

REPORT TO: ROADS AND STREET LIGHTING PARTNERSHIP EXECUTIVE BOARDS

REPORT ON: ROAD AND STREET LIGHTING ANNUAL PERFORMANCE 2023/24

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

REPORT NO: 2025/MC/LC/001

DATE: 3 APRIL 2025

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 road maintenance and street lighting services during the 2023/24 financial year.

2 RECOMMENDATION

- 2.1 It is recommended that the Executive Boards note 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.
- It has created an environment of collaborative development where new sustainable and specialist material products have been produced, and the service offering has 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 several 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 both Partnership 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 transport arrangements for Radio 1 Big Weekend in May 2023, the RMP received recognition for providing an outstanding level of work in supporting a high profile and sensitive public event. In 2023/24 the Dundee Streetlighting Partnership team was shortlisted as a finalist in the Best Performer category for the APSE Performance Network awards.
- 4.6 Appendix 1 (Roads Maintenance Partnership) and Appendix 2 (Street Lighting Partnership) contain information from the SCOTS/APSE (Scottish Collaboration of Transportation Specialists/Association of Public Service Excellence) benchmarking exercise for the 2023/24 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 their formation. 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 in alignment with the objectives of the Roads Asset Management Plan 2023-2028.
 - 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 1.5% increase in expenditure per kilometre on the preceding year was below inflationary levels. 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 2023/24 featured the continuation of the annual surfacing dressing programme. However, the surface dressing programme was reduced due

to the deterioration of the carriageways identified. As a result, the overall extent of carriageway length treated was 2.08% compared to the previous year's 3.40%.

- 5.4 The number of gullies attended to in 2023/24 was 17,934. The total number of gullies cleaned accounted for 68.35% of the total inventory which is greater than the other City Authorities and the national average.
- 5.5 The 2023/24 winter season finished with a below average number of hours worked with just under 31,500 hours logged during the entirety of the season compared to a rolling 10-year average of 40,623 hours worked. In total 4950 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 15,364 reactive defects during 2023/24. 96.3% 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).

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 has the lowest CO₂ emissions per light of any Scottish city and is also significantly lower than the Scottish average. Any lights that do fail are fixed quickly with 94.8% of repairs carried out within 7 days taking 5.2 days on average compared to a Scottish average time of 9.57 days.
- 6.3 From review of the national comparison, Dundee is in the top quartile in Scotland for lowest energy costs, energy consumption, and has the lowest CO₂ emissions of any Scottish city for its streetlighting equipment at 32.1kg, significantly less than the Scottish average of 38.2kg. 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 streetlights.
- 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 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 has reduced to a low of 3.691MWh in 2023/24 compared to 11.009MWh in 2013/14. This has achieved a corresponding reduction of 5090 tonnes of CO₂ over the same period in time.

