

Highways England investigations into the effectiveness of their skid policy

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Highways England currently manages the risk of wet skidding accidents on the Motorway and all-purpose trunk road network by measuring skid resistance in accordance with the provisions of HD28. The current policy manages the long term skid resistance on the network through specification of appropriate Polished Stone Value (PSV) materials in the surface course, as outlined in HD36. It is generally accepted that heavy traffic causes the greatest level of polishing of the road surface and an associated reduction in skid resistance. It is recognised that, for the majority of locations on the network, the greatest proportion of heavy vehicles is found in the nearside lane and so this is where Highways England currently monitors skid resistance on an annual basis. However, HD28 does recognise that this may not always be the case and so allows for an alternative lane or more than one lane to be surveyed at locations where a greater proportion of heavy vehicles may use a lane other than the nearside lane, for example lengths where routes diverge.

Changes in the way the network is used in recent years, such as smart motorways, prompted a review of the current survey strategy to ensure that it remains fit for purpose and continues to deliver a safe network.