



**Name of meeting:** CABINET  
**Date:** 18<sup>th</sup> September 2018

**Title of report:** Adoption of a West Yorkshire plus York Common Skid Resistance Policy

**Purpose of Report** This is a key decision to seek approval to adopt a West Yorkshire plus York Common Skid Resistance Policy.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	Yes Affects more than 1 ward
Key Decision - Is it in the <a href="#">Council's Forward Plan</a> (key decisions and private reports)?	Yes first published 16 <sup>th</sup> August 2018
The Decision - Is it eligible for call in by <a href="#">Scrutiny</a> ?	Yes
Date signed off by Strategic <u>Director</u> & name	Karl Battersby - 5.09.2018
Is it also signed off by the Acting Service Director - Finance, IT, and Transactional Services?	Eamonn Croston - 6.09.2018
Is it also signed off by the Service Director Legal, Governance and Commissioning?	Julie Muscroft - 6.09.2018
Cabinet member <a href="#">portfolio</a>	Cllr Naheed Mather - Communities and Environment

Electoral [wards](#) affected: All

Ward councillors consulted:

Public or private: PUBLIC

## 1. Summary

Authorities need to formalise processes to monitor skid resistance, identifying roads where lack of grip is a potential issue, prioritising sites for required improvement and ensuring that these improvements are

incorporated in the forward programme of works. Regular surveys together with a skid policy based on the current standards, enables a procedure that can help reduce road casualty rates.

Kirklees Skid Resistance Strategy for these processes comprises a West Yorkshire plus York Common Skid Resistance Policy and a Kirklees procedure document.

## **2. Information required to take a decision**

### **2.1 SKID RESISTANCE**

Skid resistance is an important property relating to the safe passage of highway users, particularly in damp or wet conditions. Over the course of a road's life the surface can lose some of its characteristics associated with grip. Effective maintenance of the highway network includes the requirement to systematically monitor the skid resistance of the road surface and to take a proactive approach so that the skid resistance across the network is maintained to an appropriate standard.

Skid resistance survey machines are Sideway Force Coefficient Routine Investigation Machines known as SCRIM.

Whilst the council as Highways Authority provides and manages the adopted road infrastructure, it is important that drivers/riders ensure that their driving takes account of the conditions and that their vehicles, including tyres are in good condition.

### **2.2 YORKSHIRE plus YORK COMMON SKID RESISTANCE POLICY**

The constituent local authorities of the West Yorkshire Combined Authority – Leeds City Council, Kirklees Council, Bradford Metropolitan District Council, Calderdale Council and Wakefield Council with the inclusion of City of York Council, have developed a West Yorkshire plus York Common Skid Resistance Policy (Appendix 1). A common policy ensures consistency on cross boundary networks, such as the West Yorkshire Key Route Network, whilst the format allows each local authority the autonomy to manage their network appropriate to the local conditions in accordance with their skid resistance procedure.

2.2.1 The objective of the West Yorkshire plus York Common Skid Resistance Policy is to:

- Maintain a consistent approach to the provision of skid resistance across the strategic road network, so that road users find consistent friction characteristics when accelerating, braking and cornering.
- Provide a level of skid resistance appropriate to the nature of the road environment at each location. The appropriate level is determined from a combination of: network-wide analysis of crash

history, consideration of friction demands by road users and local judgement of site specific factors by suitably experienced engineers.

#### 2.2.2 To achieve this each constituent authority will:

- Formalise processes for monitoring skid resistance across its Classified A Road network on an ongoing basis.
- Identify deficient sites using skid resistance survey methods for further investigation.
- Use accident data on sites identified for further investigation to determine whether inadequate skidding resistance could be a factor.
- Recommend appropriate actions to negate risks.
- Prioritise skid deficient sites for improvement works based on where the greatest risks lie.
- Ensure improvements to skid deficient sites are incorporated into the annual highway maintenance works programme.

### 2.3 KIRKLEES SKID RESISTANCE PROCEDURE

The Kirklees Skid Resistance Procedure details how the common skid resistance policy will be implemented.

2.3.1 In 2015 Highways England published an updated comprehensive methodology for managing carriageway skid resistance on motorways and trunk roads and this is set out in their design standard, HD 28/15.

The methodology detailed in HD 28/15 forms a basis for the Kirklees Skid Resistance Procedure. However, this is adapted to reflect local needs and resource constraints.

In summary the methodology is as follows:

- Skid resistance surveys will be undertaken annually on defined parts of the highway network which are referred to as the SCRIM Network.
- The current SCRIM Network is the Classified A Road network  
NB: This network definition is subject to review once maintenance hierarchies have been defined during the implementation of the new Code of Practice for Well Managed Highway Infrastructure. In anticipation of change we are surveying and investigating skid resistance on the B and C class road network.
- The defined network will be assigned Investigatory Levels depending on a range of factors such as the speed limit and geometry of the road.

- Skid resistance data for a particular section of road (a site) will be scrutinised and compared against its Investigatory Level.
- Sites where skid resistance falls at or below the Investigatory Level will be identified for further investigation.
- The further investigation will take into account other factors such as whether there is road traffic crash history at the site to establish whether remedial treatment is necessary.
- Where remedial treatment is deemed to be of benefit, sites will be prioritised using a risk assessment approach and inserted into a work programme for action within the resources available.

The above methodology will be applied on an ongoing basis so that skid resistance across the highway network is monitored and managed appropriately.

The Kirklees Skid Resistance Procedure document sets out the technical detail for the application of this methodology.

### **3. Implications for the Council**

#### **3.1 Early Intervention and Prevention (EIP)**

There will be no impact.

#### **3.2 Economic Resilience (ER)**

A well maintained road network supports the development of local businesses and helps develop Kirklees as a quality place where people want to live, work and visit.

#### **3.3 Improving Outcomes for Children**

There will be no impact.

#### **3.4 Reducing demand for Services**

The scheme contributes to providing real help for communities by reducing the potential for road traffic accidents. The council is using a risk and data lead approach to how it manages the highway infrastructure including skid resistance taking account of the resources that are available.

#### **3.5 Financial Implications**

Skid resistance works, forms part of the Safer Roads and Principal Road Surfacing budgets.

**4. Consultees and their opinions**

This report has been prepared in consultation with Strategic Directors, Service Directors, Heads of Service and Portfolio Holder for Communities and Environment, through discussion at Senior Leadership Team, Portfolio Briefing, and the Executive Team.

**5. Next steps**

Officers implement the Policy and develop the procedure with the advantage of lessons learned from trials undertaken to date.

**6. Officer recommendations and reasons**

That Cabinet approves the adoption of the West Yorkshire plus York Common Skid Resistance Policy as part of the strategy to manage skid resistance on Kirklees roads.

That authority is delegated to the Strategic Director Economy and Infrastructure, to keep the policy under review and update as required, in consultation with the portfolio holders, if any change in policy or approach is required. Substantial changes will be subject to cabinet approval.

Reasons:

A formal strategy to manage skid resistance on our roads complements our Highway Infrastructure Asset Management Plan which looks to manage assets in a strategic way.

**7. Cabinet portfolio holder's recommendation**

I welcome this formalised process to monitoring skid resistance, through identifying roads where lack of grip is a potential issue, prioritising sites for required improvements and ensuring these are incorporated into the forward programme of works.

**8. Contact officer**

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**9. Background papers and History of Decisions**

**Papers: West Yorkshire plus York Common Skid Resistance Policy (Appendix 1)**

**10. Service Director responsible**

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