

Cabinet

Dorset County Council



Date of Meeting	6 December 2017
<p><u>Cabinet Member(s)</u> Daryl Turner - Cabinet Member for The Natural and Built Environment</p> <p><u>Local Member(s)</u> All Councillors</p> <p><u>Lead Director(s)</u> Mike Harries - Corporate Director for Environment and Economy</p>	
Subject of Report	Dorset Highways Revised Skid Policy
Executive Summary	<p>This report contains the latest revision to our policy to managing skid resistance on the County Council's highway network.</p> <p>This revision has been published to reflect changes in the guidance produced by the Department for Transport in relation to the management of skid resistance.</p> <p>The report sets out how data is collected by the highway officers and analysed to identify and prioritise sites for detailed investigation and future remedial treatments.</p>
Impact Assessment:	<p>Equalities Impact Assessment: Ref EqlA-61975586</p> <p>EQIA screening carried out. A Full Assessment exercise not required.</p> <p>Use of Evidence: This report uses guidance documented in HD28/15 of the Design Manual for Roads and Bridges. The data is based on the most recently collected SCRIM (skid resistance) data collected this autumn, and reflects the review in site categories and associated minimum levels of skid resistance which was carried out in June 2017.</p>

	<p>Budget: We are proposing to invest £1million into targeting the highest risk sites to 'promote safe travel'. This will be funded from existing budget allocations.</p>
	<p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as: Current Risk: HIGH Residual Risk: MEDIUM <i>(ie reflecting the recommendations in this report and mitigating actions proposed)</i></p> <p>There is a risk to strategic priorities – ie safe travel.</p>
	<p>Other Implications: None identified.</p>
Recommendation	<p>That the Cabinet approve the revised Skid Policy and approach to the management of skid resistance on the highway.</p>
Reason for Recommendation	<p>To support key corporate outcomes and objectives linked to 'Safe' and 'Prosperous', and to demonstrate compliance with national guidance in relation to the management of skid resistance on the network.</p>
Appendices	<p>Policy to Manage the Skid Resistance on Dorset's Roads - 2017 Revision</p>
Background Papers	<p>None.</p>
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1. Background

This report accompanies the revision to Dorset County Council's Carriageway Skid Policy, which aligns with the latest guidance, and replaces the previous version dated January 2013.

The Policy sets out how Dorset Highways manages skid resistance on the highway network, in terms of data collection, identifying appropriate minimum levels of skid resistance, and how sites are identified and prioritised for investigation, and subsequent repair.

2. Why the Policy is Required

- 2.1 The approval of the policy is required to ensure we conform to the latest guidance in the management of skid resistance on the carriageway network, as set out in HD28/15 of the Design Manual for Roads and Bridges.

The DfT guidance is intended for the trunk road network, managed by Highways England, therefore we will adopt elements of this guidance appropriate to our network.

2.2 The methodology for identifying and prioritising high risk sites has also changed, with the change in asset management software provider. Documented in the policy is the methodology in the new Horizons software which uses the model set out in the guidance to 'score' sites based on SCRIM difference, impacts of a collision (based on the type of site), number of recorded collisions and correlation with surface texture (see matrix documented in figure 1 below).

2.3 There is potential risk arising from sites that fall into these high risk categories therefore targeting these sites underpins all works we do in terms of promoting safe travel.

The proper application of this policy may also provide a defence against third party claims where the road surface is alleged to have been a contributory factor in a road traffic collision.

3. Intervention Levels

3.1 Assessment of our network, based on this matrix in Figure 1 (taken from HD28/15 DMRB), scores sites on our network between 1 (low risk) and 29 (high risk).

As can be seen in Figure 1 below, a site assessed as shown would have a cumulative score of 24 and therefore would be subject to an immediate assessment. By applying this new criteria assessment process, twelve sites around the county have been identified.

Figure 1 Priority 1 Sites for Detailed Investigation

	Scores and Criteria				
Number of Crashes	0	1	2	3+	
Score	0	4	8	12	
Likely impact of a crash	Slight	Slight/Serious	Serious	Serious/Fatal	
Score	1	2	3	4	
Skid resistance difference (SD)	>0	>-0.05 and <0	>-0.10 and <-0.05	>-0.15 and <-0.10	<-0.15
Score	0	1	3	6	12
Site has SD <0 and poor texture at the same point	No	Yes			
Score	0	1			

This is a deviation from the guidance, relating to the strategic road network, which recommends anything scoring 6 or above should be investigated. Based on our 4,000kms of network this would be unrealistic in terms of the resource required.

4. Additional Approach

4.1 Based on our proposed investment strategy, (also being submitted to Cabinet) linking to Service outcomes of 'Promoting Safe Travel', we are also proposing to investigate sites scoring 18 and above, with a view to forming a forward looking plan of maintenance.

Figure 2 - Priority 2 Sites for Further Investigation

	Scores and Criteria				
Number of Crashes	0	1	2	3+	
Score	0	4	8	12	
Likely impact of a crash	Slight	Slight/Serious	Serious	Serious/Fatal	
Score	1	2	3	4	
Skid resistance difference (SD)	>0	>-0.05 and <0	>-0.10 and <-0.05	>-0.15 and <-0.10	<-0.15
Score	0	1	3	6	12
Site has SD <0 and poor texture at the same point	No	Yes			
Score	0	1			

This will identify sites on a route basis and look for opportunities to implement low cost treatments to improve the skid resistance on the network.

5. Service Outcomes/Corporate Objectives

5.1 This policy will support corporate objectives of 'Safe' and 'Prosperous' through Service objectives linked to 'Supporting Safe Travel'.

This is monitored through targets set out in the Highways Service Plan and measures documented in the Highways Performance Framework which are:

- Reducing the number of people killed or seriously injured on Dorset's roads.
- Reducing the overall number of casualties on Dorset's roads.
- Reducing the percentage of principal road network that is below the minimum level of SCRIM difference.
- Improving public perception of safety on Dorset's roads.

Andrew Martin
Service Director for Highways and Emergency Planning
 November 2017