

# Highway Infrastructure

## Asset Management Policy

Visualising our  
Highway Assets

Appendix A

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## 1. Purpose of Policy

Bedford Borough Council recognises the vital role of the local highway network in achieving its corporate priorities as set out in the Councils Corporate Plan and Local Transport Plan.

The Highway Infrastructure Asset Management - Policy (HIAMP) recognises the importance of effective highway asset management and believes it to be fundamental to the delivery of its highway services and long-term objectives. Implementing a highway asset management approach helps us to understand the assets we are responsible for, measure and monitor how they perform, and determine the funding strategies needed to mitigate the demands placed upon them.

This Highways Infrastructure Asset Management - Policy has been developed with an associated Asset Management Strategy to ensure that the principles of asset management are embedded in the delivery of our highway services. This enables us to meet and adapt to the ever-changing needs and priorities of the network, and deliver a more efficient, sustainable, and low carbon highway service that supports our climate change aims.



### The assets we maintain includes

- Carriageways
- Footways,
- Cycleways
- Structures
- Highway Lighting
- Street Furniture
- Traffic Management Systems
- Drainage
- Ancillary Assets

## 2. Role of Highway Infrastructure Asset Management in delivering the Council's Core Aspiration:

Highway Infrastructure Asset Management is a strategic approach identifying the optimal investment for the management, operation, preservation and enhancement of the highway transport network to meet the present and future needs of all transport users.

Bedford's highway/ transport infrastructure provides a vital public asset for all the communities in the borough by facilitating mobility for local communities and connectivity for businesses.

The local highway network is by far the most valuable publicly owned asset managed by the Council which has a total Gross Replacement Cost of circa £3 billion. Therefore, the importance in its effective and efficient management, together with investment is key for a thriving community.





### 3. Policy Statement

The way the highway network is managed and maintained has a direct impact on the council's ability to deliver on its corporate priorities. Residents, businesses and visitors all depend upon safe and reliable journeys using our highway network to sustain our economic growth and transportation needs. Increasingly, there is a need to manage and maintain the network to respond to environmental change, in particular, to extremes of weather and climate change. Bedford Borough recognises that delivering a reliable and well-connected highway network requires the effective implementation of the highway asset management strategy and framework.

By adopting this approach, the Council's resources will be optimised efficiently to provide a sustainable highway network to cater for growth, for the benefit of its communities and businesses both now and into the future. Maintain a safe, reliable and resilient network to enable residents, business users, tourists and those passing through the Borough to undertake their necessary journeys.

#### **To deliver this we will:**

- Ensure funding is optimised and allocated effectively through comprehensive lifecycle and investment planning processes
- Apply a risk-based approach to highway services and set appropriate maintenance standards and levels of service that prioritise maintenance according to the needs and priorities of the network and highway users

- Deliver cost effective and targeted highway maintenance programmes that balance preventative and planned maintenance activities, minimise whole life costs and improve network resilience
- Communicate and engage with our stakeholders and customers and take account of their needs and priorities
- Provide a well maintained highway infrastructure to enable communities to access all key local services including education, training, healthcare, employment, leisure facilities and to ensure support for economic development and the Local Transport Plan.

