



TO: CABINET MEMBER FOR HIGHWAYS, STREET SCENE AND TRADING SERVICES

HIGHWAYS MAINTENANCE - HIGHWAYS SKIDDING RESISTANCE POLICY

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Joe Blackham	All	Yes

EXECUTIVE SUMMARY

- 1 This report gives background to the need for provision of a Highway Skidding Resistance Policy based on the maintenance duties under the Highways Act 1980 together with the guidance given in the latest version of the document 'Well-Managed Highway Infrastructure: A Code of Practice'.
- 2 The report seeks approval for the adoption of the Highways Skidding Resistance Policy as the basis for the management and safety maintenance needs of carriageway skidding resistance in Doncaster's local classified A, B and C roads.
- 3 The Highway Skidding Resistance Policy comprises two parts:

The overarching policy (**Appendix A**) which is to be a common document among the South Yorkshire Authorities (Doncaster, Rotherham and Barnsley).

This outlines:

- ◆ The reasons for the need of a policy.
- ◆ The desired outcomes.
- ◆ A joint South Yorkshire Authority (Doncaster Barnsley and Rotherham) approach to managing skid resistance.

Skidding Resistance Procedure (**Appendix B**) specific to Doncaster MBC:

This operational section details the approach and procedures to be undertaken by Doncaster Council comprising:

- ◆ Roles and responsibilities
- ◆ Method of surveying
- ◆ Site categorisation and setting of the investigatory values.
- ◆ Annual Survey and Investigation Programme.
- ◆ Data analysis and investigations

- ◆ Prioritisation of Treatment and Works Programming.

The policy provides the connectivity between the Asset Management Policy Statement which in turn aligns to the Council's Governance structure through a process of Enabling, Planning and Service Delivery and takes account of Doncaster's Corporate Plan and Priorities.

EXEMPT REPORT

- 4 The information contained in this report is not exempt from publication.

RECOMMENDATIONS

- 5 It is recommended that the adoption of the Highway Skidding Resistance Policy is approved as providing the basis of approach for the management of carriageway skidding resistance

WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?

- 6 Doncaster's citizens will have the assurance and safeguard that good asset management principles are adopted and applied to the provision of the service on Doncaster's highway network. The policy paves the way for an effective, efficient and holistic approach to managing skidding resistance which is particularly important in providing a safe and serviceable highway network.

BACKGROUND

- 7 Management of skid resistance is considered good safety maintenance practice and the Highway Skidding Resistance Policy has been written to support this and meet with the recommendations of the guidance document Well-Managed Highway Infrastructure: A Code of Practice October 2016.
- 8 Council approval of a Highway Skidding Resistance Policy is a recommendation of the above code.

OPTIONS CONSIDERED

- 9 The Council has options to approve or not approve the Highway Skidding Resistance Policy.
- 10 Approval of such a policy will help enable the Council to defend any claims for damages made as a result of any incidents or accidents where skid resistance is considered an issue.
- 11 Failure to approve the policy will result in the authority not fulfilling part of its duty under the Highways Act 1980 which imposes a duty upon a Highways Authority to ensure that highways maintainable at public expense are kept in a safe condition. The Traffic Management Act 2004 provides a duty to ensure the expeditious movement of traffic on the authority's road network.

12 Recommendation is to approve the policy.

REASONS FOR RECOMMENDED OPTION

- 13 The authority has a duty under the Highways Act 1980 section 41 - duty to maintain the highway.
- 14 Skid resistance is an important property relating to the safety of highway users, particularly in damp or wet conditions. Over the course of the life of a road the surface can lose some of its characteristics associated with grip below a defined level. This deficiency may need to be investigated and acted upon in accordance with the policy.
- 15 Formal management of highway skid resistance is considered good safety maintenance practice as guided by, of the document 'Well Managed Highway Infrastructure: A Code of practice'. It is recommended that authorities should also publish their Skid Resistance Policy as part of their Asset Management Framework.
- 16 The development of this Skid Resistance Policy is to ensure a suitably structured procedure and strategy is implemented and adequate levels of skid resistance are maintained for the highway under its care.
- 17 It supports the aims and objectives set out in Doncaster Council's Asset Management Plan and Strategy, together with the South Yorkshire Authorities Highway Asset Management Plan and Road Safety Strategies.

IMPACT ON THE COUNCIL'S KEY OUTCOMES

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	Priority	Implications
	<p>We will support a strong economy where businesses can locate, grow and employ local people.</p> <ul style="list-style-type: none">• Mayoral Priority: Creating Jobs and Housing• Mayoral Priority: Be a strong voice for our veterans• Mayoral Priority: Protecting Doncaster's vital services	<p>Highway maintenance in terms of the management of skid resistance supports the delivery of other services and promotes regeneration initiatives, prosperity and industrial and commercial enterprises.</p> <p>Well maintained, safe and accessible highways create conditions for growth by improving our external image and promote our connections to the major infrastructure. It also reduces congestion, journey times and risk of damage and injury.</p>
	We will help people to live safe,	Addresses aspects of social

