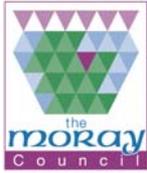


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STREET FURNITURE LIFECYCLE PLAN*

LIFECYCLE PLAN: STREET FURNITURE

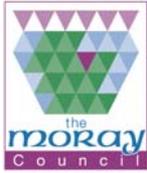
Version	Date	Signed	Checked	Status
0.1	April 2011			Draft
0.2	February 2012			2 nd Draft



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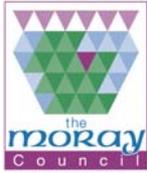
1. Current Status (February 2012)

1.1. Current Issues

This asset group represents a wide variety of components such as non-illuminated traffic signs, safety fences, bus shelters and weather stations. Currently the Council do not have adequate asset registers for a number of these component groups.

1.2. Current Strategies

The current asset management strategy for these components tends to rely on allocated revenue budgets. There are however, elements of the Capital Plan associated with road safety and the provision of new safety fencing as well as new signs and markings.



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2. The Asset

2.1. Inventory

The Street Furniture asset comprises the following:

Type	Unit	Quantity	Reliability of Data
Traffic Signs (non-illuminated)	No.	6000	Poor - estimate only.
Safety Fences	m	25006	Good - from database
Pedestrian Barriers	m	2000	Poor - estimate only.
Street Name Plates	No.	3000	Poor - estimate only.
Bollards	No.	500	Poor - estimate only.
Bus Shelters	No.	188	Good - from database
Grit Bins	No.	517	Good - from database
Cattle Grids	No.	6	Good - from database
Gates	No.	10	Poor - estimate only.
Trees	No.	800	Poor - estimate only.
Verge Marker Posts	No.	900	Poor - estimate only.
Weather Stations	No.	3	Good - from database

2.2. Asset Register

There is currently no single definitive register of these assets. A number of them are held in the WDM system whereas incomplete data for some others are held in paper form.

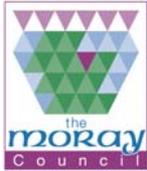
Whilst there are partial records of non-illuminated signs, verge marker posts and bollards there is a need for a complete inventory to be prepared. ^{IA1}

Existing safety fence details are currently recorded in an Access database however the data collected could be more comprehensive.

Currently no data is recorded for pedestrian barriers. The current practice is for lengths of barrier to be removed whenever possible and with few new barriers being erected, the quantity of this asset element tends to be reducing.

There is currently no record of street name plates. New streets added to the list of public roads through the Construction Consent process have new signs erected and currently only records of those erected in the two previous years are kept.

Records of all bus shelters are kept electronically by the Public Transport section.



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Details of grit bins are held within the roads asset management system. Whilst there are only a few cattle grids in Moray and their locations are mapped, little other data is recorded.

Gates within the roads asset group tend to be associated either with adjacent cattle grids or with historical accommodation works. No records of gates are kept.

Trees associated with the roads asset will generally be within the road boundary. Whilst in some cases these may well be obvious, in most it is difficult to tell whether trees adjacent to the road are the responsibility of the local authority or the adjacent land owner.

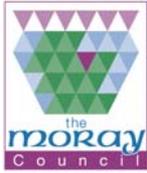
Moray Council have only three weather stations. These are located in Elgin (low ground), Rothes Glen (mid) and Cabrach (high). Data from these go to Vaisala (the supplier) and the Met Office as providers of our weather forecasts.

2.3. Asset Growth

The diversity of these asset components means that there is often little relationship in trends between them. For instance whilst new safety fences are often erected, the length of pedestrian barriers is tending to reduce as sections are removed.

The number of street name plates is steadily increasing as new developments are built and streets adopted. This also adds generally to the number of road signs.

Over the past five years HITRANS have provided additional funding for new bus shelters. This funding has now stopped. Most of the new shelters provided in recent years have been funded from developer contributions.



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3. Service Expectations

3.1. Customer Perceptions

Of all the elements of this asset group, bus shelters due to their function and use, are perhaps liable to the most customer complaints. This level of complaint often tends to centre on the results of vandalism.

Requests for new lengths of safety fencing often come from either the public or occasionally from Council Members. These requests are logged and added to the list for assessment and possible inclusion in the replacement programme.

3.2. Council Goals and Objectives

The Single Outcome Agreement and Community Plan highlight the need for Moray's road network to be maintained and developed in order to encourage development and business.

This follows through into the updated Local Transport Strategy (2010) which also identifies the importance of asset management planning for roads.

3.3. Use

Clearly the variety of elements within this asset group results in their use being equally varied. Most of the elements will be used indirectly by road users however weather stations, for instance, are used solely by Roads Maintenance staff.

The use of bus shelters depends both on the uptake of individual bus services as well as the number and frequency of these services. Future use of the shelters will depend on this level of service being continued.