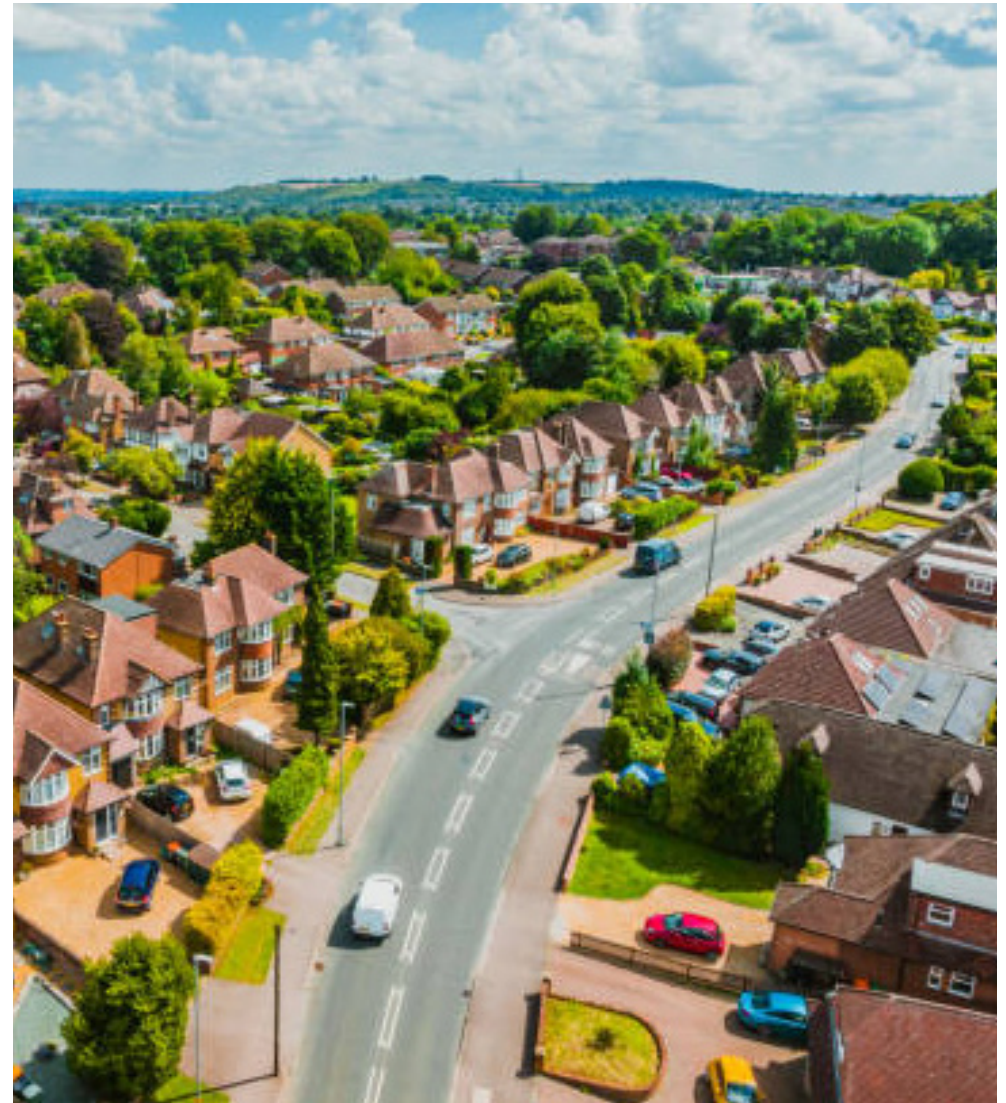
#### **To deliver this we will:**

- Ensure that technical guidance and standards related to the design of new infrastructure are applied appropriately to support sustainable development and transport initiatives
- Manage the most strategically important parts of the network through prioritised maintenance to ensure they remain open to maintain economic activity and access to key services and facilities
- Adopt a 'designing for maintenance approach' to ensure that highway infrastructure is designed to minimise future maintenance requirements, whole life costs and limit disruption on the network
- Use where possible more sustainable products and materials, and implement processes that minimise waste, reduce the carbon footprint of the highway service and mitigate the effects of climate change

- To provide a well-managed highway network which minimises delays on the network, increases accessibility, and creates more reliable and safer journeys. Implementing a risk-based asset management approach and long-term investment strategies that consider wider transport objectives will ensure that the highway network is fit for purpose, safe and accessible to all highway users.

### **To deliver this we will:**

- Comply with legislation, national guidance and apply best practice to provide a safe and accessible environment for all
- Ensure that the maintenance standards and levels of service applied are inclusive and appropriate to maintain safety on the network for all highway users
- Routinely measure the condition and performance of assets and develop long term cross asset investment strategies that ensure the best spend of the funding available
- Improve asset data, systems and processes that enhance and improve decision making, risk management and performance monitoring for all highway assets
- Ensure that the Borough's transport infrastructure is efficiently managed and maintained within the available budgets by balancing competing needs and priorities.



## 4. Highway Policies

<b>HWAY001</b>	HIAM Policy
<b>HWAY002</b>	HIAM Strategy
<b>HWAY003</b>	HAIM Plan
<b>HWAY004</b>	HAIM Communication Plan
<b>HWAY005</b>	Highway Safety Inspection Manual
<b>HWAY006</b>	Highway Incident Management Plan
<b>HWAY007</b>	Winter Service Operational Plan
<b>HWAY008</b>	'A' Board Policy

### HWAY001

#### Highway Infrastructure Asset Management - Policy

The Highway Infrastructure Asset Management Policy (HIAMP) recognises the importance of effective highway asset management and believes it to be fundamental to the delivery of its highway services and long-term objectives. Implementing a highway asset management approach helps us to understand the assets we are responsible for, measure and monitor how they perform, and determine the funding strategies needed to mitigate the demands placed upon them.

