

The Real Clutter

Strategic legible sign posting is still an essential part of safety on our highways.

We are all aware of the anti-sign clutter campaign, aimed at removing signs deemed as unnecessary - which in most cases makes perfect sense.

An example of signs that have become redundant in their location and have been removed.



However, another real concern should be to ensure that damaged signs are removed as soon as is physically possible.

The advent of the anti-sign clutter campaign should not be confused with the need to replace damaged signs as quickly as possible, that are needed. Missing signs, illegible signs and concealed signs can create confusion for drivers, resulting sometimes in a late signal or an illegal action, which can result in further collisions.

Damaged signs as in the examples below, with posts leaning at an angle are potentially extremely dangerous, if any further contact is made by a vehicle and its passengers, or indeed pedestrians.



Often because of a lack of resource far too many damaged signs are being left in a dangerous condition for far too long, examples have been recorded recently where such signs have taken longer than 12 months to replace !

It is key that road users report these problems when they have an opportunity to do so. Once they are reported local authorities must act to comply with their targets.



ARTSM is keen to ensure that maintenance of the highways furniture and highways verges remain a key part of maintenance schedules and priorities with all road authorities on the strategic and local road networks, members report a number of damaged, illegible and dangerous signs around the country. Much investment is being offered to new projects and innovation, but this should not be to the detriment of the current infrastructure

We would encourage people to report sightings of damaged signs to their local authorities, most of whom now have the facility to do this online.

An example of a mission statement from a local council : *“Our contractor must make sure that the number of faulty illuminated signs and bollards stays below 2% each month. Over the past two years a level of around 1% has been achieved”*



Article Written by Stephen RG Moore

ARTSM, Executive Committee

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