

BRITAIN'S ROADS

Quick Guide for the Layman

**LEGAL REQUIREMENTS FOR
ALL AUTHORITIES & THEIR
CONTRACTORS**



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April 2024

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INTRODUCTION

Contrary to public belief, Councils, Highways & Relevant Authorities/ Duty Bodies in Britain are not cash strapped when it comes to maintaining clean & safe standards.

Billions in tax-payers money is allocated to agreed budgets that are in place to maintain set standards that are THE LAW known as their Statutory Duty.

Multiple Freedom of Information (FOI) Requests reveal that high value, multi-year contracts are awarded to large firms & contractors who are making big profits for “under-performance”.

This unacceptable practice is under the supervision and knowledge of public sector managers & supervisors where typical salaries range from £70k to £120k per annum plus bonus and who remain unreachable and unaccountable to the public for their continued failure.

The result is a broken Britain.

**The following pages are extracts
from the legally binding and
governing standards, chapters
and codes of practice to be
adhered to by all authorities that
are responsible for Highways in
the United Kingdom**

STATUTORY DUTY

Duty of Care A.3.2.1.

There are many specific duties and powers, but even in the absence of specific duties and powers, authorities have a general duty of care to users and the community to maintain the highway in a condition fit for its purpose. This principle should be applied to all decisions affecting policy, priority, programming and implementation of highway maintenance works.

Traffic Signs Manual

Introduction
2018

CHAPTER 1

8 MAINTENANCE OF SIGNS

8.1 General

8.1.1. Traffic signs are erected to perform a specific function and it is very important that they are adequately maintained in order to preserve their original effectiveness and general condition. In addition to compromising road safety or compliance with statutory provisions, it is a waste of a public asset to allow signs to lose their effectiveness.

8.1.2. Over time, signs gradually become faded and their retroreflective properties diminish. This will reduce both conspicuity and legibility by day and by night. Signs also become less effective when they are dirty, damaged or displaced as a result of vehicle impact or vandalism. Damaged or dirty signs also discredit the traffic authority and lessen road users' respect for the signs. A periodic inspection of signs should be made to ensure their early repair and/or replacement when necessary. After-dark inspections should be made of lit and reflectorised signs, or a retroreflectometer may be used to measure the latter.

8.1.3. Excessively discoloured or faded signs (e.g. white backgrounds that have become grey or brown, or red borders faded to pink) and signs where the legend or graphic is peeling are not effective and need to be replaced.

8.1.4. Maintenance of signs should therefore include inspection of three main characteristics: visual, electrical and structural condition. Advice can be found in TD 25, 'Inspection and Maintenance of Traffic Signs on Motorways and All-purpose Trunk Roads' and 'Well-managed Highway Infrastructure: A Code of Practice' (published by UK Roads Liaison Group). Signs should also be checked for manufacturing defects during their warranty period.

8.1.5. Regular cleaning of signs is essential and this should be carried out in accordance with the manufacturer's instructions to prevent damage to the sign face or any protective overlay. No firm guidance can be given about frequency of cleaning, as dirt deposit will vary with site conditions. Signs located where they are subject to heavy soiling from passing traffic (e.g. low mounted verge signs) or algal growth (a common problem with signs beneath tree canopies) will need more frequent cleaning.

8.1.6. Neglect reduces the contrast between the sign and its surroundings, making it less likely to be noticed by drivers. It also reduces the contrast between legend and sign background, making the sign more difficult to read. Moreover, dirt seriously reduces light transmission through retroreflective sheeting; dirty signs are far less effective at night. While this is particularly true of unlit reflectorised signs, where the incident light has to pass twice through the retroreflective sheeting, it also seriously affects the performance of both internally and externally lit signs.

8.1.7. It is also essential to maintain the necessary clear visibility distance to traffic signs. Regular inspections should be made, particularly in summer when the rapid growth of foliage and grass is most likely to cause obscuration. Examples of obscuration by dirt and growth of foliage is shown in **Figure 8-1**. Advice on clear visibility distances for different types of sign is given in Chapters 3 and 4 and in LTN 1/94 (see **1.6.1**).

8.1.8. The same is true of road markings. Good road markings have a proven record of enhancing road safety. Advice for trunk roads can be found in TD 26, 'Inspection and Maintenance of Road Markings and Road Studs on Motorways and All-purpose Trunk Roads'. Advice is also available in the UK Road Liaison Group's document 'Well-managed Highway Infrastructure: A Code of Practice'.

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BREACH OF STATUTORY DUTY BY AUTHORITY



9 REMOVING SIGNS AND SUPPORTS

9.1 General

9.1.1. Redundant signs and their supports should be removed when installing new signs. Before new signs are installed designers should undertake a review to determine whether any sign information could be rationalised or removed to reduce sign clutter. Other options may include retaining, amending, relocating or removing the existing sign. When removing illuminated signs, the electric cable should be disconnected at its source so that disused live cables are not left in the ground.