This Highways Infrastructure Asset Management - Policy has been developed with an associated Asset Management Strategy to ensure that the principles of asset management are embedded in the delivery of our highway services. This enables us to meet and adapt to the ever-changing needs and priorities of the network, and deliver a more efficient, sustainable, and low carbon highway service that supports our climate change aims.

## HWAY002

### Highway Infrastructure Asset Management - Strategy

The Council recognises the importance of highway infrastructure in the context of the wellbeing of all who use it. The Borough Council is committed to the good management of the highway asset not only for now but for future generations and recognises that asset management provides the right approach for efficient management of the network to deliver the required levels of service.

This document: Bedford Borough Council's Highway Infrastructure Asset Management - Strategy (HIAMS), sets out the high-level strategic direction that the council intends to take in several core areas of business considered to be particularly pertinent to the management of its highway infrastructure assets.

The strategy is intended to provide an overarching direction to follow and a framework of consciousness against which all our subsequent planning and decision making can be aligned. It remains both interpretative and flexible and is not intended to prescribe the complex schedules of individual activity required to be taken thereafter.

The strategy is used to set the parameters for the development and delivery of the proceeding Highways Infrastructure Asset Management - Plan (HIAMP); a series of more discreet and focussed commitments, each of which once pursued will have a direct influence on how the asset and the service is managed and maintained

## HWAY003

### Highway Infrastructure Asset Management - Plan

In conjunction with the Highways Infrastructure Asset Management - Policy and Strategy this sets out how we will apply and operate our asset management principles to ensure that our highway network remains safe, serviceable and sustainable for the benefit of our stakeholders, taking account of available resources.

#### **The objectives are to:**

- regularly collect and maintain good quality asset condition survey data
- take a long-term view using a systematic, risk-based approach based on defined levels of service for each asset
- consider the whole life costs of maintaining an asset; we will look at what will provide the best return on the money we spend in the long term, rather than 'worst-first' short term maintenance treatment
- understand the lifecycle of each asset and use this knowledge to plan when the best time is to do maintenance to keep the asset in a safe and serviceable condition and when it is time to replace it with new
- define the funding approach for the service and the expectation of asset condition
- measure and review the highways performance to promote continuous improvement and influence spending on different assets
- develop maintenance programmes using asset condition data as the starting point and utilising local intelligence where appropriate



## HWAY004

### Highway Infrastructure Asset Management – Communication Strategy

#### **To provide clarity and transparency in the approach to asset management and highway maintenance in order to:**

- Inform and support decisions that affect highways management
- Maintain a high profile and positive image, demonstrate that, as a responsive organisation, we have acted quickly and decisively, and are putting significant efforts into managing the situation, including ensuring strong evidence is submitted for national funding

To help people understand the policy approach to asset management - where and why roads are being repaired - and to improve their understanding of how repairs are being made to their roads.

#### **This is to be achieved through:**

- Communicating to residents and all interested stakeholders that we will continue to explore innovative techniques while delivering a value for money service
- Emphasising that we are undertaking the asset management approach, which is more cost effective in the long term
- Ensuring residents feel resources are being well used, are well informed of the facts, understand the issues, and have realistic expectations
- Engagement and consult with stakeholders, listening to feedback

## HWAY005

### Highway Safety Inspections

A document to describe Bedford Borough Council's process for the carrying out of Highway Safety Inspections and for the prioritisation and repair of defects identified in such inspections. The document applies to its Section 36 list of streets within its area that are maintainable at the public expense excluding Public Rights of Way.

The establishment of an effective regime of inspection, assessment, recording and prioritisation of defect repairs is a crucial component of highway maintenance, providing a robust framework to address key objectives to maintain the highway in a safe and serviceable manner, as required by Section 41 of the Highways Act 1980.

Highway Safety Inspections are designed to identify, record and prioritise the repair of defects which may present an immediate danger, or significant inconvenience to users of the highway (emergencies), or to the structural condition of the highway and assets contained within the highway boundary. In addition, they may be used to identify defects of a lesser magnitude which may be included within future programmes of planned maintenance work or to indicate that a more in-depth service inspection may be required.

Bedford Borough Council carries out highway safety inspections to provide a special defense by virtue of Section 58 of the Highways Act 1980 in an action against the Council for an alleged breach of Section 41. In carrying out a reasonable system of routine scheduled highway safety inspections Bedford Borough Council can prove that they have taken such care as in all the circumstances was reasonably required to secure that the part of the highway was not dangerous for traffic.

