

Angus Council Performs

Roads and Lighting

In the following pages we provide information on a range of indicators around Roads and Lighting in Angus. For each indicator we provide not only data but also a short explanation of our performance.

Numbers can only tell us so much about performance so every year we also publish a range of other things, such as news releases, web-pages and committee reports that might give you a better picture of the services we provide and the level of service that is delivered.

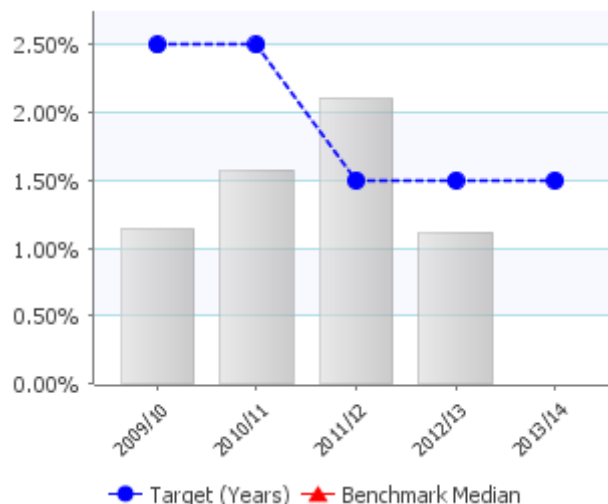
More information on Roads and Lighting in Angus can be found in the following:

- [Transport committee reports](#)
- [Damaged Roads and Pavements web-pages](#)
- [Reporting Faulty Traffic Lights and Reporting Street Lighting Faults web-pages](#)
- [Requesting New Pavements/Footpaths web-pages](#)
- [Requesting New Road Markings and Repainting Existing Road Markings web-pages](#)
- [Requesting New Road Traffic Signs or New Street Nameplates web-pages](#)
- [Road Safety and Traffic Calming Information web-pages](#)
- [Traffic Orders web-pages](#)
- [Winter Road Maintenance web-pages](#)
- [Bridges and Underpasses web-pages](#)
- [Car Parking in Angus and Car Parking Fine Enquiries web-pages](#)
- [Damaged or Missing Street Signs and Damaged or Missing Traffic Signs web-pages](#)
- [Disabled Parking Bays web-pages](#)
- [Drainage and Flooding web-pages](#)
- [Infrastructure Services Department Annual Performance Report 2012/13](#)

% of road network resurfaced per annum (KPI)

We fell short of our target in 2012/13, as in previous years. The target is set at a level that represents resurfacing the roads at an equivalent of once every 66 years. A target of 2.5% represents resurfacing roads once every 40 years which is considered sustainable. In 2011/12 we exceeded the target, and were 2nd out of 7 in our family benchmarking group of rural authorities, but were below the Scottish average of 2.3%.

Our ability to invest in resurfacing is influenced by the funding provision, other priorities and the increasing costs of construction work. The anticipated target for ISL005 is a worsening road condition over time due to the funding shortfalls compared to that required to maintain the assets. However road condition performance is better than anticipated with survey results showing we are currently 6th when compared across Scottish authorities and significantly better than the Scottish average.



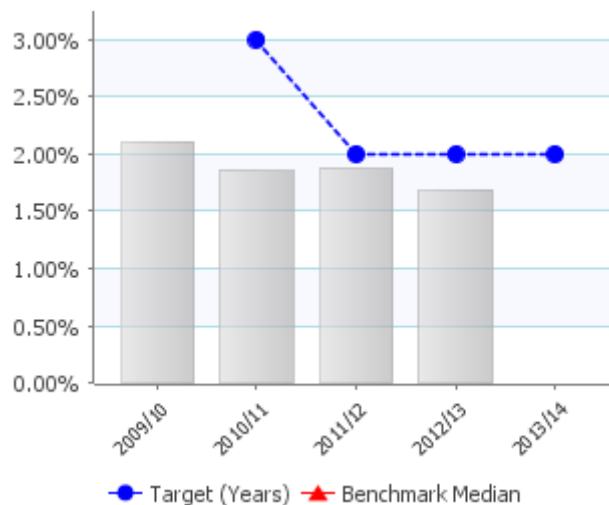
We will continue to deliver roadworks including resurfacing and surface dressing programmes, subject to funding, to improve the road condition. Performance is influenced by factors such as winter weather which accelerates deterioration of the road network.

| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|-------|--------|------------------|
| 1 | 2009/10 | 1.14% | 2.50% | Blank |
| 2 | 2010/11 | 1.58% | 2.50% | Blank |
| 3 | 2011/12 | 2.10% | 1.50% | Blank |
| 4 | 2012/13 | 1.12% | 1.50% | Blank |
| 5 | 2013/14 | Blank | 1.50% | Blank |

% of road network surface dressed per annum (KPI)

We fell short of our target in 2012/13, as in previous years. The target is set at a level that represents surface dressing roads at an equivalent of once every 50 years. Surfacing dressing roads once every 10-15 years is considered sustainable. In 2011/12 we were 6th out of 7 in our family benchmarking group of rural authorities, and were below the Scottish average of 1.96%.

