



# Network Maintenance Management Plan

Annex G:

Traffic Signs, Bollards and Street Furniture



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## G.1 Traffic Signs, Bollards and Street Furniture

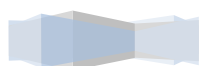
Signs are used throughout the network to aid users to their destinations, indicate the correct use of the highway, advice of legal restrictions, regulations and speed limits and to warn of upcoming hazards. The correct usage and legend for these are indicated in the Traffic Signs Rules and General Directions 2016 (TSRGD).

Road signs therefore contribute to key objectives as follows:

- Advanced identification of hazards in the carriageway
- Traffic control
- Ease of use by the provision of directions

As an over proliferation of signage can dilute important messages, any inspection carried out should also ideally identify signage that is inappropriate, no longer necessary or not in compliance with the Traffic Signs Rules and General Directions (TSRGD) 2016, for entry into a programme of works for removal or replacement with a more appropriate sign.

For illuminated signs and bollards, inspections, electrical and structural testing and maintenance should be carried out as identified in the Network Maintenance Management Plan Annex D: Street Lighting.



## G.2 Traffic Signs, Bollards and Street Furniture Defect Categories

Defects associated with Traffic Signs, Bollards and Street Furniture are to be assessed with reference to the Risk Matrix from the NMMP Core Document 12.0 Defect Categorisation.

When checking for defects all users of the full width of the Highway shall be considered, including cyclists, equestrians and other non-motorised users as well as disabled and elderly users.

Degree of deficiency shall be assessed upon the following criteria:

Degree of Deficiency	Timeframe for action
Category 0 Defects	Emergency make safe response in 2 hours
Category 1 Defects	These require prompt attention and will require a permanent repair to be made within 5 working days of the defect being assessed.
Category 2 Defects	All other defects. These will be prioritised and considered for repair within planned programmes of work.

## G.2.1 Definition of Traffic Signs, Bollards and other Street Furniture defects at Investigatory Level

Feature	Examples of Defects at investigatory Level
Traffic signs and bollards	Damage, missing or defaced
	Potential traffic conflicts
	Poor route delineation in darkness and bad weather
	Identification of risk to users
	Poor visibility of hazard warning or regulatory sign
	Separation of potential traffic conflicts
	Adjoining vegetation obscuring warning or regulatory sign
	Dirty (illegible) regulatory or warning signs
Fences, guard rails and barriers	Defect in the Integrity or location of safety fencing and barriers for all users of the highway
Unauthorised sign	All unauthorised signs are to be removed whether or they obstruct visibility or block the footway
Street furniture	Damaged, or defaced with the potential to cause harm.

## G.3 Traffic Sign, Bollard and Street Furniture Inspections

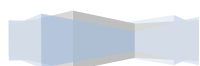
Road signs and bollards should be inspected in daylight, for degradation of colour, retro-reflectivity, deterioration of fittings, legibility distance and average surface luminance after cleaning.

When inspecting signs reference should be made to TD 25/15 (or any relevant update of this document) of the Design Manual for Roads and Bridges, which gives advice on assessing colour degradation and retro reflectivity degradation.

### G.3.1 Highway Inspections

The primary objective of highway inspections on traffic signs and bollards is to keep all traffic signs legible, visible and effective as far as possible at all times in relation to the road use and traffic speeds.

The type and frequency of Highway Inspections shall be as per the Carriageway, Footway, Cycleway or Public Right of Way network upon which, or adjacent to which, the Traffic Signs, Bollards and Street Furniture are to be found. These types and frequencies are in the NMMP Annex A: Carriageway document A.3.2 and NMMP Annex B: Footways Cycleways and PROW B.4.1.



Highway inspections shall be undertaken to identify defects likely to create danger or serious inconvenience to users of the network or the wider community. The risk of danger is assessed on site using the Risk Matrix in NMMP Core Document 12.0 and categorised so as to allow for an appropriate priority response.

### **G.3.2 Area team Inspections**

Area team inspections should be strongly focused on ensuring that the network meets the needs of users and comprise more detailed specific inspections of particular highways elements, to ensure that they meet the levels of service defined in the Highways Asset Management Policy. These inspections may be undertaken in response to community concern, as a result of incidents or extreme weather conditions, or in light of monitoring information, such as an abnormally high occurrence of damages claims or if the particular characteristics make a carriageway more likely to deteriorate than other similar assets in the allocated category. They may be identified through the risk management process.

All components across the various categories within the network hierarchy shall be maintained within the overall Asset Management Strategy to ensure best value and optimal efficiency.

Operational efficiency is primarily a network management consideration but aspects are closely related to maintenance, for example traffic signs may be missing, redundant, poorly sited or the legend may be either incorrect, confusing or not reflect current priorities. Opportunities shall be taken to address integrity issues identified by the inspection to declutter where possible. Where required it may be necessary to consider a redesign for a sign which is not compliant.

## **G.4. Traffic Signs, Bollards and Street Furniture Maintenance Types**

### **G.4.1 Reactive and planned maintenance**

For all traffic signs, bollards and street furniture a risk based approach will be undertaken preferably by an officer on site. Using the Risk Matrix in the NMMP core document 12.0, the defect will be allocated a category and an appropriate response.

Whenever possible, measures taken shall be in the form of a permanent repair, however where defects with potentially serious consequences for network safety are made safe by means of temporary signing or repair, arrangements should be made for a special inspection regime to ensure the continued integrity of the signing or repair is maintained, until a permanent repair can be made.

Having confirmed that a traffic sign or bollard represents an immediate or imminent hazard (category 1 defect) it shall be rectified as follows:

Traffic sign defects of a non-hazardous nature shall be collated and replacement or repair works shall be ordered as necessary.

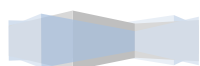
### **G.4.2 Programmed Maintenance**

Where an inspection identifies issues which cannot be resolved via reactive or planned works, they shall be recorded and forwarded for inclusion in the works programme.

It is the aim of the service to establish a four year programme taking in to account the criteria of

- Safety
- Serviceability
- Sustainability
- Community Effect

Works shall be permanent and will, wherever practicable, adopt a holistic approach to management of the highway network. The potential to include such works shall be considered for all programmed schemes.



## Appendix 1: Version Control

Version	Author	Checked	Approved	Comment
16 <sup>th</sup> Nov 2017	C Nicol	J Cross		Revised draft for Committee



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