	<p>healthy, active and independent lives.</p> <ul style="list-style-type: none"> • Mayoral Priority: Safeguarding our Communities • Mayoral Priority: Bringing down the cost of living 	<p>inclusion by promoting the ability to travel on as safe and serviceable highway network as is reasonably practicable.</p>
	<p>We will make Doncaster a better place to live, with cleaner, more sustainable communities.</p> <ul style="list-style-type: none"> • Mayoral Priority: Creating Jobs and Housing • Mayoral Priority: Safeguarding our Communities • Mayoral Priority: Bringing down the cost of living 	<p>Supports a safer and enduring environment for highway users</p>
	<p>We will support all families to thrive.</p> <ul style="list-style-type: none"> • Mayoral Priority: Protecting Doncaster's vital services 	<p>Supports a safer and enduring environment for highway users</p>
	<p>We will deliver modern value for money services.</p>	<p>Well planned and managed skid resistance with appropriate investment to maximise safety will ensure that the best possible service is provided within the constraints of budget availability.</p>
	<p>We will provide strong leadership and governance, working in partnership.</p>	<p>Compliance with governance protocols and partnership working arrangements provides the platform from which cost efficient and effective approach for skid resistance is to be approached.</p>

RISKS AND ASSUMPTIONS

- 19 The Highways Act 1980 and Well Managed Highway Infrastructure: A Code of Practice drives the need for the Council to have an approved Highway Skidding Resistance Policy. Without an approved and correctly implemented policy the authority leaves itself open to risk and challenge.
- 20 The Highway Skidding Resistance Policy provides the basis for implementing skidding resistance management and derived safety maintenance needs.
- 21 The funding needs for the delivery of safety maintenance reflective of the provisions of the Highway Skidding Resistance Policy are potentially significant. This given the condition of the highway network and the outcomes which the

authority wishes to achieve will need to be managed through the policy implementation process.

- 22 To manage and deliver the outcomes of the Highway Skidding Resistance Policy there will be significant time and resource needed to undertake the data analysis and site investigations. Existing staff resources will need to be reviewed to support service delivery.

LEGAL IMPLICATIONS

- 23 The Highways Act 1980 imposes a duty upon a Highways Authority to ensure that highways maintainable at public expense are kept in a safe condition. The Traffic Management Act 2004 provides a duty to ensure the expeditious movement of traffic on the authority's road network.
- 24 The adoption and implementation of such a policy will be relevant in enabling the Council to defend any claims for damages made as a result of any incidents or accidents where skid resistance is an issue. It will also assist to show that the authority had taken such care as in all the circumstances was reasonably required to secure that the part of the highway to which the action relates was not dangerous for traffic or had safety mitigation measures applied to it.

FINANCIAL IMPLICATIONS

- 25 Once the new policy is implemented and a full review of the road network has been done we will have an understanding of the skid resistance of the roads and the extent of the work type required, such as resurfacing, minor works, safety measures (signing and lining) or further monitoring all of which will be assessed and prioritised on a risk based approach.
- 26 To summarise:

The Classified (SCRIM) Network (A, B and C roads)

The ongoing maintenance costs which arise as a result of this policy will need to be met from within the existing LTP allocation. Once the evaluations have been done we will prioritise the works and undertake only those for which funding is available within the allocated budget.

There is currently just over 115,000 sqm of specialist high friction surfacing on Doncaster's highway network, varying in age and condition.

Any sites identified for treatment and not included in the current works programme shall have 'slippery road' warning signs erected pending works being carried out.

It should be noted that the LTP has already been cut to help achieve revenue efficiency savings and should further savings be taken there may be an inability to adequately maintain the road network to the standard required of the new policy.

HUMAN RESOURCES

- 27 There are no immediate HR implications arising from the recommendation to implement the Highway Skidding Resistance Policy, however, any future changes that impact on the workforce will require HR engagement and would require separate approval.

TECHNOLOGY IMPLICATIONS

- 28 There are no direct technology implications in relation to the Highway Skidding Resistance Policy. It is understood that the service will utilise the existing 'Expert Assets' software (previously iRoads) that has been used since around 2012. The recently agreed Place solution options appraisal will consider future options for the 148 different solutions (including Expert Assets) currently being used within Regeneration and Environment.

EQUALITY IMPLICATIONS

- 29 The implementation of the Policy applies equally to all parts of the road network that necessitate having skidding resistance measures, therefore there are no equality implications associated with this Policy Key Decision.

CONSULTATION

- 30 The Highway Skidding Resistance Policy has been developed over time and in developing this policy consultation has been undertaken with:
- ◆ DMBC Highways Asset Maintenance
 - ◆ DMBC Traffic and Road Safety
 - ◆ South Yorkshire Police.
 - ◆ Adjacent South Yorkshire Authorities, Barnsley and Rotherham.
 - ◆ XAIS Asset Management Consultants.
 - ◆ DMBC Insurance Team
- 31 The Cabinet member for Highways, Street Scene and Trading Services and the Director Regeneration and Environment have also been consulted through the Head of Waste and Highways Infrastructure.
- 32 The approach to implementing the Highway Skidding Resistance Policy will be reviewed and updated in line with Doncaster's Corporate Plan and Priorities.
- 33 This report has significant implications in terms of the following:

Procurement		Crime & Disorder	
Human Resources		Human Rights & Equalities	
Buildings, Land and Occupiers		Environment & Sustainability	X
ICT		Capital Programme	X

APPENDICES

Appendix A: Doncaster Council - Highway Skidding Resistance Policy

Appendix B: Skidding Resistance Procedure Document

BACKGROUND PAPERS

Well-Managed Highway Infrastructure: A Code of Practice 2016.

Highways Act 1980.

(<http://www.ukroadsliaisongroup.org/en/utilities/document-summary.cfm?docid=4F93BA10-D3B0-4222-827A8C48401B26AC>)

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