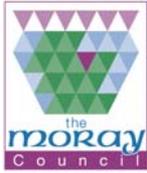
3.4. Safety Considerations

A number of elements within this asset group are vitally important in providing a safe road network. The location and design of signs, safety fences and pedestrian barriers for instance, are governed by national design standards and codes of practice.

A number of these elements are often subject to technical innovation and change. For example there has recently been a move to utilise passive safety types of sign poles in certain circumstances.

3.5. Utility Activity

Utility activity does not generally affect the management of this asset group however existing utility plant often causes problems for the installation of new signs or safety fencing.



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Where excavation is required, co-ordination with utility companies is done through the Scottish Road Works register.

3.6. 3rd Party Claims

Defects in street furniture that cause an accident or third party claim against the Council are rare. However, damage to street furniture by a third party is common and reclaimed where possible. Those that cannot be recovered reduce the available budget for routine maintenance. Currently there are annually 20 to 30 third party claims relating to street furniture that are recovered. At least the same again remain unrecovered.

3.7. Environmental Considerations

A conscious effort is made to avoid over use of signs particularly in environmentally sensitive areas.

Currently traffic signs and poles are generally aluminium which is widely recycled.

Where antique cast iron signs are in use they are restored and re-erected. This usually involves cleaning and hand painting to retain the local character.

3.8. Network Availability Considerations

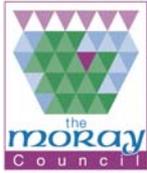
There are no significant restrictions placed upon works on these assets.

3.9. Amenity Value Considerations

Trees within the road boundary clearly often help the amenity value of an area.

Careful consideration has to be given to works which require their removal. The provision and location of grit bins is often critical to maintaining the movement of traffic in the winter.

The names of streets are often associated with people or places in the area and this historic link should be considered when naming new roads.



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4. Management Practices

4.1. Policies

A number of policies, practices and standards exist; the majority are not explicitly specified and are based on local conditions and engineering judgement. The design and construction of the road assets is covered by accreditation to ISO 9001-2000.

4.2. Inspection Regimes

Most elements of this asset group are indirectly inspected as part of the general inspection of the road network. Obvious defects are reported back to the relevant section for action.

Traffic signs and bollards are not routinely inspected other than as mentioned above. Ad-hoc inspections are carried as necessary following any reports of defects or damage.

Bus shelters are inspected on an ad-hoc basis by the public transport surveyor as part of his general duties.

Street name plates, cattle grids, gates and trees are currently not specifically inspected.

Weather stations are maintained annually by Vaisala.

There are currently no specific inspections of safety fencing or pedestrian barriers.^{IA3}

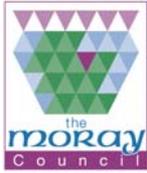
4.3. Condition Assessment

Currently the inspection regime for traffic signs does not include specific details of the condition of individual items. However a database for road markings is currently in place and includes some of this information. Further data is being collected.

It is intended that a condition assessment will be included as part of the future traffic signs inspection regime and database.^{IA2}

The lifespan of verge markers and bollards is relatively short so these are regularly maintained and replaced if required and where budgets allow.

The condition assessment of grit bins is usually undertaken annually in the autumn at the time they are filled before the winter.



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Condition assessment of weather stations is reported annually by Vaisala.

4.4. Construction / Asset Acquisition

Most new assets will arise through the adoption of new development roads onto the network. Consequently the assets acquired could fall into any of the categories within the street furniture group.

There is however a Capital Budget allocation for erecting new safety fences. As a result the length of safety fencing to be maintained tends to increase a small amount annually.

Occasionally new safety barriers arise from additional length / asset transfer from other parties to Council following completion of new works.

There is little pure maintenance done on signs as they are often replaced as part of a larger improvement scheme and consequently funded under a Capital budget.

4.5. Routine Maintenance

Annual inspection regime for traffic signs and road markings identifies work required, which is prioritised and leads to a programme of work.

Routine maintenance of grit bins and weather stations is part of the winter maintenance budget.

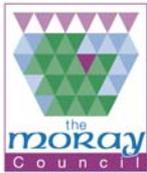
4.6. Operational / Cyclic Maintenance

Verge markers on A-class routes are cleaned bi-annually. Some routes and certain locations can be particularly affected by weather and tree cover.

Occasionally foliage can affect sign visibility and the traffic inspectors usually deal with this within their routine inspection.

4.7. Planned Maintenance: Renewals

There is limited planned maintenance carried out on street furniture. Some schemes are identified within the Drainage and Other Works reserve list.



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5. Investment

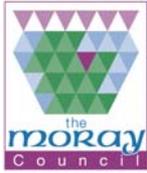
5.1. Historical Investment

Historically a number of the minor street furniture components have had no dedicated budget and consequently the historical investment in these is often on a “care and maintenance only” basis.