Appendix 1

Annual Status Report

Road Maintenance

2023/24

Cities Benchmarking Group - Benchmarking KPI's for 2023/24								
Measures		Dundee City Council			City 'A'	City 'B'	City 'C'	Scottish Average
		2021/22	2022/23	2023/24	2023/24			
Headline Performance Indicators	Total expenditure by carriageway network length (£ per km)	£14,094	£15,385	£15,606	£15,928	£1,687	£10,244	£6,257
	Road Condition Index Score (% of carriageway length considered for maintenance)	28.2%	28.2%	27.5%	29.8%	26.8%	30.6%	34.7%
Carriageways	Total number of CAT 1 defects	77	130	178	No Data	14	173	115
	% of CAT 1 defects made safe within response time	99%	100%	96%	No Data	93%	89%	85%
	% of safety inspections completed on time	98%	96%	100%	No Data	No Data	No Data	94%
	Total number of 3rd party claims	32	55	62	No Data	122	2896	283
	Total settled cost of 3rd party public liability claims	£180	£0	£94	No Data	£8,760	£173,214	£30,600
	% of carriageway length treated	2.78%	3.40%	2.08%	3.16%	2.68%	3.93%	2.77%
	Actual cost of all maintenance work on carriageways	£4,340,753	£3,459,388	£3,779,503	£17,466,510	£1,756,649	£4,074,411	£7,799,938
	Percentage on planned maintenance work (carriageways)	81%	75%	69%	85%	100%	1%	72%
	Percentage on reactive maintenance work (carriageways)	15%	19%	23%	15%	No Data	11%	20%
	Percentage on routine maintenance work (carriageways)	4%	6%	8%	0%	No Data	12%	8%
	Actual number of gullies/road drains that authority is responsible for	26236	26236	26236	No Data	31052	69175	30641
	Actual number of gullies/road drains emptied during year	18168	15602	17934	No Data	9102	10356	16210
Footways	Total number of CAT 1 defects	0	0	0	0	1	3	9
	% of CAT 1 defects made safe within response time	100%	100%	100%	100%	100%	100%	89%
	Total number of 3rd party claims	19	13	12	No Data	32	172	19
	Total settled cost of 3rd party public liability claims	£0	£7,221	£0	No Data	£278	£173,148	£20,518
	% of footways length treated	0.80%	0.80%	0.78%	0.92%	0.21%	0.03%	0.49%
	Actual cost of all maintenance work on footways	£782,186	£795,402	£775,132	£8,439,628	£452,148	£1,130,504	£1,280,332
	Percentage on planned maintenance work (footways)	80%	88%	82%	87%	100%	63%	77%
	Percentage on reactive maintenance work (footways)	20%	12%	18%	13%	No Data	29%	18%
	Percentage on routine maintenance work (footways)	0%	0%	0%	0%	No Data	3%	6%

Appendix 2
Annual Status Report
Street Lighting
2023/24

SCOTs Cities Benchmarking Group - Streetlighting Benchmarking KPI's for 2023/24

					City 'A'	City 'B'	City 'C'	Scottish Average 2023
Measures		2021/22	2022/23	2023/24	2023/24			
Condition/Asset Preservation	Routine faults as a % of street lighting stock	1.23%	1.00%	1.04%	2.46%	9.09%	No data	4.88%
Reliability	% of columns which have exceeded their Expected Service Life	23.82%	23.70%	25.42%	48.22%	46.02%	51.06%	33.30%
	% of columns replaced	1.12%	1.04%	1.37%	0.20%	0.56%	1.14%	1.14%
	% of lanterns replaced	1.02%	0.99%	0.95%	0.35%	3.60%	12.07%	2.08%
Customer Service	% of repairs within 7 days	97.80%	97.21%	94.80%	33.20%	96.52%	No data	74.30%
Repair Times & Public Perception	Average time taken to repair (days)	2.61	3.2	5.2	No data	No data	No data	9.57
	Public calls as a % of faults	189.00%	251.79%	285.00%	No data	71.01	115.78	127.1%
	Public calls as a % of street lights	2.30%	2.51%	2.98%	No data	6.46	No data	5.41%
	% of street lights which are LED	99.10%	98.52%	98.50%	91.88%	102.90%	60.63%	89.30%
Availability	Number of night inspections annually	0	0	0	0	0	0	2
Financial	Actual capital investment as a % of annual depreciation (from AMP)	64.20%	54.46%	44.38%	No data	63.38%	31.60%	42.40%
Costs & Investment	Total investment in infrastructure per street light	£106.84	£102.30	£106.08	No data	£78.56	£92.59	£56.92
	Energy cost per street lamp	£23.72	£30.37	£43.55	43.38	No data	No data	£47.37
Environmental	Average annual electricity consumption per street light (kWhrs)	151.7	158.9	153.0	123.4	265.3	290.8	167.6
Energy Consumption & Carbon Footprint	Co2 emissions (kg) per street light	34.7	30.8	32.1	34.37	59.12	85.21	38.20