Our ability to undertake preventative maintenance such as surfacing dressing is influenced by the funding provision, other priorities and the increasing costs of construction work. The anticipated target for ISL005 is a worsening road condition over time due to the funding shortfalls compared to that required to maintain the assets. However road condition performance is better than anticipated with survey results showing we are currently 6th when compared across Scottish authorities and significantly better than the Scottish average.



We will continue to deliver roadworks including resurfacing and surface dressing programmes, subject to funding, to improve the road condition. Performance is influenced by factors such as winter weather which accelerates deterioration of the road network.

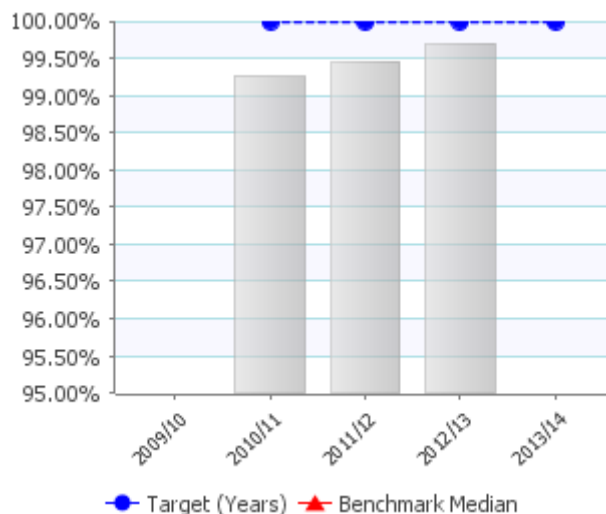
| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|-------|--------|------------------|
| 1 | 2009/10 | 2.11% | Blank | Blank |
| 2 | 2010/11 | 1.85% | 3.00% | Blank |
| 3 | 2011/12 | 1.87% | 2.00% | Blank |
| 4 | 2012/13 | 1.69% | 2.00% | Blank |
| 5 | 2013/14 | Blank | 2.00% | Blank |

Proportions of occasions when the appropriate winter maintenance road treatment commences within the instructed time. (KPI)

The 2012/13 performance continues an upward trend with 99.7% of treatments starting on time, slightly below the 100% target. Over the 2012/13 winter there were only 3 occasions where individual vehicles left the depot late. There is no external benchmark for this target.

Our performance has always been relatively high in delivering winter services on time but can be effected by vehicle breakdowns or staff issues.

We will continue to monitor our performance and endeavour to ensure all vehicles commence treatment on time.



| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|--------|---------|------------------|
| 1 | 2009/10 | Blank | Blank | Blank |
| 2 | 2010/11 | 99.25% | 100.00% | Blank |
| 3 | 2011/12 | 99.46% | 100.00% | Blank |
| 4 | 2012/13 | 99.70% | 100.00% | Blank |
| 5 | 2013/14 | Blank | 100.00% | Blank |

% of the road network that should be considered for maintenance treatment - Overall (SPI)

The anticipated target is a worsening road condition over time due to the funding shortfalls compared to that required to maintain the assets. With road resurfacing and surface-dressing being below target, there should be a correlating reduction in road condition. However performance is better than anticipated with survey results showing some variation year on year depending on the selection of roads measured and we are currently 6th when compared across Scottish authorities and significantly better than the Scottish average.

We will continue to deliver roadworks including resurfacing and surface dressing programmes, subject to funding, to improve the road condition. Performance is influenced by factors such as winter weather which accelerates deterioration of the road network.

