

Report to the Cabinet

Meeting to be held on Thursday, 14 January 2021

Report of the Head of Service - Asset Management

Part I

Electoral Division affected:
(All Divisions);

Skid Resistance Code of Practice

(Appendix 'A' refers)

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Executive Summary

The maintenance of adequate levels of skidding resistance across Lancashire's highways is an important aspect of highway maintenance and one that contributes significantly to the safety of the highway network for all road users.

This report seeks approval to revise the Skid Resistance Code of Practice which sets out the county council's approach to monitoring skid resistance, interpreting data, investigating accident sites and developing an annual programme of remedial and/or resurfacing works across Lancashire's A, B & C road network.

Recommendation

Cabinet is asked to:

- (i) Approve that the Skid Resistance Code of Practice for A, B and C class Roads be revised as described in this report and as set out at Appendix 'A'.
- (ii) Authorise the Director of Strategy & Performance to approve and publish the Skid Resistance Code of Practice, in consultation with the Deputy Leader of the County Council and Cabinet Member for Highways and Transport.

Background and Advice

Lancashire County Council is responsible for approximately 7,500km of highway and is committed to managing the skid resistance levels of road surfaces across this network to achieve acceptable road user safety in a cost-effective manner.

Skid resistance is a measure of the frictional properties between the tyre of a moving vehicle and the road surface which directly affect the ability of a driver to slow/stop

the vehicle. The maintenance of adequate levels of skidding resistance across the highway running surface is an important aspect of highway maintenance and one that contributes significantly to network safety.

The Skid Resistance Code of Practice sets out the council's approach to managing skid resistance levels of road surfaces across our A, B and C class highway network and provides detailed guidance for the processes by which the strategy will be applied.

Our aims in managing skid resistance on their highway network are:

- To enable the public to travel safely using the highway network.
- To contribute to a reduction in the number of people killed or seriously injured on the highway network.
- To ensure the council fulfils its duty to maintain under the Highways Act 1980.

The Highways England Skid Resistance Standard CS 228 and the Code of Practice for Highway Maintenance Management 'Well-Maintained Highways' requires each local authority to evaluate the advice, and produce a policy for the management of Skid Resistance on their respective highway network.

The Skid Resistance Code of Practice sets out the county council's approach to monitoring skid resistance, interpreting data, investigating accident sites and developing an annual programme of remedial and/or resurfacing works across Lancashire's highways.

Proposed revision to the Skid Resistance Code of Practice

The proposed approach adapts the Highway England's Skidding Resistance document CS 228 and applies this across the A, B and C road network in Lancashire. Skid resistance surveys will not be routinely undertaken on parts of the network other than the A, B and C network unless there is a justified reason for doing so.

Investigatory Levels represent a pre-defined skid resistance limit below which investigation may be required: above this limit, skid resistance is considered to be satisfactory; at or below this limit skid resistance may require further investigation.

The current Skid Resistance Code of Practice sets default investigatory levels across the network, with further site investigation required where sites were deemed deficient when assessed against a set criteria (outlined in Appendix 'A'). The proposed revision to the Code of Practice (outlined in Appendix 'A') proposes to move to a risk-based approach that will involve a desktop based risk assessment to prioritise sites for further investigation. The method of risk assessment is in accordance with superseded Highways England standard HD28/15.

Skid Resistance will be measured annually over the entire A, B and C network and any other specific sites appended to the standard survey network. Surveys will be carried out using a vehicle mounted device (SCRIM), which measures the skid resistance of the carriageway.

All sites where the measured skid resistance is at or below the corresponding Investigatory Levels will undergo the initial site risk assessment process in the Code of Practice and outlined in Appendix 'A'. The objective of the initial site risk assessment will be to enable prioritisation of sites for detailed on site investigations, not to provide a risk assessment of the selected sites risk of a skidding incident. When assessed against Highways England Skid Resistance Standard CS228 (Appendix 'A' refers) there may be instances where a more appropriate investigatory level should be used to better reflect site specific factors.

Appendix 'A' to this report provides a comparison of the current and proposed Skid Resistance Code of Practice approaches.

As a result of the investigation, remedial actions to address skid resistance risk may be recommended. Further work, outside this Code of Practice will then be done to identify appropriate surfacing materials.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Although the formal management of highway skidding resistance is not a legal requirement, it is considered good practice and is a requirement of the Well-Managed Highway Infrastructure: A Code of Practice.

The Skid Resistance Code of Practice provides the framework, processes and guidance for the management of skid resistance, with the aim of ensuring that the frictional properties of road surfaces are appropriate for their expected use and safety risk and within the reasonable expectations outlined in the Highway Act 1980. Without this code of practice there will be no mechanism to assess the level of skid risk and prioritise the prevention and mitigation of any risk. This Code of Practice also allows deviation from Highways England Skid Resistance Standard CS 228 to better take account of local road characteristics while ensuring the council's duty is fulfilled.

It also supports defence of claims against the authority. Publishing a risk based approach will allow better management of the number of sites that will require investigation, reducing the overall demand on the service, whilst remaining a robust and defensible approach.

Financial

The surveying processes will be revenue activity with resulting interventions required being programmed into future capital programmes as appropriate.

Legal

The highway authority has a legal duty to maintain highways maintainable at public expense to a standard fit for the ordinary traffic using them, and this includes maintenance of surface. Where appropriate there may be improvements rather than purely maintenance.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A