REPORT TO: **BEST VALUE SUB COMMITTEE – 26 APRIL 2001**

REPORT ON: **BEST VALUE REVIEW – ACCIDENT INVESTIGATION AND PREVENTION (AIP)/MINOR WORKS**

REPORT BY: **CHIEF EXECUTIVE**

REPORT NO: **51-2001**

1 PURPOSE OF REPORT

1.1 This report is the result of a Best Value Review into Accident Investigation and Prevention (AIP) and Minor Works provided by the Planning and Transportation Department as part of the Council's Best Value review process.

2 RECOMMENDATIONS

2.1 It is recommended that the Sub Committee:

- Agree the outcome of the review as contained in this report
- Note those areas identified for continuous improvement in Section 12 of this report.

3 FINANCIAL IMPLICATIONS

3.1 This review accounts for 1.89% of the Department's Revenue Budget at a budget cost examined of £236,000 reviewed.

4 LOCAL AGENDA 21 IMPLICATIONS

4.1 AIP and Minor Works schemes promote a safer environment for all road users, including pedestrians and cyclists thereby encouraging these environmentally benign modes of transport.

5 EQUAL OPPORTUNITIES IMPLICATIONS

5.1 AIP and Minor Works schemes aim to increase the ability that people in different locations, and with differing availability of transport, can safely reach different types of facilities.

6 BACKGROUND

6.1 <u>AIP</u>

6.1.1 Section 39 of the Road Traffic Act 1988 imposes a duty on the Council to carry out studies into road traffic accidents, to prepare and carry out a programme of measures designed to promote road safety, and to take appropriate accident prevention measures in the maintenance and improvement of roads, and in the management of traffic.

6.1.2 Accident Investigation and Prevention (AIP) as the name suggests involves using the Council's computerised accident database to identify and treat the worst accident spots in Dundee. The current criteria for a 'cluster site' to be investigated is five or more injury accidents occurring within the previous three year period within a 50 metre radius.

6.1.3 Once a 'cluster site' has been identified it is prioritised based on the potential to save accidents and the availability of a suitable low cost remedial measure. Low cost remedial measures are then designed to improve safety, such as improved signing, revised road markings, anti-skid surfacing, pedestrian barriers etc and implemented from the revenue budget.

6.1.4 Monitoring is then carried out to identify the effectiveness of the remedial measure.

6.2 Minor Works

6.2.1 Section 122 of the Road Traffic Regulation Act places a duty on the Council as Traffic Authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

6.2.2 Regular requests are received from various sources – the public, community councils and elected members – for pedestrian refuges, dropped kerbs, amendments to junction layouts, improved signing and road markings etc, where the customer has perceived a danger or a barrier to their movements.

6.2.3 The need for the request is assessed by the Traffic and Transportation Section eg are there dropped kerbs located nearby that provide for the customers' needs, is the route currently clearly sign posted etc.

6.2.4 Once the need for the request has been established the police are consulted through the Traffic Co-ordination Group where appropriate, before it is taken forward.

6.2.5 There is a set revenue budget for minor works which the Traffic and Transportation Section can use to respond to customer requirements. Unless there is a pressing road safety need, priority is not given to any particular request, but each is added to a list which is dealt with efficiently by date of receipt.

6.3 A significant number of staff spend a proportion of their time on these services: 1 Team Leader, 2 Senior Engineers, 3 Senior Technicians, 1 Technician and 1 Trainee Technician.

7 JUSTIFICATION FOR REVIEWING THIS SERVICE

7.1 Given the staff numbers and sums of money involved in the provision of AIP and Minor Works services (£136,000), it was considered prudent to examine costs.

8 REVIEW METHODOLOGY

8.1 The review team consisted of a Team Leader from Finance Department and a Lead Officer and one Team Member from Planning and Transportation Department.

8.2 Given the statutory nature of AIP and the availability of nationally approved guidelines for economic rates of return for accident reduction measures, it was

considered appropriate to include benchmarking to establish performance with regard to the Institution of Highways and Transportation guidelines.

8.3 There is a limited budget available for Minor Works and demand outstrips the available supply of finance to undertake the work. Given this, benchmarking of the rates for implementing minor works was intended.

