



# Report

## Deputy Leader / Cabinet Member for City Services

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### Part 1

Date: 28 July 2021

### **Subject Adoption of Carriageway Skid Resistance Strategy 2021**

**Purpose** To seek cabinet member approval of the adoption of the City Services 'Carriageway Skid Resistance Strategy 2021' document as the new strategy for skid resistance.

**Author** Head of City Services

**Ward** All Wards

**Summary** This Strategy has been written in accordance with the relevant principles defined in the 2016 UKRLG Code of Practice (Well-Managed Highway Infrastructure), in particular Section B.5.6. – Skid Resistance Surveys. The main document of guidance for skid resistance is 'CS 228', this document has been published by UK Design Manual for Roads and Bridges (DMRB) and supersedes document HD28/15. The analyses of the new CS228 document has resulted in a Skid Resistance Strategy being created to provide the framework, process 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.

**Proposal** The Cabinet Member for City Services approves the Skid Resistance Strategy 2021, as the councils approach to a risk-based approach to highways asset management.

**Action by** Service Manager Highways and Engineering

**Timetable** Immediate

This report was prepared after consultation with

- Head of City Services
- Head of Finance
- Head of law and regulation
- Head of People and Business Change

**Signed**

## **Background**

In 2016, the UK Roads Liaison Group published the latest Code of Practice: Well-Managed Highway Infrastructure (CoP: WMHI). This CoP replaced and consolidated the previous 2005 CoP, with the aim of changing condition surveying recommendations to a risk-based approach, to be determined by each authority. This change in recommendation is a significant change compared to the 2005 CoP, which had specific guidance and recommendations.

As part of the new CoP, the risk-based approach advocates an asset management framework should be adopted, to include a skid resistance strategy, with the strategy being guided by the Design Manual for Roads and Bridges, document CS228.

The present approach of surveying the authority's network for skid, is carried out by WDM. WDM is the approved company for all road condition surveys on the councils highway network. To survey for skid resistance, WDM utilise their Surface Coefficient Research Investigation Machine (SCRIM), which up until recently surveyed: A roads year 1, B roads year 2 and R roads year 3 within the authorities road network. It was recognised this methodology leaves the authority in a position, where the annually review of two thirds of the SCRIM data, is considerably out of date, and does not align with the updated CoP: WMHI which advocates a risk-based approach, and as such has resulted in the authority reviewing this process, and concluding a new methodology. The new methodology is to annually SCRIM survey the authority's roads which possess the highest risk. This has resulted in Strategic, Main and Secondary roads being identified for annual SCRIM surveying, due to the inherent risk they pose through having the greatest speed, and highest volumes of traffic.

Though the risk-based approach has identified these roads for surveying, each part of the road is unique, for this reason a site category (SC) review has been carried out and a numerical value to each site on the recommendations set out in CS228. These values will be used as the threshold for skid resistance.

The annual SCRIM survey will highlight SC's which are below the skid resistance threshold, known as the investigation level (IL). The IL's numerical value combined with accident data will be combined to form an overall score, with any result of 12 or greater warranting further investigation by competent personnel. The matrix for achieving the overall score is situated in table 3 in the skid resistance strategy document.

## **Options Available and considered**

- Option 1      That the Cabinet Member for City Services approves the Carriageway Skid Resistance Strategy 2021.
- Option 2      That the Cabinet Member for City Services does not approve the Carriageway Skid Resistance Strategy 2021, and the authority continues to use the present Carriageway Skid Resistance Strategy

## **Preferred Option and Why**

- Option 1      That the Cabinet Member for City Services approves the Carriageway Skid Resistance Strategy 2021.

This endorsement is based on the recommendations set out in the (CoP: WMHI), Design Manual for Roads and Bridges, Document: CS228 and the CSSW 'Risk-based Approach'. This endorsement also recognises for the authority to comply with recommendations and best practices, it should implement the recommendations advocated by the Design Manual for Roads and Bridges, Document CS228, concluding with the approval the Carriageway Skid Resistance Strategy 2021 document.

## **Financial Summary**

No additional funding is required for this proposal, as any schemes identified will be provided for through the existing maintenance budget.

## **Risks**

Risk	Impact of Risk if it occurs* (H/M/L)	Probability of risk occurring (H/M/L)	What is the Council doing or what has it done to avoid the risk or reduce its effect	Who is responsible for dealing with the risk?
Failure to produce and adhere to an up to date Skid Resistance Strategy will impact on the authority's ability to repudiate highway claims	H	H	A comprehensive Skid Resistance Strategy has been developed and will be endorsed and adopted by the council	Head of City Services/ Service Manager Highways and Engineering

## **Links to Councils Policies and Priorities**

Though the Skid Resistance Strategy is predominately driven by the CoP and CSSW recommendations, of a risk-based approach, it also assists the authority in achieving some of the principles integrated into the objectives of the corporate plan.

The Corporate Plan has a primary vision to 'Improving People's Lives'. with four well-being objectives:

1. To improve skills, educational outcomes & employment opportunities
2. To promote economic growth and regeneration whilst protecting the environment
3. To enable people to be healthy, independent and resilient
4. To build cohesive and sustainable communities.

These four well-being objectives are driven by a subset of six principles. Of these principles, evidence based, integrated technology, early intervention and prevention are incorporated into the Carriageway Skid Resistance Strategy.

