

Appendix 2E – Life Cycle Management Plan – Signs, Lines and Barriers (Street Furniture)

Introduction

GCC holds an inventory on over 100,000 street furniture assets including traffic signs, bollards and bus shelters. In addition there is more than 100km of barriers adjacent to our network.

Lining of our network is also considered to be an asset.

There are also pedestrian guardrails which are installed at high-risk locations so as to provide protection to pedestrians (ie school children) from traffic.



Condition

The overall condition of these assets is declining. Condition information is held about many of our assets on classified roads, but the information is less complete for our unclassified network.

The assets are routinely inspected in line with our [Highway Safety Inspection Manual](#) and the [Well Managed Highway Infrastructure Code of Practice](#) and [Traffic Signals Regulations](#) form the basis for design and maintenance of these assets. The public can also report asset issues via [FixmyStreet](#), the online Contact Form or, in an emergency, via the telephone.

More recently we have adopted annual maintenance programmes for sign cleaning and replacement, particularly in known hotspots and we also react to concerns where signs are blocked or partially blocked due to vegetation growth.

The Life Cycle

Creation/Acquisition: Acquisition of Highways street furniture is normally associated with the taking up of maintenance responsibilities following new developments through the adoption process (for example new bus shelters). The development control team using Section 38 or 106 legal agreements normally manage this process, however additional assets may also be acquired as a result of road layout redesign etc.

Operations/Maintenance – Operate and maintain the Assets on a routine basis.

Upgrade or Renew: - Replace and renew based on condition, safety or visibility issues. This includes lineage within resurfacing schemes.

Disposal/Decommission: Assets are replaced rather than disposed. Changes in road layout design may see some existing furniture removed and disposed of.

Deterioration

Street furniture assets deteriorate generally through:

- Age
- Corrosion/rusting
- Metal fatigue/cracking
- Vandalism
- Canine urine
- Vehicular strikes
- Ground conditions
- Gritting/Salting of the highway
- Grass cutting

Standstill and Backlog Costs

Various models exist to determine the Standstill and Backlog costs. The Standstill cost is how much needs to be spent every year in order to maintain the asset in the condition it's in today (plus inflation). The Backlog cost is how much you would need to spend to return the whole asset to very good condition. The following figures represent the latest data for structures:

- Standstill - £2M Capital
- Backlog - £3.4M Capital

Funding from the revenue budget for Reactive/Cyclical repairs to structures is around £0.4M.

Approach

The recent approach has been to prioritise carriageways within our capital spend with less than 10% of our capital budget being allocated to Signs, Lines and Barriers. A small capital increase of around a third of the current allocation would enable this asset to 'standstill'.