Some Capital budget is allocated to providing safety fencing at new locations, as well as for Signs and Road Marking, Road Safety.

Table 2: Historical investment in Street Furniture					
Type	05/06	06/07	07/08	08/09	09/10
Unlit Signs	£51k (Cap) £178k(Rev)	£35k (Cap) £175k(Rev)	£35k (Cap) £178k (Rev)	£35k(Cap) £155k (Rev)	£40k (Cap) £238k (Rev)
Road Markings					
Safety Fences					£5,000 (Rev) £60,000 (Cap)
Pedestrian barriers	0	0	0	0	0
Street name plates					
Bollards					5,000
Bus shelters					0
Grit bins					
Cattle grids					0
Gates					0
Trees					0
Marker posts					£3,000
Weather stations					0

Information not collated at this time.



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5.2. Forecasting Financial Needs

Current budget allocations have been based on historical budgets with an occasional allowance for inflation. The work required is then prioritised to direct the budget at areas of most need. Outstanding work then gets carried over to subsequent years.

Generally it is not straightforward to predict costs for maintaining grit bins or weather stations. Costs associated with these are usually treated as essential and are charged to the winter maintenance budget.

The cost of providing new safety barriers tends to be quite high as most of the sites require significant earthworks to allow for the barriers.

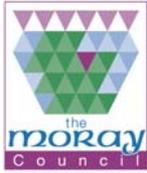
Investment in condition inspections is needed before financial needs can be forecast.

5.3. Valuation

An exercise to calculate the value of street furniture asset has been undertaken as part of the SCOTS Asset Management project. The Gross Replacement Cost (GRC) for the street furniture asset has been determined as £16.4m. This figure is based on the quantities given above in Section 2 and unit replacement costs calculated from historic rates.

The Depreciated Replacement Cost (DRC) of the street furniture asset has been calculated at £8.5 million. This represents the value of the asset in its current condition. Clearly the poor reliability of the quantity of a number of these asset elements means that the valuation figure is equally unreliable.

It is essential that there is better collation of the inventory in order to improve the reliability of these quantities.



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6. Forward Works Programme

6.1. Existing Programmes

The maintenance and renewal of elements within this asset group is covered by the Revenue programme.

The provision of new assets is covered by a number of Capital programmes. For the past five or more years there has been a dedicated capital safety barrier programme dealing with the provision of new lengths of barrier. The maintenance of existing barriers is covered by the revenue budget.

There is no specific budget for the maintenance of bus shelters.

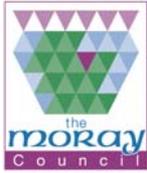
6.2. Programme Coordination

The majority of elements within this asset group are looked after by the Council's Roads Maintenance section.

The signs, bollards, pedestrian barriers and marker posts are co-ordinated by the Traffic team within the Transportation section with the works being carried out by Roads Maintenance.

The co-ordination of the Capital Safety Barrier budget is done by the Consultancy section with works being carried out by Roads Maintenance.

Bus shelters are looked after by the Public Transport unit within the Transportation section.



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7. Risk

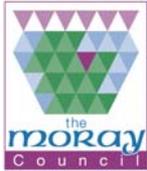
7.1. Risk Identification

Details of the major risks associated with this asset group are included within the RAMP Risk Register which is still under development. These consider risks relating to H&S, finance, reputation, environmental, etc and are based on the corporate Moray Council risk management guidelines.

7.2. Risk Evaluation and Control

The evaluation and control of risk follows the guidelines produced by Moray Council.

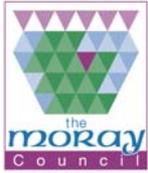
Details of these guidelines are given in the RAMP document.



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8. Work Delivery and Procurement

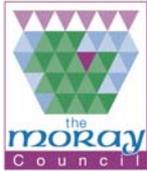
The bulk of the maintenance of the street furniture assets is undertaken by the Council's Roads DLO. It is acknowledged that there can be issues with resourcing by the DLO, where work issued cannot be completed as agreed due to other priorities.



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9. Performance Measurement

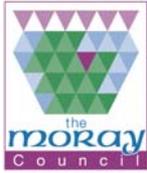
There are no specific PIs relating to this asset group.



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10. Future Strategies

Future strategies can only be developed when better asset quantity and condition is gathered.



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11. Service Improvement Actions

Improvement Actions – Street Furniture			
Number	Action	Proposed Implementation Date	Responsibility
IA1	Update the inventory of signs, verge marker posts and bollards and incorporate into the roads asset management system.	Take forward.	Support Section in association with Senior Engineer (Traffic)
IA2	Implement inspection and condition assessment regimes for signs.	To be assessed, agreed	
IA3	Implement inspection and condition assessment regimes for safety fencing.	Take forward	Roads Maintenance Manager
	Implement condition assessment for pedestrian barriers.	Not this year	