## **Comments of Chief Financial Officer**

In addition the safety related benefits, the risk based approach to highways asset management has the potential to provide a cost effective solution to address other areas of the highway condition deterioration and reducing the risk of claims against the council.

Whilst there are no immediate financial implications of the Skid Resistance Strategy 2021 an assessment should be made of the likely costs associated with the initial remedial actions to reduce skid risk, especially in respect of road surface condition, to ensure it is manageable within existing budget provision.

## **Comments of Monitoring Officer**

The proposed Skid Resistance Strategy is in accordance with the Council's statutory duties under the Highways Act 1980 in relation to the maintenance of a safe highway network. Although skid resistance is not a specific requirement of the statutory duty to maintain roads safely under Section 41 of the Act, it is consistent with the discharge of the duty to ensure that highways are safe for road users. In order for the Council to maintain a statutory defence under Section 58 of the Act to any road accident claims, it needs to demonstrate that it has in place a reasonable system of inspection and repair. Compliance with the Code of Practice on Well-managed Highways is evidence that a reasonable system is in place and the

2016 Code makes specific reference to the requirement for Skid Resistance Surveys and a risk-based approach to dealing with identified skidding issues based on the categorisation and nature of the highway. Therefore, it is recommended good practice for the Council to adopt such a Skid Resistance Strategy.

### Comments of Head of People and Business Change

The skid resistance strategy has the potential to provide well-being benefits to communities with the improvement of safety and the reduction of risk to the road user.

The report writer has fully considered the council's well-being objectives and the sustainable development principle of the Well-being of Future Generations Act when developing this report.

In addition a Fairness and Equalities Impact Assessment has been completed and included in the appropriate section of this report.

From an HR perspective there are no staffing implications to this report.

### Comments of Cabinet Member

The implementation of a skid resistance strategy will not only make the roads safer for all users, it will result in less claims against the authority. I have also been informed that a skid resistance strategy is recommended by the Code of Practice and as such has been adopted by the majority of other authorities, as it is considered best practice. For these reasons I would recommend the authority adopt the skid resistance strategy at the earliest practicable time.

**NB: *Do not circulate for ward member comments until the report is drafted in accordance with the wishes of your Head of Service or Corporate Director and with the knowledge of the relevant cabinet member.***

### Scrutiny Committees

N/a

### Equalities Impact Assessment and the Equalities Act 2010

Protected characteristic	Impact:			Provide further details about the nature of the impact in the section below. Does it: <ol style="list-style-type: none"><li>Promote equal opportunity</li><li>Promote community cohesion</li><li>Help eliminate unlawful discrimination/ harassment/ victimisation?</li></ol>
	Positive	Negative	Neither	
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safer highway
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safer highway
Gender reassignment/ transgender	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Impact
Marriage or civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No impact
Pregnancy or maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Impact
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Impact
Religion or Belief or non- belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Impact

Protected characteristic	Impact:			Provide further details about the nature of the impact in the section below. Does it: <ol style="list-style-type: none"><li>Promote equal opportunity</li><li>Promote community cohesion</li><li>Help eliminate unlawful discrimination/ harassment/ victimisation?</li></ol>
	Positive	Negative	Neither	
Sex/ Gender Identity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Impact
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Impact
Welsh Language	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No Impact

## Children and Families (Wales) Measure

N/A

## Wellbeing of Future Generations (Wales) Act 2015

**a) Long term:** The preferred option will support the long-term social, economic and environmental well-being for future generations within the city, by maintaining a safe and reliable highway network.

**b) Prevention:** The preferred option, will assist in maintaining a safe highway network by adopting a risk-based approach. This risk based approach has identified the Strategic, Main and Secondary roads for annual SCRIM surveys, with analyses of the results to be carried out in areas identified below investigation levels. After investigation if these areas are deemed a skid risk, they will be prioritised for highway maintenance accordingly. This preventative measure will reduce the likely impact on users of skidding and permit safe travel safely across the city.

**c) Integration:** The preferred option, will result in the authority integrating into the carriageway skid resistance strategy, the recommendations deemed appropriate in the CoP. By integrating these recommendations the authority will prioritise a preventative skid strategy. Therefore using resources more efficiently, as the likelihood of skidding related incidents on the Councils network. The adoption of the new carriageway skid resistance strategy will also promote the safe movement of traffic, and as such have a positive impact the users.

**d) Collaboration:** The preferred option has been created with the collaboration of Yotta; who are the suppliers of the Councils highway asset management software, and the County Surveyors' Society Wales (CSSW). The CSSW who are a professional association of local authority chief officers, who operate at the strategic tier of local government in Wales, and play a key role in planning and delivering

local and national initiatives. These partnerships will assist the authority with guidance on any deviation from best practice and any discrepancies with the CoP.

**e) Involvement:** The preferred option has resulted from consultation with Yotta and CSSW. The involvement from these stakeholders has resulted in information being integrated into the skid resistance strategy which will assist the authority in providing a safer highway network.

## **Crime and Disorder Act 1998**

N/A

## **Consultation**

N/A

## **Background Papers**

- Code of Practice 'Well-Managed Highway Infrastructure'.
- Highway Infrastructure Asset Management Guidance Document.
- CSSW Risk-based Approach which advocates a need to formalise decision making, and to ensure that such decisions are, to the extent that such is possible, fact based.
- Design Manual for Roads and Bridges, Document CS228 (this document superseded hd28/15, in March 2020).

**Dated: 28 July 2021**