

Comparison of the current and proposed Skid Resistance Code of Practice

Existing method for identifying sites for further investigation	Proposed method for identifying sites for further investigation
The measured skid resistance over the assessment length \leq the Investigatory Level & ≥ 2 wet road collisions in the preceding 3 years and the proportion of wet road crashes is greater than 30% of all road crashes.	Sites where the measured skid resistance is below the Investigatory Level will be subject to an initial site risk assessment to enable prioritisation of sites for detailed investigations. This uses a site risk-based site scoring system, as shown below in table 2, and prioritises further investigation based on the risk score, where: <ul style="list-style-type: none"> • Low Risk ≤ 3 – No further investigation required • Mid Risk 3-13 – Investigate on a risk prioritised basis, as resources allow, as soon as is reasonably practical following initial risk assessment • High Risk ≥ 12 – High-priority site investigation, to be carried out as soon as possible following initial risk assessment
Or	
The measured skid resistance over the assessment length is >0.10 below the Investigatory Level and 1 wet road injury crash has occurred at the location in the preceding 3 years.	
Or	
The measured skid resistance over the assessment length is >0.20 below the Investigatory Level over the assessment length or over any continuous portion, 50 metres or more in length, within the assessment length, regardless of the past crash record.	

Table 1: Comparison of methods for identifying sites for further investigation

Number of collisions	0	1	2	3+	
Score	0	4	8	12	
Likely impact of a collision	Slight	Slight/serious	Serious	Serious/fatal	
Score	1	2	3	4	
Skid resistance Difference (SD)	>0	≤ 0 and >-0.05	≤ -0.05 and >-0.10	≤ -0.10 and >-0.15	≤ -0.15
Score	0	1	3	6	12
Site has $SD \leq 0$ and poor texture at some point	No	Yes			
Score	0	1			

Table 2: Risk-based site scoring system (based on HD28/15)