level of footway inventory is medium. It is stored on the ARCGIS
- An Improvement Action is to start utilising the WDM Asset Management System. All inventory data will be stored in WDM
- The footway asset continues to increase through the adoption of footways in new developments and older housing estates. Additional budget has been separately allocated to upgrade the older housing estate assets to a level to enable full adoption.
- The current growth rate is not yet know and it is an area to be developed as part of the asset management process.

Customer Expectations

- As per the carriageway network footways have the lowest level of customer satisfaction.
- Engagement has been carried out through the LCPP process. to advise on service provided. The annual planned programme has been published on the DCC web site.
- An online customer survey has also been established in 2016 to try and obtain more

Asset Group: Footways		
	Statistics	**Commentary**
		information regarding customer satisfaction. Response to date through this separate targeted channel has recorded general satisfaction with works completed.
Condition		• The condition of the footway is measured annually via a visual inspection regime. Footway condition is measured in four categories as shown below. 1. Green – "As New 2. Green – Aesthetically Impaired 3. Amber – Minor Deterioration 4. Red – Major Deterioration • The results to the left are for the 2016/17 survey. The Cat 4 total as measured against the overall footway network area has increased by 1% on the previous year.

Asset Group: Footways		
	Statistics	**Commentary**
Investment Historical		• Planned works comprise of maintenance programmes which target renewing the asset • The Planned Works budget does not include the unadopted proportion of capital investment. • Reactive works are smaller scale defects which require repair to reduce safety issues. • Both reactive and cyclic budgets are based on historical expenditure.

Investment and Output (2016/17)

Cost Category	£k	Output
Planned Maintenance - preventative	£75k	- 11,326m^2 of slurry seal £55k, patching £20k
Planned Maintenance - Corrective	£505k	- 7,526 m^2 of footway resurfacing (£380k) - 716 m^2 High amenity repairs i.e. City Centre (£125k)
Routine Cyclic Maintenance	£0k	– No budget spent on footway routine maintenance.
Reactive Repairs (emergency)	£0k	– Cat 1 defects not currently separated from costing system.
Reactive Repairs (non-emergency)	£148k	– Slabbing repairs within the city centre and other associated footways within Dundee (£148k)
Unadopted Footway	£480k	– 7,761 m^2 Creation of adopted footways
Winter Maintenance	£345k	– Total cost of footway service
Routine - Inspection & Survey	£0k	– Covered through staff costs
Overhead *	£0	– Included in Carriageway costs
Operating Costs	£0k	– Included in Carriageway costs

This is a summary of the main investment and output carried out in 2016/17. It does not detail every item of work and attributed spend for the year.

Total adopted footway area – 1,893,442 m^2

The percentages referred to above relate to the area treated in relation to the overall area of adopted network.

Valuation

Gross Replacement Cost	£211,349,000
Depreciated Replacement Cost	£138,301,000
Annualised Depreciation Charge	£2,313,000

- The annualised depreciation (AD) was £2.3m which represents the average amount by which the asset will depreciate in one year if there is no investment in renewal of the asset.
- The information is derived from the Whole Government Accounts return for 2016/17.

<table>
<tr><td>Key Issues</td><td colspan="2">Planned maintenance expenditure represents the monies spent on renewals of the asset, as opposed to small scale repairs. In 2016-17 a total of £580,000 was invested in planned maintenance/renewal of the footway asset, 25% of the estimated annual depreciation of £2,313.000.

Higher car ownership and the resultant lack of available parking in some residential area is causing increased occurrences of parking on footways. This significantly reduces the lifespan of the asset. Although illegal, local police have shown little interest in prosecuting to prevent this practice.

Similar to the carriageways, as part of the asset management process, it has been identified that there is a lack of formal policies and service standards in relation to the maintenance and management of the footways within Dundee City Council. Work has started to detail service level standards and have these documented within the maintenance manual.</td></tr>
<tr><td>Current Strategies</td><td colspan="2">Strategy is similar to that proposed for carriageways.

A five year capital programmed strategy of preventative and corrective maintenance is continuing, designed to improve the condition of the footway and footpath network to the value of the capital allocated by the Council.