## HWAY006

### Highway Incident Management

The purpose of this Incident Management and Emergency Response Plan is to ensure that there are up-to-date procedures in place which enable the Highways Team to respond effectively to any emergency defect or incident which may occur.

The Plan describes how incidents will be treated and may include making safe highway defects which are considered to be of immediate hazard.

This Plan is recognition of the various Duties and recommendations conferred upon the Council by the following regulatory framework. The list below is non- exhaustive and includes:

- The Highways Act
- The Traffic Management Act, Health and Safety at Work Act
- Construction (Design and Management) Regulations

In addition, this Plan is also recognition of the following guidelines from the UK Roads Liaison Group (UKRLG), which are considered best practice:

- Well Managed Highways Infrastructure
- Well-lit Highways
- Well Managed Highway Structures
- Management of Electronic Traffic Equipment

This Plan applies to the Council's roads, footways and rights of way network in their capacity to provide safe passage by highway users. It includes all associated assets within the highway for example bridges, footway and ditches. The Plan also applies to joint responses where the Highways Team is required to assist, or by assisted by, other Council services for example in response to major incidents, providing road closures or referral to specialist cleansing procedures.

## HWAY007

### Winter Service Plan

Within Bedford Borough Council the service is delivered through our Highways Department.

The Winter Service deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as exceptional weather events. Although a specialised area, the Winter Service is a significant aspect of network management both financially and in terms of its perceived importance to road users. It can also have significant environmental effects.

The Winter Service can contribute significantly to each of the core objectives set out in the Code of Practice – Well managed highway infrastructure as described below:

#### **Customer**

There is in Bedford Borough, very considerable user needs and expectations and these can be a major influence on customer satisfaction through demonstrating an efficient, effective and proportionate response to winter conditions

#### **Safety**

Safety is a consideration for the Winter Service, even though statutory obligations and users' needs vary.

#### **Serviceability**

Maintaining availability and reliability of the highway network is a key objective of the Winter Service and one where user judgements of performance will be immediate rather than longer term

#### **Sustainability**

Low temperatures and the formation of ice can cause serious damage to the fabric of running surfaces and accelerated damage to the network. An effective Winter Service can contribute to a reduction in whole life costs.

The Priority 1 network is the network of roads that is routinely treated for ice and snow. Priority will be given to maintaining the Priority 1 salting network clear of ice and snow.

The Priority 2 Network Identifies the road network that, although not treated as a regular priority, is considered important enough to warrant treatment during prolonged winter weather when the Priority 1 network is passable by traffic, free from major ice and snow, and resources are available to add this Priority 2 network to the Priority 1 salting and or ploughing regime.

## HWAY008

### Advertising Boards on the Highway

Shopping areas within Bedford Borough have much to offer by way of creating an ambience that makes them attractive to shoppers and visitors alike. The Council recognises this and wishes to encourage traders to promote their business activities in a way which both enhances the street scene and is sensitive to the needs of its users

#### Why do we do it?

The guide has been produced to strike a reasonable balance between these needs and confirm the conditions where advertising boards or display of goods on the highway will be permitted.

Not all such items constitute wilful obstructions requiring immediate removal under Section 149 of the Highways Act 1980, but it is important that their number, size and positioning are regulated. If not, they can become 'unreasonable' and create severe hazards for the highway users particularly for those with impaired vision, mobility problems, the elderly or those with young children.

Section 115 of the Highways Act 1980 permits the licensing of advertising boards etc. on the highway. However, the procedure is complex and requires the approval adjacent premises and the local planning authority.

The Council has therefore decided that regulation would best be provided by traders adhering to guidelines.





## 5. Transport Policies

<b>TRAN001</b>	Scaffolding within the Highway
<b>TRAN002</b>	Hoarding within the Highway
<b>TRAN003</b>	Skips in the Highway
<b>TRAN004</b>	Planting within the Highway
<b>TRAN005</b>	Apparatus withing the Highway
<b>TRAN006</b>	Stopping up Highway
<b>TRAN007</b>	Speed Limits
<b>TRAN008</b>	Traffic Signs
<b>ENG007</b>	Speed Indicator Device
<b>ENG008</b>	Average Speed Camera
<b>TRAN009</b>	Road Markings

### TRAN001

#### Scaffolding within the Highway

Under Section 169 of the Highways Act 1980, a person may erect scaffolding on the public highway in to carry out work on adjoining properties, providing permission is first obtained from Bedford Borough Council Street Works in the form of a Licence.