9 CRITICAL SUCCESS FACTORS

9.1 Stakeholders are identified as citizens of Dundee and those accessing facilities within the city. It is important that all travellers in Dundee are able to travel safely and access facilities within the city by all modes of transport.

9.2 The critical success factors for AIP are accident reduction and cost in comparison to benefit achieved.

9.3 The critical success factor for Minor Works is cost of providing minor infrastructure improvements.

10 PERFORMANCE REVIEW

10.1 AIP

10.1.1 Two performance indicators have been established for AIP: a comparison of the annual average accidents before and after remedial measure implementation and the economic rate of return achieved.

10.1.2 The latest figures from the Scottish Executive give the average cost of an injury accident in a built-up area as £45,947 (at 1998 prices). In a non built-up area the average cost is £105,824. There are a number of elements that make up this cost. Casualty related costs include economic costs covering lost output and medical/ ambulance cost and a value placed on the human cost of pain, grief and suffering. In addition there are costs related to police/administration and damage to property.

10.1.3 It should be noted that AIP is aimed at reducing accidents that cause injury, be it fatal, serious or slight. As such in calculating the cost savings of an AIP scheme no account is taken of damage only accidents although there is obviously a cost to the vehicle owner.

10.1.4 Although an economic value has been attached to pain, grief and suffering, this value is ethereal in that the injured person or friend/relative does not actually receive this value, but rather it is a value based on a 'willingness to pay' to avoid the injury. As well as this cost, it must be remembered that there is real human grief, pain and suffering experienced in any road accident resulting in injury.

10.1.5 In order to evaluate the accident savings made by each AIP scheme it is necessary to know the average annual accidents occurring at each scheme site before and after installation. Therefore, there must be a minimum of 12 months accident information available for the after period. This means that currently only schemes implemented in financial years 1996/97 and 1997/98 can be evaluated, although further schemes have been implemented in financial year 1999/2000 and 2000/01. (In year 1998/99 no budget was available for AIP measures).

10.1.6 Appendix 1 gives details of the accident reduction and Single Year Rate of Return (SYRR) achieved. This is summarised in Table 1 below:

Total Expenditure	Average Accident Reduction	Annual Average Cost Savings	Average SYRR
£54,647	58%	£626,768	1147%

Table 1 – Accident Reduction and First Year Rate of Return

10.2 Minor Works

10.2.1 The financial cost of implementing each individual minor works request is low and therefore for the sake of efficiency and expeditiousness, and provided the estimated cost does not exceed the advised ceiling value for tendering, the works are awarded to Tayside Contracts using prices agreed in a schedule of rates.

10.2.2 Therefore, the performance indicator for Minor Works is the schedule of rates for minor works infrastructure. Appendix 2 gives the schedule of rates for road signs and for road markings and studs, as these items account for the majority of the Minor Works undertaken.

11 RESULTS OF COMPARISONS

11.1 The Institution of Highways and Transportation's (IHT) guidelines on road safety give the economic rate of return and average accident reduction that can be expected from a number of remedial measures/strategies. For an AIP single site it states that an average accident reduction of 33% and a single year rate of return (SYRR) of not less than a 50% can be expected. Table 2 provides a comparison with Dundee City Council's achievement.

	Accident Reduction	SYRR
Dundee City Council	58%	1147%
Institution of Highways and Transportation	33%	50%

Table 2 – Comparison between DCC and IHT

11.2 It can be seen from Table 2 that the AIP schemes implemented by Dundee City Council achieve a greater accident reduction and significantly better single year rate of return than that expected by the Institution of Highways and Transportation.

11.3 For Minor Works, it had been intended to compare the schedule of rates given in Appendix 2 with schedules supplied by other contractors. However, each individual piece of infrastructure is required sporadically and (as can be seen from Appendix 2) is so minor financially that other contractors decline to provide a price for undertaking the work. Therefore it has not been possible to establish a Minor Works performance indicator for comparison purposes.

11.4 Notwithstanding the above, the schedule of rates used for minor works is monitored against annual tenders used by the Maintenance Section of the Roads and Transportation Division to ensure prices are comparable and competitive. However, a direct comparison for Best Value purposes cannot be made since the Minor Works schedule items include an amount for traffic management, whereas the annual tender items do not and a separate item is required for traffic management.