A pro-active/preventative approach will continue with regards the maintenance of high amenity areas such as the city centre. A 10 year plan for the city centre has been established to bring large areas up to a serviceable standard, reducing the high expenditure of reactive repairs.

A maintenance regime is undertaken annually with an investment of around £500k planned for 2017/18, this is a reduction of £80k and will impact on the level of treatment to be undertaken. In general, resources are used to ensure the adopted network is maintained to a level to ensure basic safety and accessibility. The use of proprietary materials such as slurry seal have been increased to maintain the footway network, this will ensure that footways with less footfall will be treated and improve the overall condition of the footway network in an efficient and effective manner.</td></tr>
<tr><td>Current Status</td><td>As at 31 March 2017
− ↘ annual budget decrease and will reduce by a further 16% in 2017/18.
− ↘ decrease in measured condition (1% decrease)
− ↘ decrease in customer satisfaction.</td><td>It is envisaged although there is to be a reduction in budget, the preventative approach and use of proprietary materials will limit the worsening of the footway condition.

Efforts will be ongoing to improve the efficient and effective delivery of the service by investing in all the network and improving the quality of repairs.</td></tr>
</table>

4 Asset Performance

4.1 Performance General

Asset performance is measured using a suitable suite of APSE (Association for Public Service Excellence) and SCOTS (Society Chief Officers Transportation Scotland) Performance Indicators (PIs), along with internal indicators agreed with the executive board and comparisons with the external market. These PIs grouped under applicable categories are shown in the tables below.

4.2 Carriageway Performance (APSE/SCOTS)

- Indicators (PIxx): Mandatory Indicator; - all authorities should provide this data
- Statistic (Stat): Other Important asset performance data that authorities should also provide

Table 4.1 gives a comparison for Dundee over the last four years, 2013/14 to 2016/17

Table 4.1 APSE/SCOTS Performance Indicators Yearly Trend Comparison

	PI Ref:	SCOTS / APSE PI Description	2013/14	2014/15	2015/16	2016/17	Standing (Scotland)
Carriageway							
Safety	**PI 03a**	% of Cat 1 defects made safe within response times.	100.00%	100.00%	100.00%	100.00%	1 of 27
	PI 39	% of safety inspections completed on time.	100.00%	100.00%	100.00%	52.82%	27 of 27
	Stat	Total number of Cat 1 defects	31	4	34	33	15 of 27
	Stat	Total number of 3rd party claims	141	174	90	62	20 of 28
Condition and Asset Preservation	**PI 40**	% of carriageway length to be considered for maintenance treatment	27.30%	27.29%	27.24%	26.70%	29 of 31
	PI 41	% of carriageway length treated	3.47%	3.48%	4.80%	4.16%	13 of 29
Financial	**PI 42a**	Total carriageway maintenance investment by carriageway length	£7,642	£8,558	£7,413	£6,268	10 of 30
	Stat	Total cost of reactive maintenance	£646,825	£830,387	£555,215	£823,031	17 of 29
	Stat	Total settled cost of 3rd party public liability claims	£2,008	£175	£2,353	£812	23 of 28
	Stat	% of budget spent on planned maintenance	67.35%	71.35%	77.84%	73.50%	14 of 30
	Stat	% of budget spent on reactive maintenance	17.34%	20.41%	15.32%	23.01%	10 of 29
	Stat	% of budget spent on routine maintenance	15.30%	8.23%	6.84%	3.48%	25 of 29

Data from the SCOTS PI Data Report 16-17 (APSE Results report)

- With reference to PI. 39 the performance of safety inspections completed on time was low during the period following a change implemented to inspection frequency regime which involved a 25%

reduction of inspection staff within the service. The new inspection regime is now embedded and performance has risen accordingly during the 2017/18 financial year.

APSE/SCOTS Headline Results for Dundee City Year on Year Comparison 2013-14 to 2016-17

- Dundee are continuing to show an annual year on year improvement in the majority of all key performance indicators, which they can directly influence.
- Dundee has increased its percentage of expenditure on planned maintenance and reduced the reactive maintenance over the four year period, this is in line with agreed strategy.
- Key service standards of Cat 1 defect repairs and safety inspections are being maintained.

Table 4.2 provides a comparison for 2016/17 with Dundee, other city authorities and Scottish average.