Before placing a scaffold in the public highway, (including on grassed verges and footways), the contractor and the scaffolding company has to obtain permission from Street Works.

The licence sets down the standards on such matters as lighting, signing, guarding and other relevant issues. Each request is considered on an individual basis and site specific conditions can be included in the Licence if this is deemed necessary.

It is a condition of the Licence that the contractor and the scaffolding company have to prove that they have adequate insurance cover in the form of a Public Liability policy providing a £5million indemnity limit.

Street Works accepts no responsibility for the structural integrity of the scaffold or other structure. The Licensee must indemnify the Highway Authority in this respect.

The contractor will be responsible for the costs of all traffic management, including any fees due for temporary traffic orders and traffic signal approval.

## TRAN002

### Hoardings and Fencing within the public highway

Under Section 172 of the Highways Act 1980, a person may erect hoarding or fencing on the public highway in to carry out work on adjoining properties, providing permission is first obtained from Bedford Borough Council Street Works in the form of a Licence.

Before placing hoarding or fencing in the public highway, (including on grassed verges and footways), the contractor has to obtain permission from Street Works in the form of a licence. The licence sets down the standards on such matters as lighting, signing, guarding and other relevant issues.

Under Section 173 of the Highways Act 1980, the contractor must ensure the hoarding or similar structure must be securely fixed. The Highway Authority accepts no responsibility for the structural integrity of the hoarding and fencing. The Licensee must indemnify the Highway Authority in this respect.

The contractor will be responsible for the costs of all traffic management, including any fees due for temporary traffic orders and traffic signal approval.

## TRAN003

### Skips in the public highway

Under Section 139 of the Highways Act 1980, a person can place a skip on the highway, providing permission is obtained from the Bedford Borough Council Street Works.

Where possible, it is advisable for skips to be placed on private land rather than on the public highway. This avoids potential conflict with users of the highway.

Where it is not possible to place a skip on private land, skip owner and / or hirer can apply to have a skip on the public highway.

Before placing a skip on the highway, the skip owner and / or hirer, has to obtain permission from Street Works in the form of a licence. The licence sets down the standards on such matters as lighting, signing, guarding etc.

#### **Unlicensed skips**

Where a skip has been placed on the public highway without a Licence, Street Works will use its powers under Section 140 of the Highways Act 1980, to require the owner or hirer of the skip to remove or reposition the skip.

## TRAN004

### Planting within the public highway

Under Section 142 of the Highways Act 1980, a person may, with the permission of the Highway Authority plant and maintain within the public highway. This gives residents the opportunity to upkeep the frontage of their property.

Highways will issue a Licence for the planting, which details the criteria for carrying out this work. There is a charge for the administration involved in issuing the Licence (except to Town and Parish Council, where no charge is made).

## TRAN005

### Private apparatus within the public highway

Under Section 181 of the Highways Act 1980, a person may, with the permission of the Street Works install apparatus on / within the public highway.

The licensing procedure only applies to items not covered by a Street Works Licence.

## TRAN006

### Stopping up of highway

Stopping up orders are usually made to allow development to take place or because the public highway is no longer necessary.

Public highway can include roads, streets, footpaths, public car parks, grass verges and footways. Not all roads, streets or footpaths are public highways.

The Council has the power to stop up areas designated as highway land by making orders known as a 'stopping up' order.

The term 'stopping up' means that once such an order is made, the highway land ceases to be a highway, road or footpath ie.the highway rights are extinguished in law.

The Council will take a decision as to whether the highway land can be stopped up and if so, will progress a stopping up order. There is a charge for the administration of progressing this work.

If an order is successfully made on the public highway, then the land is free of any Highway Authority control. It is common law presumption that the subsoil of the area stopped up reverts to the landowners. The land can then be enclosed or developed, subject to any necessary planning consent.

## TRAN007 Speed limits

Bedford Borough Council is responsible for setting of local speed limits across the road network throughout the Borough excluding trunk roads.

### Speed limits fall under two categories:

- National Speed Limits; 30mph, 60mph and 70mph, as defined within the Road Traffic Regulation Act 1984.
- Local Speed Limits; 20mph, 40mph and 50mph, which set by Local Authorities and guided by [DfT Circular 1/13 Setting Local Speed Limits](#)

Signage and road markings for speed limits will be installed in accordance Traffic Signs Manual. The Council does not enforce speed limits, the responsibility of this function lies with Bedfordshire Police.

