

62667 Highway Maintenance Clutter

Do your roadworks and highway-maintenance contracts place an explicit obligation on contractors to remove all temporary signage, sign frames, sandbags and traffic cones on completion of the works, and if so, within what timescale?

Traffic Signs Manual: Chapter 8 is the technical standard for all temporary traffic management. It explicitly stipulates that all signs, barriers, and cones must be covered or removed as soon as they are no longer required. Our contracts therefore require that all signs, barriers and cones must be removed following completion of work. Other undertakers, such as those associated with gas, water, power and telecoms operate under the same legislation.

The timeframe for removal is usually within 24 hours.

When contractors bid on these contracts, do they include and charge you for the cost of that equipment?

A general description of the contractual treatment is sufficient; we do not seek commercially sensitive rates.

If you are able to share an indicative or aggregate value without breaching commercial confidence, that would be welcome.

The costs of traffic management are included within the overall cost of the works and are not separately recorded.

It would be difficult to quantify these costs given the wide range of projects delivered, however it could be anything between approximately 2-3% of the project value for a simple residential street, up to 10-20% for complex traffic management situations where frequent changes are necessary to accommodate traffic, or where work is limited to certain times of the day requiring daily erection and removal of traffic management (e.g. night-shift working), and the extent and quantity of any diversion signing.

Once the works are complete, do your contractors (or the utilities and works promoters operating under your permit scheme) have any contractual or commercial incentive to recover that equipment, and is non-recovery subject to any penalty, performance deduction or recharge?

Yes - Contractors face penalties through the following mechanisms:

- Scottish Road Works Commissioner (SRWC): The Commissioner oversees the Scottish Road Works Register and can issue Compliance Notices or penalties reaching up to £100,000 for systemic non-compliance, including failure to coordinate and clear work sites properly.
- Local Authorities: Under the New Roads and Street Works Act 1991, local Roads Authorities can issue Fixed Penalty Notices (FPNs) to utility companies and contractors for breaches relating to the duration and conduct of street works.
- Police Scotland: For general road obstruction or creating dangers on the public highway, the Police have the power to issue FPNs or report the company to the Procurator Fiscal for prosecution

Are contractors' removal of redundant equipment inspected or monitored?

Yes

In 2024/25 and 2025/26 to date, how many times have you applied a penalty, performance deduction or recharge for failure to remove redundant roadworks equipment, and what total sum did that amount to?

If this is not recorded, please say so.

Please refer to the table below in relation to Fixed Penalty Notices (FPNs).

Year	FPNs Issued	FPNs Amount
2024-25	61	£4,880
2025-26	62	£4,960

In addition, there is a 'serious breach' clause within the current Roads and Transport Infrastructure Construction Framework that requires contractors to maintain their Temporary Traffic Management Systems (TTMS) with the threshold for non-compliance being "Failure to maintain approved TTMS...." – so we have that mechanism to ensure any redundant traffic management is removed, however there is no direct financial penalty for doing so. The sanction being that the contractor is required to submit a report on corrective action to be in place and agreed by the client before their participation in any further Work Packages for which they may be eligible.

There are also a number of Health and Safety related TTM KPIs for the design, placement, maintenance and removal of traffic management failures of which can result in anything from the contractor's prevention from participation in one or more future work packages, up to termination and exclusion from the Framework.

For the two financial years 2024/25 and 2025/26 to date, broken down by year:

- How many reports of abandoned or redundant roadworks equipment did you receive?
- How many items or loads (or, if recorded, what tonnage) did you remove?
- How many reports were recorded as cleared?

If you do not record this in a distinct category, please say so.

We do not keep a record of these reports or items in any form.

What was your total expenditure on clearing abandoned or redundant roadworks equipment in 2024/25 and in 2025/26 to date, including labour, plant, traffic management, disposal and contractor charges?

If this is not kept separate from general highway maintenance or street-cleansing budgets, please confirm that.

We do not keep separate records of these incidences.

Approximately how much does it cost you to clear a single report, item, or a typical clearance visit?

If this is not recorded, an estimate, or the basis you would use, is welcome.

There is no such recorded information held.