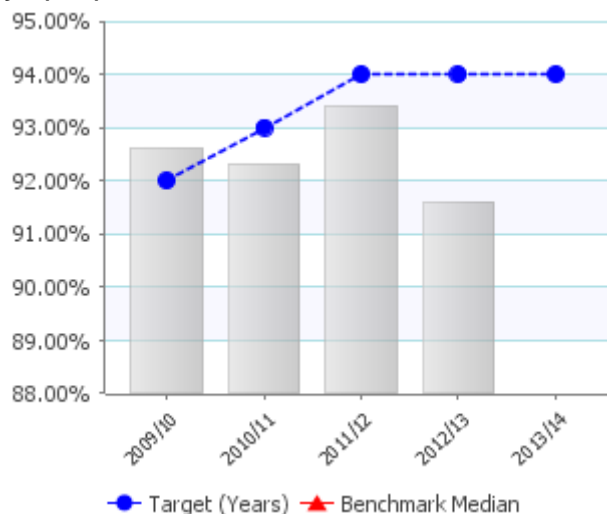


| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|--------|--------|------------------|
| 1 | 2009/10 | 27.10% | 27.50% | 37.70% |
| 2 | 2010/11 | 29.40% | 29.00% | 37.70% |
| 3 | 2011/12 | 29.00% | 30.00% | 36.41% |
| 4 | 2012/13 | 27.90% | 30.00% | 34.70% |
| 5 | 2013/14 | Blank | 30.00% | Blank |

Street lights failure: the % of repairs completed within 7 days (KPI)

The maintenance of street lights was affected in 2012/13 (91.6%) by operatives being allocated to winter maintenance activities during the long winter period and access difficulties due to weather conditions resulting in our performance falling below previous years and the target. In 2011/12 (93.4%) we were 14th out of 28 council's reporting this data but were above the Scottish average of 91.0%.

We are introducing mobile technology to assist in maintaining and improving our performance later in 2013. We will continue to monitor our contractor's performance on a monthly basis.

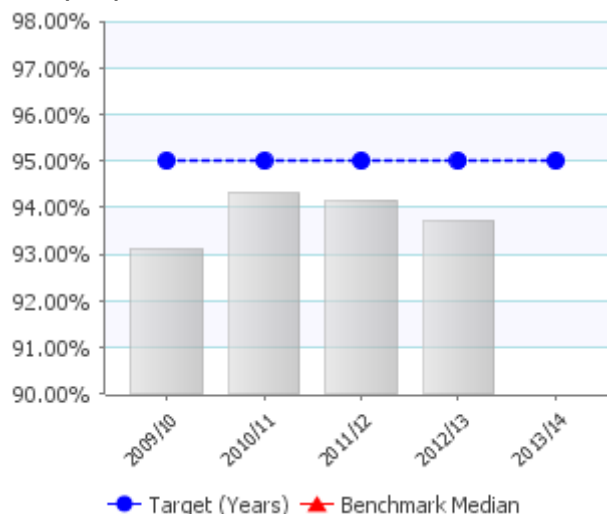


| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|--------|--------|------------------|
| 1 | 2009/10 | 92.60% | 92.00% | Blank |
| 2 | 2010/11 | 92.30% | 93.00% | Blank |
| 3 | 2011/12 | 93.40% | 94.00% | Blank |
| 4 | 2012/13 | 91.60% | 94.00% | Blank |
| 5 | 2013/14 | Blank | 94.00% | Blank |

Traffic light failure: the % of repairs completed within 48 hours (KPI)

We have maintained our previous performance with this indicator being historically above 93% but slightly below the target of 95%. We continue to make most repairs within 48hours although a few repairs take longer to resolve.

We have updated some of our older traffic light systems which should assist in reducing repairs and we will continue to monitor our contractor's performance on a monthly basis.

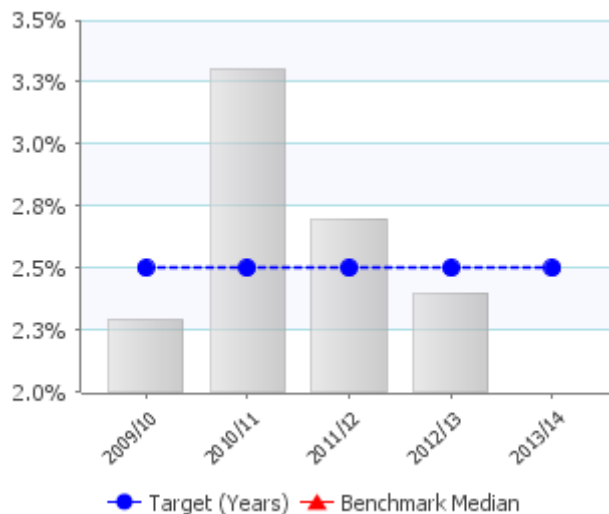


| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|--------|--------|------------------|
| 1 | 2009/10 | 93.10% | 95.00% | Blank |
| 2 | 2010/11 | 94.30% | 95.00% | Blank |
| 3 | 2011/12 | 94.16% | 95.00% | Blank |
| 4 | 2012/13 | 93.72% | 95.00% | Blank |
| 5 | 2013/14 | Blank | 95.00% | Blank |