### An effective speed limit policy can contribute significantly to the following outcomes:

- To aid road safety and reduce the risk of injury;
- To ensure the efficient working and enforcement of road traffic regulations;
- To maintain effective traffic control.

The Council will ensure speed limits are appropriate to the location, nature and purpose of the road.

The Council will consider speed limits when changes to the road layout or usage of a road are proposed because of development or improvement schemes, and in response to emerging road safety issues and concerns.

The imposition of any new speed limit, or amendment to existing speed limit, requires a Traffic Regulation Order to be made.

Where a new speed limit is proposed, the Council will carry out a consultation with public bodies such as the police, district and parish councils, as per the statutory duties.





## TRAN008 Traffic Signs

The Council, as Highway Authority, is responsible for the provision of signing on the road network throughout Bedford Borough excluding on motorways and trunk roads (A1 & A421). This includes directional, warning, tourism, illuminated, special event signage and traffic mirrors.

To support users to move around the transport network safely, regulatory signs and lines are used. Essentially to put into effect traffic regulation orders that may impose restrictions on speed, width, weight, height, movement (turning or access for specific modes of travel) or waiting and loading. The Council will provide or ensure provision of adequate and appropriate signage to ensure safe passage to users of the highway network by giving clear direction and warning.

Tourism signing is used to guide visitors to a tourist destination along the most appropriate route during the latter stage of their journey, particularly where a destination may be difficult to find. This will only be provided from the nearest available 'A' or 'B' class road. The Council will allow the implementation of tourism signage to provide supplementary directional information on a case by case basis, subject to the signage being fully funded by the requestor.

Temporary signage may be required for events or other short-term activity. Those advertising businesses or commercial activity will not be tolerated. The Council shall not be permitting the erection of traffic mirrors on any part of the public highway. The Council will allow temporary event signage on the network, subject to prior written approval, except for local signage for small parish events which have no wider impact.

## TRAN009 Speed Indicator Device

Speed Indicator Devices (SIDs) are a tool to remind drivers of the speed limit and can be useful when there is a disparity between the posted limit and observed speeds. They are informational repeater signs only, and do not provide any enforcement function.

SIDs consist of a screen, radar detector, and solar panel/battery unit mounted on a pole within a foundation. When movement is detected in the field of view, the device triggers and returns a value (speed in mph) that is then displayed on the screen to oncoming vehicles, along with either a 'happy' or 'angry' face depending on the rate of travel in relation to the speed limit. SIDs should not be confused with Vehicle Activated Signs (VAS). VAS are distinguishable as they do not display a vehicle's travelling speed but instead typically an image of the posted speed limit or a hazard ahead e.g. bend in the road.

Speed Indicating Devices are often provided by Parish Councils to monitor traffic speeds in their villages. The Council will work with Parish Councils and ward members who wish to provide SIDs, by giving the necessary permissions.

## TRAN0010 Average Speed Cameras

The primary purpose for installing average speed cameras (henceforth referred to as ASCs) is to reduce the frequency and severity of people being injured due to collisions on the road network through enforcing posted speed limits.

The Borough receives no central government funding or revenue from average speed camera enforcement with no plans for these powers to be provided to local highway authorities. All costs relating to the both the implementation and ongoing maintenance of this equipment are borne by the Borough.

Bedfordshire Police are the enforcement authority and have sole jurisdiction to take action in respect of the relevant legal requirement relating to speed limits.

The Council Will assess requests for ASCs against an agreed assessment criteria that includes factors such as existing speeds, number of accidents and number of vulnerable road users.

The Council will take a risk-based approach to maintain and inspect existing signing on the network so that information remains clear, visible and legible. The Council will also seek to remove signs where no longer required to reduce street clutter.

## TRAN0011 Road Markings

The Council is responsible for the provision and maintenance of road markings and road studs on the network throughout Bedford Borough excluding motorways and trunk roads (A1 & A421)

Road Markings are all white and yellow markings on the road surface, as defined in the Traffic Signs, Regulations and General Directions 2016. This includes centre line white lane markings, white edge lines, rib edge lining, pedestrian crossing and junction markings, yellow box junction markings, lettering and arrow markings, road studs, parking restriction markings (Regulatory).

Regulatory Road Markings are subject to legal enforcement (yellow lines). Advisory Markings provide guidance and direction to the road user but are not enforceable.