11.5 Although a performance indicator has not been established for Minor Works, it should be noted that neighbouring authorities use Tayside Contracts for Minor Works either through Annual Tenders or the same schedule of rates used by Dundee City Council. Therefore Dundee achieves a best value comparable to its neighbouring authorities.

12 OPTIONS APPRAISAL AND CONTINUOUS IMPROVEMENT

12.1 Section 39 of the Road Traffic Act 1988 imposes a duty on the Council to carry out studies into road traffic accidents and act upon the findings of those studies. Through a close working relationship, developed over a number of years, Dundee City Council is supplied detailed road accident data by Tayside Police in computerised form free of charge. This information, in its raw computerised form, is extremely sensitive and is not open to the public domain thus excluding external options.

12.2 The Traffic and Transportation team will continue to monitor the effectiveness of safety measures introduced and keep abreast of latest developments in the road safety field.

12.3 Dundee City Council's Local Transport Strategy has five higher level objectives. Two of these objectives are particularly relevant to this report, Accessibility and Safety, and lie at the heart of the Strategy.

12.4 There are 42 targets and written methods of monitoring currently displayed in the Local Transport Strategy. This method and approach has been commented as good practice by the Scottish Executive in the Guidelines to the production of Local Transport Strategies.

12.5 STATS19 Quinquennial Review

12.5.1 STATS19 is the standard format by which accident information is collected. The Department for Environment, Transport and the Regions (DETR) undertake a quinquennial review of the collection of 'STATS19' personal injury road accident data. In pursuit of continual improvement the Traffic and Transportation team will ensure that any betterment achieved from the quinquennial review is used to achieve greater understanding of the causes of accidents at particular loci, thereby allowing focussed remedial measures to be designed. For example, the last review of STATS19 concluded that post codes of drivers involved in accidents should be collected as standard.

12.5.2 The method of receiving accident information from Tayside Police will also continue to be reviewed, engaging the latest technology.

12.6 The Planning and Transportation Department will ensure Best Value by annual monitoring of rates used in minor works, both internal and external.

13 CONSULTATIONS

13.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning and the Chief Constable, have been consulted and are in agreement with the contents of this report.

14 BACKGROUND PAPERS

- Best Value Submission to the Secretary of State for Scotland 1997
- Road Accidents Scotland 1998 – Scottish Executive
- Highway Safety, Guidelines for Accident Reduction and Prevention – The Institution of Highways and Transportation.

Alex Stephen
Chief Executive

16 April 2001

IFS/EN

Dundee City Council
Tayside House
Dundee

Appendix 1

Accident Savings and Economic Return

Financial Year	Scheme Name	Cost	Annual Average Accidents Before	Annual Average Accidents After	Annual Average Accident Reduction		Accident Cost	Annual Average Accident Savings	Average SYRR
					No	%			
1996-97	A92 Balmossie Bends	£16,679	4	0.5	3.5	88%	£105,824	£370,384	2221%
1996-97	Macalpine Road/Americanmuir Road	£3,335	0.75	0	0.75	100%	£45,947	£34,460	1033%
1996-97	A923 Coupar Angus Road/South Road	£2,163	0.75	0	0.75	100%	£45,947	£34,460	1594%
1996-97	Hawkhill/Westport	£4,203	0.75	0	0.75	100%	£45,947	£34,460	820%
1996-97	A991 East Marketgait/King Street	£4,203	2	4	-2	-100%	£45,947	-£91,894	-218%
1996-97	**Total**	**£30,581**	**8.25**	**4.5**	**3.75**	**45%**		**£381,871**	**1249%**
1997-98	A85 Riverside Drive/Railway Station	£2,430	0.67	0	0.67	100%	£45,947	£30,784	1267%
1997-98	Alexander Street/North William Street	£7,011	1.33	1	0.33	25%	£45,947	£15,163	216%
1997-98	Strathmore Avenue/Johnston Avenue	£4,096	2	0	2	100%	£45,947	£107,057	2244%
1997-98	A929 Victoria Road – East of Hilltown	£10,529	3.33	1	2.33	70%	£45,947	£107,057	1017%
1997-98	**Total**	**£24,066**	**7.33**	**2**	**5.33**	**73%**		**£244,898**	**1018%**
Total		**£54,647**	**15.6**	**6.5**	**9.1**	**58%**		**£626,768**	**1147%**

