

## **SKID RESISTANCE POLICY STATEMENT**

### **Report of the Director for Place Management**

#### **1. INTRODUCTION AND PURPOSE OF REPORT**

- 1.1. This report is to advise on the needed update of the Skid Resistance Policy Statement for highways in response to national guidance.

#### **2. BACKGROUND**

- 2.1. A highway skid resistance policy was developed and approved in 2018 following the guidance outlined in The Well-Managed Highways Infrastructure Code of Practice (WMHI). The WMHI code of practice, commissioned by the Department of Transport, is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. In addition to the national code, the Design Manual for Roads and Bridges CS 228 has been referred to in the updated Policy statement which provides more detailed guidance on process.
- 2.2. The CS 228 document describes the requirements for the provision and management of appropriate levels of skid resistance. The Highways & Transportation service has adopted the principles of this guidance which can be applied to the classified road network. The guidance in CS 228 replaces HD 28/15 which was referred to in the 2018 Skid Resistance Policy Statement.
- 2.3. This document in appendix 1 details Stockport Council's policy and procedures for the measurement and maintenance of adequate levels of skidding resistance on classified carriageways. The key features of the policy are that it identifies the following: the skid testing process, the investigatory levels being used, the actions the Council will undertake to address sites which require remedial action and explains how remedial action is prioritised.
- 2.4. Historically the Council has relied on meeting the standards of the old codes to defend the quality of our maintenance processes and this has been accepted in court when defending highway related claims. The WMHI contains no prescriptive or minimum standards for maintenance responses. The WMHI advises Councils that it be used, in conjunction with the Highway Infrastructure Asset Management Guidance, as the starting point to develop, review and formally approve highway infrastructure maintenance policy. The Skid Resistance policy will be relied on for the defence of claims against the Council to show that we have applied the WMHI.
- 2.5. This document has been developed to meet the advice contained in the WMHI. The policy will support the risk-based approach to maintenance, support the collection of data and maintenance of a detailed network inventory to assist with asset management. It will also assist the claims management process and support the Council's financial and lifecycle planning for the assets.

AGENDA ITEM

2.6 GM has also developed a framework as seen in appendix 4 which the Council policy works with to enable a GM level of service.

### **3. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS**

3.1. The risk assessment considerations are outlined above and in the document. The capital expenditure related to the policy in terms of highway repair is accounted for in the Highway Investment Programme (HIP) for 2022/23. The funding of repair work from 2023/24 (post-HIP), i.e. sites that have been investigated and identified for treatment following skid resistance and site survey, will be considered as part of the post-HIP review which is currently underway.

### **4. LEGAL CONSIDERATIONS**

4.1. The report takes into account relevant equality legislation, national guidance and CSS 228. Legal and insurance colleague support will be provided when required.

### **5. HUMAN RESOURCES IMPACT**

5.1 The policy update will support Officers in the maintenance team to carry out their functions with a revised policy that takes account of changes in national guidance. It will also assist Officers with the development of the highways model for life-cycle planning and deterioration modelling.

### **6. EQUALITIES IMPACT**

6.1 There would be a neutral impact on the groups involved. The identification of sites where there is greater risk on the highway and taking action in a planned way assists with the safety of all that travel on our main roads which includes car, motorbike and cycle users. This also includes consideration of safety for pedestrians at designated controlled crossing points. Appendix 3 attached is the EqIA document.

### **7. ENVIRONMENTAL IMPACT**

7.1 All construction will be undertaken in a way to minimise the risk to the environment and the Council will continue to investigate ways in which this can be minimised further. Appendix 2 attached is the EIA document.

### **8. RECOMMENDATIONS**

8.1 Cabinet is requested to:

- approve the Skid Resistance Policy Statement and to delegate approval of minor amendments to the policy in response to national guidance to the Director for Place Management in consultation with the Cabinet member for Sustainable Stockport.
- Adopt the Greater Manchester(GM) framework for the way we will deliver our Skid Resistance in line with the rest of GM.

### **BACKGROUND PAPERS**

There are none.

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on Tel: 0161-474-4351 or by email on [sue.stevenson@stockport.gov.uk](mailto:sue.stevenson@stockport.gov.uk)