9.1.2. There are many examples of supports all over the country with no sign on them. An 'empty' support may indicate the loss of an important sign (due to theft, structural failure, accidental or malicious damage) that might need urgent replacement. Once it has been established that a sign is no longer required, the empty support should be removed so that it does not present a hazard to road users, road workers or an unlawful obstruction of the highway. When removing supports, consideration should be given to removing any projecting concrete foundations or support sockets as well. Further guidance is available in TD 25 'Inspection and Maintenance of Traffic Signs on Motorway and All-purpose Trunk Roads'.

9.1.3. Temporary signs should only be used where a clear need has been identified. In most cases this would be for road safety reasons, for example where there is a new road layout. Signs for new housing developments should not be placed by default, and may not be erected without the permission of the highway authority. In all cases, temporary signs must be removed within the time limits set out in TSRGD to safeguard their effectiveness. For example:

- all temporary (white-on-red) signs should be removed as soon as they are no longer needed. Signs such as 'NEW ROAD LAYOUT AHEAD' must be removed no later than 3 months after the completion of the works.
- black-on-yellow temporary signs for new housing developments (diagrams 2701 and 2701.1) must be removed within 6 months of completion of the development.

9.1.4. TSRGD requires a "remove by" date to be placed on the back of temporary signs to diagrams 7014, 7014.1 and 7032, and their variants, a measure aimed at helping authorities keep track of when signs should be removed, and enabling local residents to request removal if a sign is left in place too long.

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Traffic Signs Manual

CHAPTER 8

Traffic Safety Measures and Signs for Road Works and Temporary Situations

Part 2: Operations

2009

03.8 REMOVAL OF STATIC TRAFFIC MANAGEMENT

03.8.5

On completion of the works or following the removal of temporary traffic management arrangements, if earlier, an inspection shall be carried out to ensure that all signs and delineators remaining are correct or else have been removed or covered as appropriate.

Inspection shall include a drive through or visual inspection, as appropriate, to ensure that all temporary traffic management and signs have been removed and any permanent road signs

that were temporarily covered or removed have been uncovered or reinstated correctly.

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Pavement
Inspection & Assessment

CS 230

Pavement maintenance assessment procedure

(formerly HD 29/08, HD 30/08)

Version 0.1.0

Summary

This document sets out the requirements for reviewing routine/network level data in order to establish whether there is a pavement maintenance need that requires further investigation. The review will identify lengths of pavement, some of which will be selected for detailed investigation. This document is complemented by CD 227 which sets out the requirements for determining the need for maintenance and for designing maintenance treatments, and by CS 229 which sets out the requirements for undertaking detailed pavement investigations. Requirements for assessing skidding resistance on the network are set out in CS 228.

National Variation

This document has associated National Application Annexes providing alternative or supplementary content to that given in the core document, which is relevant to specific Overseeing Organisations. National Application Annexes are adjoined at the end of this document.

Feedback and Enquiries

Users of this document are encouraged to raise any enquiries and/or provide feedback on the content and usage of this document to the dedicated National Highways team. The online feedback form for all enquiries and feedback can be accessed at: www.standardsforhighways.co.uk/feedback.

This is a controlled document.

Road pavements do not last indefinitely.

At some stage in their lives signs of wear such as polishing, rutting, fretting and cracking may show on the surface.

Maintenance is required
when these signs of wear are
judged to affect the
standards of service provided
to the road user and the
integrity of the pavement
structure.


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OTHER REFERENCED CODES OF PRACTICE AND GUIDELINES STATED IN THE LEGISLATION

Design Manual for Roads and Bridges



Road Layout
Maintenance & Operation

CM 125

Maintenance of traffic signs

(formerly TD 25/15)

Revision 1

Summary
This document sets out the requirements for the maintenance of permanent traffic signs.


Application by Overseeing Organisations
Any specific requirements for Overseeing Organisations alternative or supplementary to those given in this document are given in National Application Annexes to this document.

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Design Manual for Roads and Bridges



Road Layout
Inspection & Assessment

CS 126

Inspection and assessment of road markings and road studs

(formerly TD 26/17)

Version 0.1.0

Summary
This document provides general information to support the inspection and assessment of the road marking and road stud asset. It specifically clarifies the risk based approach when considering renewal of these assets.

Application by Overseeing Organisations
Any specific requirements for Overseeing Organisations alternative or supplementary to those given in this document are given in National Application Annexes to this document.


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UK ROADS LIAISON GROUP

WELL-MANAGED HIGHWAY INFRASTRUCTURE: A CODE OF PRACTICE



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