APPENDIX 2

Tayside Contracts

Dundee Sign Shop Price List

Customer Retail

Price List as from the 1st June 1994 Manufacture only

High Intensity Signs

Supplementary plates

Direction signs

Advance directional signs

place names

Street name plates

Chevrons

See price matrix for details. Minimum price per invoice raised by Tayside Contracts will be £40.00 exc VAT

Warning Signs	Price per sign for Class1/ SEG on Bolhoff (channel)
600mm	£33.52
675mm	£34.98
750mm	£45.27
900mm	£70.35
1200mm	£130.86
1500mm	£207.87

These prices do not include for any main customer discount.

Regulatory Signs	Price per sign for Class1/ SEG on Bolhoff (channel)
300mm	£33.52
450mm	£33.52
500mm	£36.13
600mm	£43.80
750mm	£64.11
900mm	£105.33
1200mm	£133.90
1500mm	£266.75
Octagon 900mm	£106.98

These prices do not include for any main customer discount.

Rivetless signs shall be priced on request by quotation.

Tayside Contracts

Dundee Sign Shop Price List

Customer TRC Roads & Transport

Price List as from the 1st June 1994

Manufacture only

High Intensity Signs

Supplementary plates

Direction signs

Advance directional signs

place names

Street name plates

Chevrons

See price matrix for details. Minimum price per invoice raised by Tayside Contracts will be £36.80 exc VAT.

Warning Signs	Price per sign for Class1/ SEG on Bolhoff (channel)
600mm	£30.84
675mm	£32.18
750mm	£41.65
900mm	£64.72
1200mm	£120.39
1500mm	£191.24

These prices include for the main customer discount of 8%.

Regulatory Signs	Price per sign for Class1/ SEG on Bolhoff (channel)
300mm	£30.84
450mm	£30.84
500mm	£33.24
600mm	£40.30
750mm	£58.98
900mm	£96.90
1200mm	£123.19
1500mm	£245.41
Octagon 900mm	£98.34

These prices include for the main customer discount of 8%.

Rivetless signs shall be priced on request by quotation.

Tayside Contracts

Dundee Sign Shop Price List

Customer **Retail**

Price List as from the 1st June 1994 — Manufacture only

Cost per square metre

LESS than 0.10 m2 per sign including channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£115.17	£79.72	£73.45	£107.94	
Zintex	£104.01	£68.83	£63.11	£98.23	
Caro	£113.55	£78.10	£71.83	£106.32	
Hardboard	£103.49	£68.31	£62.59	£97.72	
Polyplate	£116.15	£80.70	£74.41	£108.92	

Between 0.10m2 and 0.49m2 per signincluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£107.81	£73.24	£66.31	£96.15	
Zintex	£97.18	£62.61	£76.95	£85.51	
Caro	£106.19	£71.62	£64.72	£94.53	
Hardboard	£96.66	£62.02	£76.43	£85.00	
Polyplate	£108.79	£74.22	£67.29	£97.13	

Between 0.50m2 and 0.99m2 per signincluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£99.42	£60.21	£58.16	£88.91	
Zintex	£89.84	£45.77	£46.60	£78.60	
Caro	£97.80	£58.59	£56.53	£87.29	
Hardboard	£89.32	£46.90	£46.02	£78.08	
Polyplate	£100.40	£61.19	£59.13	£89.88	

Between 1.0m2 and 1.49m2 per signincluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£96.86	£56.97	£55.45	£88.45	
Zintex	£86.59	£46.55	£44.87	£78.18	
Caro	£95.24	£55.35	£53.83	£86.88	
Hardboard	£86.08	£46.03	£44.36	£77.66	
Polyplate	£97.84	£57.95	£56.43	£89.42	

Between 1.5m2 and 1.99m2 per signincluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£93.46	£53.79	£51.80	£82.32	
Zintex	£83.26	£43.44	£36.66	£71.91	
Caro	£91.84	£52.16	£50.17	£80.70	
Hardboard	£82.74	£42.92	£36.14	£71.39	
Polyplate	£94.44	£54.76	£52.77	£83.29	