Table 4.2 APSE/SCOTS Comparison for 2016/17 with other city authorities and Scottish Average

	PI Ref:	SCOTS / APSE PI Description	Scottish Ave	Council Results 2016-17			
				Dundee	Aberdeen	Edinburgh	Glasgow
Carriageway							
Safety	**PI 03a**	% of Cat 1 defects made safe within response times.	88.10%	100.00%	98.77%	52.58%	97.35%
	PI 39	% of safety inspections completed on time.	90.50%	52.82%	No Data	100.00%	93.30%
	Stat	Total number of Cat 1 defects	259	33	81	1,940	264
	Stat	Total number of 3rd party claims	116	62	119	309	551
	PI 114	% of carriageway network subject to precautionary salting treatment	48.31%	56.52%	48.30%	80.67%	40.08%
Condition and Asset Preservation	**PI 40**	% of carriageway length to be considered for maintenance treatment	36.30%	26.70%	30.61%	34.60%	30.80%
	PI 41	% of carriageway length treated	3.97%	4.16%	No data	1.70%	6.05%
Financial	**PI 42a**	Total carriageway maintenance investment by carriageway length	£6,057	£6,268	£5,419	£6,100	£10,132
	PI 57	Total cost per Km of carriageway travelled for precautionary salting treatment	£52.76	£55.54	£320.18	£31.33	£192.99
	Stat	Total cost of reactive	£1,188,986	£823,031	£986,446	£2,098,787	£1,531,818

		maintenance					
	Stat	Total settled cost of 3rd party public liability claims	£34,629	£812	£5,717	£200,210	£16,259
	Stat	% of budget spent on planned maintenance	73.27%	73.50%	63.28%	70.65%	82.86%
	Stat	% of budget spent on reactive maintenance	18.21%	23.01%	23.49%	22.29%	9.84%
	Stat	% of budget spent on routine maintenance	8.52%	3.48%	13..23%	7.05%	7.30%

APSE/SCOTS Headline Results for Dundee City 2016-17

- Dundee has one of the lowest proportions of road that needs to be considered for maintenance (RCI) compared to other Scottish Cities, 27.24% (amber and red areas).
- Third party claims is the lowest of the four city members and below average for Scotland supporting the positive position of road condition scoring of the asset.
- Dundee precautionary salting treatment is highest of the cities and above average for Scotland.
- The percentage of planned maintenance is in line with the Scottish average and above the Cities Group average, this is an efficient use of budget available.
- Dundee investment in planned maintenance is around average compared to all Scottish Authorities however, is achieving one of the best road condition scores.

4.3 Carriageway & Footway Performance (DCC Internal Indicators)

Table 4.3 provides a comparison of Dundee's internal performance over the previous four years.

Table 4.3 Partnership |Internal Performance Indicators Yearly Trend Comparison

			Dundee				
	Measures	Target	2008/09	2013/14	2014/15	2015/16	2016/17
Condition/Asset	Dundee City RCI Index	27.7	23.2	27.3	27.29	27.24	26.7
	Cities Average RCI Index	N/A	27	31.15	31.58	32.14	31.45
	Scottish Average RCI Index	N/A	34	37.02	37	36.25	36.4
Customer Service	Total number of pothole repairs	Reduce	8,291	26,638	21,158	14,312	8,850
	Average time taken to repair CAT 1 (Hours)	3 hours	N/A	0.48	1.12	1.35	1.97
	Average time taken to repair CAT 2 (Days)	3 days	N/A	1.50	2.23	2.93	5.04
	Average time taken to repair CAT 3 (Days)	28 days	N/A	12.43	21.01	18.91	21.16
	% of CAT 1 repairs within 3 hours	90%	100%	100%	100%	100%	100%
	% of CAT 2 repairs within 3 days	85%	96%	91%	88%	91%	85%
	% of CAT 1 repairs within 28 Days	80%	98%	92%	77%	81%	80%
	Permanent repairs as a % of potholes	30%	0.00%	15.00%	34.00%	36.00%	35.00%
	Area of Footway Treated m^2	Maximise	24,111	37,845	25,896	24,179	32,073
	Area of Carriageway Treated m^2	Maximise	86,884	143,521	153,985	212,882	191,423
	Number of gullies cleaned annually	Maximise	34182	31683	22587	17900	16660
Financial	Average costs of pothole repair	Reduce	£23.27	£13.10	£25.16	£21.43	£22.86
	Average cost per Sq.m of surfacing	Reduce	£16.84	£22.01	£22.14	£21.33	£23.49
	Average cost per Sq.m of patching	Reduce	£36.18	£27.56	£32.29	£25.74	£26.48
	Average cost to clean a gully.	Reduce	£4.35	£5.33	£5.66	£7.12	£6.21
Environment	% of construction material recycled	90%	100.00%	100.00%	100.00%	100.00%	100.00%
	Tonnage of Tayset Used	500T	N/A	345T	770T	436T	1260T
	Annual Co2 savings in using Tayset	Target	N/A	9T	19T	11T	33T