The Council will provide or ensure provision of adequate and appropriate road markings to ensure safe passage to users of the highway network by giving clear direction and warning.

The Council will take a risk-based approach to maintain and inspect existing road markings and road studs on the network so that they are visible and legible.

Road Studs may be advisory or regulatory dependant on the speed of the road.

## 6. Engineering Policies

<b>ENG000</b>	VRS Asset Strategy
<b>ENG001</b>	Footway Works Policy
<b>ENG002</b>	Lighting Policy
<b>ENG003</b>	Carriageway Resurfacing Policy
<b>ENG004</b>	Departures from Standards Policy
<b>ENG005</b>	High Friction Surfacing Policy
<b>ENG006</b>	Road Safety Audits Policy
<b>ENG007</b>	Road Studs Policy
<b>ENG008</b>	Use of proprietary ironworks reinstatement products Policy
<b>ENG009</b>	Road Adoptions Policy
<b>ENG010</b>	Standards Structures Management Policy

### ENG000

#### VRS - Vehicle Restraint Systems

The Council's Strategy explains the types of and reasons for vehicle restraint systems (VRSs), along with the details of those present on the Council's network. It then outlines current inspection processes prior to discussing options for managing the Council's VRS assets and drawing the associated conclusions and recommendations from them. It should be noted that guardrail sections and vehicle parapets on structures are not covered, unless one of the other VRSs acts in lieu of a parapet.

VRS are installed for assorted reasons on highway networks, such as protecting vehicular occupants from drops (i.e. on approach to or on structures, on embankments or beside ditches), protecting vehicles from impacting other assets (i.e. signs, lamp columns, utility cabinets, bridge supports, roundabouts, buildings and retaining walls) and preventing errant vehicles from passing into other people/vehicles (i.e. pedestrians/ cyclists, other carriageways and railways).

## ENG001 Footway Works

The purpose of this policy is to ensure consistent, effective and efficient use of footway resurfacing materials on the Bedford Borough Council highway network. The policy is intended to enable designers of highway works in the Borough to correctly specify types and extents of footway resurfacing within their designs. This policy is applicable to all highway projects including maintenance work.

This policy takes into consideration the need to achieve best value from Borough resources and to maximise the sustainability of road construction materials.



## ENG002 STREET LIGHTING & ILLUMINATED SIGNS

The policy outlines the basic principles and standards applying to street lighting, surface car park lighting, amenity and illuminated signage in Bedford Borough.

The term “street lighting” encompasses lighting and all other items of illuminated street furniture provided on the public highway (whether or not adopted by the Council), except traffic signals and electrically operated vehicle information signs.

The policy has been created to outline the requirements for the installation and maintenance of all types of external public lighting owned or to be adopted by the Council. It should be read in conjunction with the Highways Design Guide and used as a master plan for all new installations, conversions, upgrades, refurbishments and day to day maintenance.

The Council does not have a specific duty to provide street lighting but has a general duty of care to road users and the general public to ensure their safety. Provision of street lighting may reduce the risk of road accidents, discourage criminal activity and improve how safe people feel.



## ENG003 Carriageway Resurfacing

The purpose of this policy is to ensure consistent, effective and efficient use of carriageway resurfacing materials on the Bedford Borough Council highway network. The policy is intended to enable designers of highway works in the Borough to correctly specify types and extents of carriageway resurfacing within their designs. This policy is applicable to all highway projects including maintenance work.

This policy takes into consideration the need to achieve best value from Borough resources and to maximise the sustainability of road construction materials.



## ENG004 Departure from Standards

It is acknowledged that there may be occasions where designs for highway layouts or assets may not fully meet the requirements of relevant design standards, and the formal Departure from Standard procedure captures reasons and justifications for doing so, whilst taking into account the various reasons and risks associated with the design process that led to the requirement for a Departure from Standard.

The purpose of this policy is to clarify the requirements and procedures for Departures from Standards for design works that impact upon the Bedford Borough Council highway network.

### Outcomes include:

- Ensuring a high quality of submissions and quick determinations;
- To promote intelligent and appropriate decision making by Designers;
- An audit trail to defend design decisions where standards cannot be complied with;
- Minimising the risk of unintended consequences on the network;
- Encouraging innovation to provide the best possible 'reasonably achieved' solutions;
- Designs which are appropriate for the context, are not over-engineered and as such, provide best value.

## ENG005 High Friction Surfacing

The maintenance of adequate levels of skidding resistance on road surfaces is a most important aspect of highway maintenance, and one that contributes significantly to network safety.