Street Lighting columns replaced per annum (KPI)

Our target of 2.5% annual replacement of our lighting stock equates to replacing columns every 40 years. Whilst we dipped slightly below this target in 2012/13 we remain on a 3 year average, above target for the asset replacement. In 2011/12 we were 5th highest out of 26 Scottish authorities who reported this indicator. We were also the council with the 2nd lowest percentage of columns which were over 30 years old.

Funding remains challenging and we have recently focussed some of our expenditure on LED lantern changes to reduce our CO2 emissions. We will continue to target column replacement to ensure that the assets are fit for purpose.



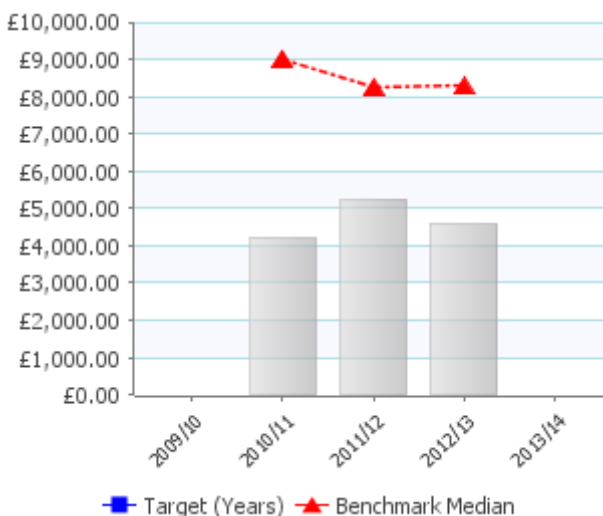
| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|-------|--------|------------------|
| 1 | 2009/10 | 2.3% | 2.5% | Blank |
| 2 | 2010/11 | 3.3% | 2.5% | Blank |
| 3 | 2011/12 | 2.7% | 2.5% | Blank |
| 4 | 2012/13 | Blank | 2.5% | Blank |
| 5 | 2013/14 | Blank | 2.5% | Blank |

Cost of maintenance per kilometre of roads (LGBF)

The amount spent maintaining each kilometre of roads in Angus fell from £5,258 in 2011/12 to £4,573 in 2012/13. In 2012/13 the spend for the average Scottish council was £8,285.

This measure is part of the Local Government Benchmarking Framework first published in March 2013. We're working with other Scottish councils to make sure we're all measuring the same costs, to learn from each other and to improve services.

We haven't set targets for this indicator.



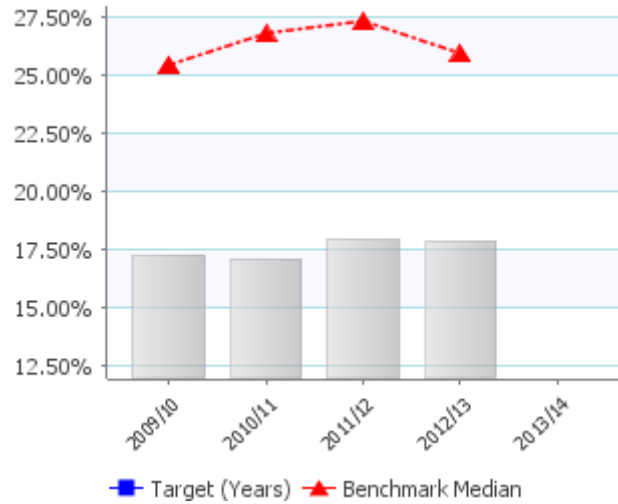
| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|-----------|--------|------------------|
| 1 | 2009/10 | Blank | Blank | Blank |
| 2 | 2010/11 | £4,199.89 | Blank | £9,028.86 |
| 3 | 2011/12 | £5,257.62 | Blank | £8,264.51 |
| 4 | 2012/13 | £4,573.29 | Blank | £8,284.58 |
| 5 | 2013/14 | Blank | Blank | Blank |

% of the road network that should be considered for maintenance treatment – A class roads (SPI) (LGBF)

In both 2012/13 and 2011/12 17.9% of A roads needed to be considered for maintenance treatment. In the average Scottish council the equivalent figure in 2012/13 was 25.95%.