- With reference to the quantity of recycled premium surfacing product 'Tayset' used during the period (as reported under the Environment sub-section of Table 4.3) the volume of Tayset has increased due to the establishment of a new form of reconstruction treatment deployed which associates a surface dressed Tayset road construction. The programme of this form of treatment differs between years and is governed by the asset life cycle maintenance requirement, however the 500 tonne annual usage target shall be increase in future years to challenge the optimisation of road recycling treatments undertaken.

DCC Internal Indicators Headline Results for Dundee City 2016-17

- Carriageway area treated has increased by 25% compared to 2013/14 with 191,423m^2 vs 143,521m^2. The increase in carriageway treated relates to greater volumes of surface dressing and thin surfacing treatment (preventative treatment).
- Pothole numbers peaked in 2013/14, these have reduced by 2016/17 by approximately two thirds (8,850No). Service standards are still being achieved for all categories of repair.
- Permanent first time repairs have exceeded the 30% target in 2016/17 achieving 35%.
- The overall cost of pothole repairs has increased slightly on the previous year, this is due to increased travelling with lower numbers identified. Dundee City remains the only Scottish local roads authority to only utilise hot asphalt material in all pothole repairs.
- Gully cleansing unit costs have decreased on the previous year which is attributed to the reduced waste disposal costs following opening of the Riverside fluid waste recycling facility.

4.4 Footway Performance (APSE/SCOTS)

Table 4.5 provides a comparison for 2016/17 with other city authorities and Scottish average.

Table 4.6 APSE/SCOTS Comparison for 2014/15 with other city authorities and Scottish Average

	PI Ref:	SCOTS / APSE PI Description	Scottish Ave	Council Results 2016-17			
				Dundee	Aberdeen	Edinburgh	Glasgow
Footway							
Financial	**PI 49a**	Total footway maintenance Investment by footway length	£1,003	£749	£489	£1,887	£460
	PI 58	Cost per Km of footway travelled for salting treatment	£652	No data	No data	£711	No data
	PI 49b	Total footway maintenance expenditure by footway network length (excluding client cost)	£891	£749	£423	£1,647	£471
	Stat	Total cost of reactive maintenance	£162,146	£209,296	£82,908	£807,266	£202,233
	Stat	% of budget spent on planned maintenance	85.34%	70.47%	89.26%	78.52%	83.34%
	Stat	% of budget spent on reactive maintenance	14.98%	29.53%	10.74%	21.48%	13.93%
	Stat	% of budget spent on routine maintenance	5.84%	0.00%	0.00%	0.00%	2.73%

APSE/SCOTS Headline Results for Dundee City 2016-17

- Dundee invests a lower value per/Km in footway maintenance compared to the Scottish Authorities average.

- The percentage of work defined as planned against that of reactive differs from the average however there are variances in the basis of reporting information (as demonstrated with the fluctuation values assigned to reactive maintenance by each of the City authorities).

4.5 Carriageway & Footway Performance (Comparison with external market)

As part of the partnership renewal in 2012, it was agreed that comparison was required with external markets. Table 4.4 details a comparison using the "Framework for Road Maintenance" procured for the three councils via the TPC (Tayside Procurement Consortium) and has been used to compare rates with the external competitive market. The framework was established for the delivery of surfacing and proprietary services.