Greater than1.99m2 per sign including channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£91.47	£51.19	£49.70	£80.50	
Zintex	£80.12	£39.84	£38.35	£69.16	
Caro	£89.85	£49.57	£48.08	£78.88	
Hardboard	£0.00	£0.00	£0.00	£0.00	
Polyplate	£92.45	£52.16	£50.68	£81.48	

Main customer discount
Local Authorities 5%
Tayside Region except Roads and Transport 6.5%
Roads and Transport Department 8%
Tayside Contracts 10.5%

Dundee Sign Shop Price List

Customer Retail

Price List as from the 1st June 1994 Manufacture only

Cost per square metre

LESS than 0.10 m2 per sign excluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£110.52	£75.06	£68.79	£103.28	
Zintex	£99.35	£64.17	£58.45	£93.58	
Caro	£108.89	£73.44	£67.17	£101.66	
Hardboard	£98.83	£63.65	£57.96	£93.06	
Polyplate	£111.49	£76.04	£69.77	£104.26	

Between 0.10m2 and 0.49m2 per signexcluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£97.78	£63.40	£56.47	£86.31	
Zintex	£87.15	£52.76	£45.83	£75.67	
Caro	£96.16	£61.77	£54.84	£84.69	
Hardboard	£86.63	£52.24	£45.31	£75.15	
Polyplate	£98.76	£64.38	£57.44	£87.29	

Between 0.50m2 and 0.99m2 per signexcluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£90.54	£51.68	£49.62	£80.37	
Zintex	£81.30	£41.24	£38.07	£70.07	
Caro	£88.92	£50.06	£48.00	£78.75	
Hardboard	£80.79	£40.72	£37.55	£69.55	
Polyplate	£91.52	£52.66	£50.60	£81.35	

Between 1.0m2 and 1.49m2 per signexcluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£87.69	£47.79	£46.28	£79.27	
Zintex	£77.42	£37.38	£35.70	£69.00	
Caro	£86.07	£46.17	£44.65	£77.71	
Hardboard	£76.90	£36.86	£35.18	£68.48	
Polyplate	£88.66	£48.77	£47.25	£80.25	

Between 1.5m2 and 1.99m2 per signexcluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£85.15	£45.47	£43.48	£74.00	
Zintex	£74.95	£35.12	£28.35	£63.59	
Caro	£83.52	£43.85	£41.86	£72.38	
Hardboard	£74.43	£34.59	£27.83	£63.08	
Polyplate	£86.12	£46.45	£44.46	£74.96	

Greater than1.99m2 per sign excluding channel

Retail	Class1	Cal	Econ	SEG	Vinyl
Alumini	£81.88	£42.09	£40.46	£70.72	
Zintex	£71.51	£31.72	£41.96	£72.23	
Caro	£80.25	£40.43	£38.84	£69.10	
Hardboard	£70.99	£31.20	£29.57	£59.83	
Polyplate	£82.86	£43.08	£41.45	£71.71	

Tayside Contracts

Dundee Sign Shop Price List

Price List as from 1 June 1994 — **All customers**

Erection of Poles

Local

Quantity and Location	1	2/5	6/10	10+
76/87mm in verge	34.04	26.88	25.93	25.12
76/87mm in footway	38.64	31.57	30.48	29.50
100/110mm in verge	42.09	35.02	33.92	32.95
100/110mm in footway	46.00	38.87	37.72	36.46

6 - 12 miles

Quantity and Location	1	2/5	6/10	10+
76/87mm in verge	38.47	30.37	29.30	28.38
76/87mm in footway	43.67	35.67	34.44	33.33
100/110mm in verge	47.56	39.57	38.33	37.23
100/110mm in footway	51.98	43.92	42.62	41.19

12 - 18 miles

Quantity and Location	1	2/5	6/10	10+
76/87mm in verge	43.57	34.40	33.19	32.15
76/87mm in footway	48.68	45.67	39.01	37.75
100/110mm in verge	53.88	44.83	43.42	42.17
100/110mm in footway	58.88	49.75	48.28	46.67

Over 18 miles

Quantity and Location	1	2/5	6/10	10+
76/87mm in verge	51.40	40.58	39.16	37.93
76/87mm in footway	58.35	47.67	46.01	44.54
100/110mm in verge	63.56	52.88	51.24	49.75
100/110mm in footway	69.46	58.70	56.96	55.05