Since the 1980s, the use of High Friction Surfacing (HFS) has increased significantly. It has been an effective treatment for reducing traffic accidents associated with skidding and has typically been applied on the approach to pedestrian crossings, roundabouts and traffic signals, as well as other sites where skidding is a concern.

However, with significant advances in vehicle technology such as anti-lock braking systems (ABS), stability control systems (ESP, DSTC etc.), as well as improvements in tyre technology and modern collision avoidance systems the reliance on HFS can reduce with a focus on targeting sites where the risks are most significant.

The requirements of Design Manual for Roads and Bridges, CS228 'Skidding Resistance' will apply to A and B classification roads with a speed limit of 50mph and higher

Generally, HFS will not be required in 20mph limits and zones where speeds are generally low.

## ENG006 Road Safety Audits

Road Safety Audits (RSAs) are processes carried out at various stages of a project in order to assess the impact of the project or works on the safety of road users. This review takes into account various contributory factors by checking proposed and completed works, such as:

- **Driver behaviours** – for example inappropriate speed, risky manoeuvres, misjudgement, reaction time, lack of skill or experience, aggression, thrill seeking, lapses in concentration, or alcohol and drug impairment
- **Environmental factors** - road width, alignment, layout, surroundings, signing, markings or surface; weather or light conditions
- **Vehicle defects** - mechanical breakdown, engine and tyre malfunctions
- A combination of the above

RSAs are not technical checks of conformity to standards, best practice. The Policy shall therefore define Bedford Borough Council's stance with respect to Highway England's national guidance on conducting Road Safety Audits, reference GG119, Rev 2 published January 2020.

## ENG007 Road Studs

Road studs should be inspected for looseness and retro-reflectivity as part of routine maintenance inspections. Priority should be given to those sites where studs are missing along a section of road where there are sharp deviations in the road, such as at a bend, or on the high-speed principal road network where missing studs could contribute to road traffic accidents.

**Safety critical locations for retroreflective road studs shall include the following locations (this list is not exhaustive):**

- Sharp deviations in the road i.e. bends
- Regulatory markings e.g. double white lines, solid edged ghost islands.
- Lay-bys, including emergency areas.
- Merge and diverge tapers.
- Roads where the horizontal alignment constitutes a departure from standard.
- Light emitting (active) road stud locations.

## ENG008 Use of Iron works

The purpose of the policy is to provide clarity on when proprietary ironworks reinstatement products should be used on the Bedford Borough Council highway network. The policy is intended to enable highway designers to correctly assess and specify ironworks reinstatement works within their designs, and to provide assistance to inspectors when specifying revenue repairs.

The policy takes into consideration the need to achieve best value from Borough resources and to maximise the sustainability of road construction materials.



## ENG009 Road Adoptions

The Highways Act 1980 (“the Act”) empowers Highway Authorities to take over roads, footways and associated infrastructure as highway to be maintained at the public expense. This process is known as highway adoption. Bedford Borough Council formalises a policy with respect to highway adoption within the borough.

A clear and consistent policy will outline what developers and the council can expect from each other and it will ensure that management companies owning unadopted roads, owners of properties on unadopted roads, prospective buyers of said properties, and council taxpayers with the borough are aware of the criteria.

### **The Council is committed to working close with developers to achieve:**

- Developments which contribute to Bedford Borough being an excellent place to live, work and visit;
- Efficient and effective delivery of projects for the benefit of all parties;
- Development that is not a financial burden or maintenance liability to the Council;
- All works constructed to adoptable standards;
- Minimal disruption to existing highways during construction;
- Delivery in accordance with relevant legislation; and
- Consistent use of acceptable materials on the publicly maintained highway.

## ENG010 Substandard Structures

The policy sets out how sub-standard bridges, walls and other structures subject to highway loading will be classified and managed. It gives the requirements / guidance on interim measures, assessment and strengthening. It also covers the principles for other sub-standard structures, such as those with non-primary load carrying elements not carrying a highway or assessed by alternative standards and found to have insufficient capacity. This can include sub-standard parapets and superstructure elements vulnerable to vehicular impact.

The approach shall follow the guidance/principles of CS 470 Management of Sub-standard Highway Structures. Reference to CS 470 shall be made throughout any sub-standard structure’s classification, interim measures planning, monitoring, review or removal.

## Finding out more

If you would like further copies, a large-print copy or information about us and our services, please contact us at our address below.

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