This indicator is part of the Local Government Benchmarking Framework first published in March 2013. Scottish councils are working together to learn from each other to improve the services they provide in very different social, economic and geographic circumstances.

We haven't set targets for this indicator.



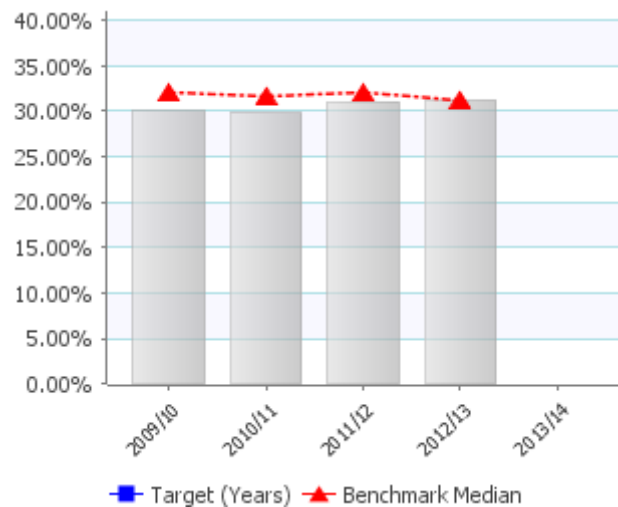
| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|--------|--------|------------------|
| 1 | 2009/10 | 17.30% | Blank | 25.50% |
| 2 | 2010/11 | 17.30% | Blank | 27.80% |
| 3 | 2011/12 | 17.90% | Blank | 27.34% |
| 4 | 2012/13 | 17.90% | Blank | 25.95% |
| 5 | 2013/14 | Blank | Blank | Blank |

% of the road network that should be considered for maintenance treatment - B class roads (SPI) (LGBF)

In 2012/13 31.2% of B roads needed to be considered for maintenance treatment compared with 31% in 2011/12. In the average Scottish council the equivalent figure in 2012/13 was 31.25%.

This indicator is part of the Local Government Benchmarking Framework first published in March 2013. Scottish councils are working together to learn from each other to improve the services they provide in very different social, economic and geographic circumstances.

We haven't set targets for this indicator.



| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|--------|--------|------------------|
| 1 | 2009/10 | 30.00% | Blank | 32.10% |
| 2 | 2010/11 | 29.80% | Blank | 31.50% |
| 3 | 2011/12 | 31.00% | Blank | 32.08% |
| 4 | 2012/13 | 31.20% | Blank | 31.25% |
| 5 | 2013/14 | Blank | Blank | Blank |

% of the road network that should be considered for maintenance treatment - C class roads (SPI) (LGBF)

In 2012/13 28% of C roads needed to be considered for maintenance treatment compared with 29.8% in 2011/12. In the average Scottish council the equivalent figure in 2012/13 was 34.55%.

This indicator is part of the Local Government Benchmarking Framework first published in March 2013. Scottish councils are working together to learn from each other to improve the services they provide in very different social, economic and geographic circumstances.

We haven't set targets for this indicator.



| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|--------|--------|------------------|
| 1 | 2009/10 | 25.30% | Blank | 33.50% |
| 2 | 2010/11 | 27.90% | Blank | 33.50% |
| 3 | 2011/12 | 29.80% | Blank | 35.33% |
| 4 | 2012/13 | 28.00% | Blank | 34.55% |
| 5 | 2013/14 | Blank | Blank | Blank |

% of the road network that should be considered for maintenance treatment - Unclassified roads (SPI) (LGBF)

In 2012/13 29.4% of Unclassified roads needed to be considered for maintenance treatment compared with 30.73% in 2011/12. In the average Scottish council the equivalent figure in 2011/12 was 36.45%.

This indicator is part of the Local Government Benchmarking Framework first published in March 2013. Scottish councils are working together to learn from each other to improve the services they provide in very different social, economic and geographic circumstances.

We haven't set targets for this indicator.



| ITEM | YEAR | VALUE | TARGET | BENCHMARK MEDIAN |
|------|---------|--------|--------|------------------|
| 1 | 2009/10 | 29.50% | Blank | 40.00% |
| 2 | 2010/11 | 30.92% | Blank | 38.74% |
| 3 | 2011/12 | 30.73% | Blank | 38.56% |
| 4 | 2012/13 | 29.40% | Blank | 36.45% |
| 5 | 2013/14 | Blank | Blank | Blank |