Cost to supply poles

76mm pole (per metre of pole) £7.15
87mm pole (per metre of pole) £9.16
110mm pole (per metre of pole) £13.54

Wide based lighting pole £65.00 each

c:erect.pm5

Tayside Contracts

Dundee Sign Shop Price List

Price List as from 1 June 1994 — All customers

Erection of Signs

Local

Quantity and Location	1	2/5	6/10	10+
<0.1m2	21.64	12.65	11.50	11.10
<0.5m2	29.32	25.15	21.79	20.41
<1.5m2	42.39	34.50	32.37	30.64
<2.0m2	57.10	44.45	42.55	40.94
2m2 and over	65.26	53.59	51.29	49.05

6 - 12 miles

Quantity and Location	1	2/5	6/10	10+
<0.1m2	24.45	14.29	13.00	12.42
<0.5m2	33.14	28.42	24.62	23.07
<1.5m2	47.90	38.98	36.58	34.62
<2.0m2	64.52	50.22	48.08	46.26
2m2 and over	73.75	60.56	58.04	55.42

12 - 18 miles

Quantity and Location	1	2/5	6/10	10+
<0.1m2	27.70	16.19	14.72	14.20
<0.5m2	37.54	32.19	27.90	26.13
<1.5m2	54.26	44.17	41.43	39.20
<2.0m2	73.08	56.89	54.46	52.41
2m2 and over	83.54	68.60	65.65	62.78

Over 18 miles

Quantity and Location	1	2/5	6/10	10+
<0.1m2	32.69	19.10	17.36	16.76
<0.5m2	44.29	37.97	32.90	30.82
<1.5m2	64.01	52.10	48.89	46.26
<2.0m2	86.22	67.11	64.25	61.82
2m2 and over	98.54	80.93	77.45	74.06

Tayside Contracts

Dundee Sign Shop Price List

Price List as from 1 June 1994

All customers

Removal of Signs

Local

Quantity and Location	1	2/5	6/10	10+
<0.1m2	15.24	8.45	6.84	5.58
<0.5m2	18.11	10.81	9.78	8.74
<1.5m2	28.81	17.60	16.68	15.52
<2.0m	34.61	21.74	18.52	17.08
2m2 and over	17.25 per m2	11.50 per m2	11.50 per m2	11.50 per m2

6 - 12 miles

Quantity and Location	1	2/5	6/10	10+
<0.1m2	17.22	9.56	7.73	6.30
<0.5m2	20.47	12.21	11.05	9.88
<1.5m2	32.52	19.88	18.85	17.56
<2.0m	39.25	24.56	20.92	19.30
2m2 and over	19.49 per m2	13.00 per m2	13.00 per m2	13.00 per m2

12 - 18 miles

Quantity and Location	1	2/5	6/10	10+
<0.1m2	19.50	10.82	8.76	7.14
<0.5m2	23.18	13.83	12.51	11.19
<1.5m2	36.87	22.52	21.34	19.87
<2.0m	44.31	28.65	23.70	21.85
2m2 and over	22.08 per m2	14.72 per m2	14.72 per m2	14.72 per m2

Over 18 miles

Quantity and Location	1	2/5	6/10	10+
<0.1m2	23.01	12.76	10.33	8.42
<0.5m2	27.35	16.32	14.12	13.20
<1.5m2	43.50	26.56	25.17	23.45
<2.0m	52.27	32.82	27.96	25.78
2m2 and over	26.05 per m2	17.36 per m2	17.36 per m2	17.36 per m2

Tayside Contracts

Dundee Sign Shop Price List

Price List as from 1 June 1994

All customers

Removal of Poles

Local

Quantity and Location	1	2/5	6/10	10+
Verge	25.14	19.38	17.82	16.34
Footpath	38.06	33.35	31.8	30.13

6 - 12 miles

Quantity and Location	1	2/5	6/10	10+
Verge	28.4	21.9	20.14	18.46
Footpath	43.01	37.69	35.93	34.05

12 - 18 miles

Quantity and Location	1	2/5	6/10	10+
Verge	32.18	24.81	22.82	20.91
Footpath	48.73	42.69	40.74	38.57

Over 18 miles

Quantity and Location	1	2/5	6/10	10+
Verge	37.96	29.26	26.92	24.66
Footpath	57.48	50.36	48.01	45.49

Premium rates

Only when PRIOR agreement has been reached between the Project Planner and the client will Tayside Contracts accept any work of an URGENT nature. The prior agreement is necessary to ensure that the committment to provide the work can be accommodated within workload of the Sign Shop.