Comparison was made for:

- Footway – partial and full reconstruction
- Carriageway patching – 40mm and 100mm patching
- Carriageway resurfacing - 40mm and 100mm resurfacing

Comparison of Roads Maintenance Partnership Rates vs Framework Contract Rates
Information is based on Gross Unit Rates i.e. % uplift added.
The Framework contract rates are an average rate of those within 20% band.
Current framework contract started in 2015 and expires in 2018.

Information for 2016/17 - April 15 to March 16

Provider	JOB TYPE	2014 15	2015 16	2016 17
	Footway HRA Partial			
RMP Gross Actual Unit Cost	20/40 HRA/DBM Footway Partial	£36.61	£45.06	£44.05
Framework Gross Theoretical Unit Cost	20/40 HRA/DBM Footway Partial	£41.17	£57.59	£57.59
Framework Gross Theoretical Unit Cost (Restricted Hours 9.15 to 15.00)	20/40 HRA/DBM Footway Partial	£41.32	£66.23	£66.23
Diff between RMP & Framework		-11.08%	-21.76%	-23.51%
	Footway HRA Full with Kerbs			
RMP Gross Actual Unit Cost	20/40 HRA/DBM Footway Full Con with kerbs	£53.19	£55.03	N/A
Framework Gross Theoretical Unit Cost	20/40 HRA/DBM Footway Full Con with kerbs	£47.96	£81.73	£81.73
Framework Gross Theoretical Unit Cost (Restricted Hours 9.15 to 15.00)	20/40 HRA/DBM Footway Full Con with kerbs	£52.83	£93.99	£93.99
Diff between RMP & Framework		10.91%	-32.67%	N/A
	40mm HRA Patching			
RMP Gross Actual Unit Cost	40 HRA Patching	£27.17	£22.37	£26.48
Framework Gross Theoretical Unit Cost	40 HRA Patching	£25.77	£28.78	£28.78
Framework Gross Theoretical Unit Cost (Restricted Hours 9.15 to 15.00)	40 HRA Patching	£33.20	£33.10	£33.10
Diff between RMP & Framework		5.44%	-22.27%	-7.99%
	100mm HRA/DBM Patching			
RMP Gross Actual Unit Cost	40/60 HRA/DBM Patching	£40.34	£39.09	N/A
Framework Gross Theoretical Unit Cost	40/60 HRA/DBM Patching	£59.39	£61.67	£61.67
Framework Gross Theoretical Unit Cost	40/60 HRA/DBM Patching	£72.22	£70.92	£70.92

(Restricted Hours 9.15 to 15.00)				
Diff between RMP & Framework		-32.08%	-36.61%	N/A
	40mm HRA Resurfacing			
RMP Gross Actual Unit Cost	40 HRA Resurfacing	£21.12	£23.45	£23.49
Framework Gross Theoretical Unit Cost	40 HRA Resurfacing	£19.85	£21.30	£21.30
Framework Gross Theoretical Unit Cost (Restricted Hours 9.15 to 15.00)	40 HRA Resurfacing	£22.45	£24.49	£24.49
Diff between RMP & Framework		6.40%	10.09%	10.28%

	100mm HRA/DBM Resurfacing			
RMP Gross Actual Unit Cost	40/60 HRA/DBM Resurfacing	£32.97	£34.60	£29.13
Framework Gross Theoretical Unit Cost	40/60 HRA/DBM Resurfacing	£37.88	£41.60	£41.60
Framework Gross Theoretical Unit Cost (Restricted Hours 9.15 to 15.00)	40/60 HRA/DBM Resurfacing	£44.05	£47.84	£47.84
Diff between RMP & Framework		-12.97%	-16.83%	-29.98%

DCC comparison with external market 2016-17

- With the exception of one treatment type all forms of treatments assessed are being delivered under the average market rate.
- All rates come within the band for unrestricted and restricted works, this is very positive position.
- Over the 3 year period the majority of the out turn rates for the RMP have improved or remain close to the rates in 2014/15.
- It must be noted that the RMP rates are actual outrun rates for works carried out and the external rate is based on theoretical works, therefore there is the possibility within the RMP resurfacing rate that this covers additional depth of construction not allowed for in the theoretical rate.
- The overall rates comparison demonstrate that the partnership is delivering best value when compared to the external market.