The following surcharge rates will be applied to the work, based upon the total invoice price, and NO DISCOUNTS will be eligible:

24 Hour manufacture only (excluding weekend working)
plus 15% with a minimum surcharge of £15.00 *Sign Shop Category 1*

72 Hour manufacture only (excluding weekend working)
plus 10% with a minimum surcharge of £5.00 *Sign Shop Category 2*

Week End Working
plus 20% with a minimum surcharge of £90.00 *Sign Shop Category 3*

Tay Engineering & Road Studs

SCHEDULE OF RATES FOR THERMOPLASTIC COMMENCING 1ST APRIL 1995

ITEM COVERAGE AS DESCRIBED IN TAYSIDE REGIONAL COUNCIL ROAD AND TRANSPORT CLIENTWORKS MANUAL

ALL LINES MEASURED NETT to LENGTH OF PAINT

NO	DESCRIPTION	UNIT	NEW	EXISTING	SURFACE DRESSING
1	200mm continuous line diagram 1001	LIN.M	1.38	1.24	2.17
2	400mm continuous line diagram 1002.1	LIN.M	2.32	2.09	3.93
3	200 mm broken line 600mm line 300mm space diagram 1003	LIN.M	1.59	1.38	2.37
4	200 mm broken line 1000mm line 1000mm space diagram 1003.1	LIN.M	1.59	1.38	2.37
5	500 mm broken line 700mm line 300mm space diagram 1003.3	LIN.M	3.63	2.02	5.19
6	Mini roundabout marking 10000mm diameter overall complete to diagram 1003.4	ITEM	101.43	94.19	166.30
7	100 mm broken line 6000mm line 3000mm space diagram 1004(machine Laid)	LIN.M	0.80	0.58	1.35
8	100 mm broken line 6000mm line 3000mm space diagram 1005(hand laid)	LIN.M	1.16	1.00	1.77
9	100 mm broken line 2000mm line 7000mm space diagram 1006	LIN.M	0.80	0.58	1.35
10	100 mm broken line 1000mm line 1000mm space diagram 1010	LIN.M	0.80	0.58	1.35
11	150 mm broken line 1000mm line 1000mm space diagram 1010	LIN.M	1.16	1.00	1.77
12	100mm continuous line diagram 1011	LIN.M	0.80	0.65	1.35
13	150mm continuous line diagram 1012.1	LIN.M	1.00	0.95	1.05
14	100mm broken line 1000mm line 3500mm space diagram 1012	LIN.M	0.80	0.74	1.44
15	Double 150mm continuous line diagram 1013	LIN.M	2.03	1.09	3.32
16	Single 150mm continuous line - 150mm broken line 100mm line 5000mm space 1013.1	LIN.M	1.00	0.95	1.05
17	200mm ancillary line (hatched cross, chevrons etc) (Machine laid)	LIN.M	1.20	1.07	2.18
18	200mm ancillary line (hatched cross, chevrons etc) (Hand laid)	LIN.M	1.30	1.24	2.18
19	Arrow, overall length 5000mm curved diagram 1014	NO	33.16	27.90	57.80
20	Triangle to diagram 1023	NO	26.06	17.02	46.95
21	100mm broken line 1000mm line 1000mm space as diagram 1025,1025.1,1025.2,1025. (machine laid)	LIN.M	0.80	0.58	1.35

NO.	DESCRIPTION	UNIT	NEW	EXISTING	SURFACE DRESSING
22	100mm broken line 1000mm line 1000mm space as diagram 1025,1025.1, 1025.2, 1025.3,(hand laid)	LIN.M	0.80	0.58	1.35
23	50mm broken line 600mm space diagram 1028.1	LIN.M	0.59	0.50	1.25
24	Arrow 4000mm long, straight to diagram 1038	NO	28.77	23.97	59.01
25	Arrow 6000mm long, straight to diagram 1038	NO	33.19	27.89	67.24
26	Arrow 4000mm long, right/left to diagram 1038	NO	28.77	23.97	59.01
27	Arrow 6000mm long, right/left to diagram 1038	NO	33.19	27.90	67.49
28	Arrow 4000mm long, bifurcated to diagram 1038	NO	28.77	23.97	59.01
29	Arrow 8000mm long	NO	37.67	31.88	75.96
30	Arrow 6000mm long, bifurcated to diagram 1038	NO	33.19	27.90	67.49
31	Arrow 16000mm long	NO	8.90	6.75	15.10
32	Arrow 18000mm long, bifurcated to diagram 1038	NO	89.84	70.29	151.22
33	Arrow 3200mm long	NO	17.80	13.00	27.41
34	Letter/Numeral 700mm high	NO	10.28	8.48	17.49
35	Letter/Numeral 1600mm high	NO	11.74	9.70	19.35
36	100mm broken 2000mm line 150mm space (hand laid)	LIN.M	1.80	1.58	2.35
37	100mm broken 2000mm line 150mm space (machine laid)	LIN.M	0.80	0.58	1.35
38	200mm broken 500mm line 500mm space (hand laid)	LIN.M	2.53	2.32	4.86
39	200mm terminal 600mm line (hand laid)	LIN.M	2.53	2.32	4.86
	YELLOW THERMOPLASTIC LINING				
40	50mm broken line 2000mm line 6000mm space diagram 1016.1	LIN.M	1.01	0.65	1.65
41	75mm broken line 2000mm line 6000mm space diagram 1016.1	LIN.M	1.08	0.74	1.77
42	100mm broken line 1000mm line 2500mm space diagram 1016.1	LIN.M	1.16	0.80	1.86
43	50mm continuous line diagram 1017	LIN.M	0.74	0.58	1.55
44	75mm continuous line diagram 1017	LIN.M	0.80	0.65	1.65
45	100mm continuous line diagram 1017	LIN.M	0.87	0.74	1.77
46	50mm double continuous line diagram 1018	LIN.M	0.74		1.55

NO	DISCRIPTION	UNIT	NEW	EXISTIN	SURFACE DRESSING
47	75mm double continuous line diagram 1018	LIN.M	0.80	0.65	1.67
48	100 mm double continuous line	LIN.M	0.87	0.74	1.77
49	Kerb marking single 250mm long diagram 1019	LIN.M	0.74	0.58	N/A
50	Kerb marking double 250mm complete diagram 1019 (rubberised paint)	LIN.M	0.87	0.74	N/A
51	Kerb marking triple 250mm complete diagram 1021(rubberised paint)	LIN.M	1.01	0.87	N/A
52	200mm continuous line diagram 1025.1 and 1025.3	LIN.M	1.38	1.24	2.18
53	150mm zig-zag line diagram 1027.1	LIN.M	1.16	1.01	2.07
54	SCHOOL KEEP CLEAR complete 700mm high diagram 1027.1	ITEM	116.80	112.44	231.54
56	Burn off Thermoplastic Lines 100mm thick	LIN.M	1.50	1.50	1.50

ITEM	DESCRIPTION	UNIT	RATE
1	Supply and fit cat's eyes at 4 or 9 centres white	NO.	24.27
2	Supply and fit cat's eyes at 18m centres -white	NO.	28.19
3	Supply and fit cat's eyes at 4m or 9m centres - coloured	NO.	24.9
4	Supply and fit cat's eyes at 18m centres - coloured	NO.	28.82
5	Adjust level of cats eye pad	NO.	13.62
6	Replace cat's eyes pad	NO.	7.66
7	Replace cat's eyes - patch road	NO.	8.97
8	Cleaning cat's eyes pads	NO.	2.07
9	100mm x 100mm square metal road studs as used at pedestrian crossin	NO.	10.75

DISTANCE ALLOWANCES

Distance Bands (km)	6 to 12	12 to 18	Over 18
% Addition	13	28	51

SIGNING AND WHITE LINING

Weekend work when ordered will be charged extra as follows:-

A. 4 hour shift - Rates + 25%
B. 8 hour shift - Rates + 25%

Minimum charge £ 175.00 will apply per works order