The LASR Approach

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Local Authority Skid Resistance

Derby City Council

XAIS-PTS
INFRASTRUCTURE ASSET AND PAVEMENT SOLUTIONS
A PHENNA GROUP COMPANY

Enodamus
Part of the International Transport Experts Network
ITEN

THE ROAD SAFETY TRUST

Supported By:

Phase 1:

City of BRADFORD METROPOLITAN DISTRICT COUNCIL
DERBYSHIRE County Council
Doncaster Council
Kirklees COUNCIL
Leeds CITY COUNCIL
Leicestershire County Council
North Lincolnshire Council
Nottingham City Council
via Nottinghamshire County Council
CITY OF YORK COUNCIL

** **Recommendation:** New Lower Skid Resistance Thresholds
** **Findings:** skid resistance investigatory levels are not identifying the sites that are most likely to generate safety benefits

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via Nottinghamshire County Council
City of York Council

Phase 1 (6)	Phase 2 (8)	Both Phases (5)
City of Bradford Derbyshire County Council Leicestershire County Council North Lincolnshire Council Nottinghamshire County Council City of York Council	Coventry City Council Hampshire County Council Manchester City Council Norfolk County Council Oldham Council Surrey County Council Telford & Wreking Co-operative Council Wiltshire Council	Derby City Council Doncaster Council Kirklees Council Leeds City Council Nottingham City Council

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- **A Reduction in Collisions**
- A 38% reduction in wet collisions where skid resistance was significantly improved
- A change in thresholds, which filters out low-risk sites
- Directs resources to sites with the highest safety return, improving value for money
- Focuses on risk, not just surface condition
- An Excel Tool - no need for complex software
- Hybrid Compatibility: Can be run alongside existing policies, making comparisons, easing implementation
- Works for rural, urban, and mixed networks
- A one page 'case for change' and 'project summary' to provide high level justification

Efficiencies

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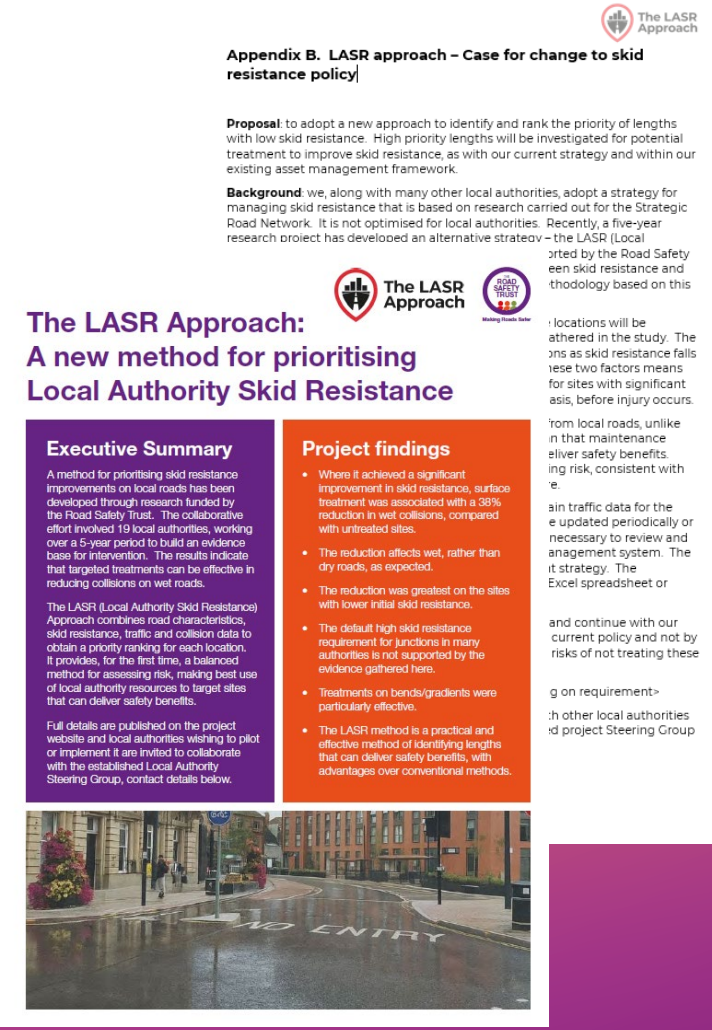

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Appendix B. LASR approach – Case for change to skid resistance policy

Proposal: to adopt a new approach to identify and rank the priority of lengths with low skid resistance. High priority lengths will be investigated for potential treatment to improve skid resistance, as with our current strategy and within our existing asset management framework.

Background: we, along with many other local authorities, adopt a strategy for managing skid resistance that is based on research carried out for the Strategic Road Network. It is not optimised for local authorities. Recently, a five-year research project has developed an alternative strategy – the LASR (Local

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The LASR Approach:
A new method for prioritising Local Authority Skid Resistance

Executive Summary

A method for prioritising skid resistance improvements on local roads has been developed through research funded by the Road Safety Trust. The collaborative effort involved 19 local authorities, working over a 5-year period to build an evidence base for intervention. The results indicate that targeted treatments can be effective in reducing collisions on wet roads.

The LASR (Local Authority Skid Resistance) Approach combines road characteristics, skid resistance, traffic and collision data to obtain a priority ranking for each location. It provides, for the first time, a balanced method for assessing risk, making best use of local authority resources to target sites that can deliver safety benefits.

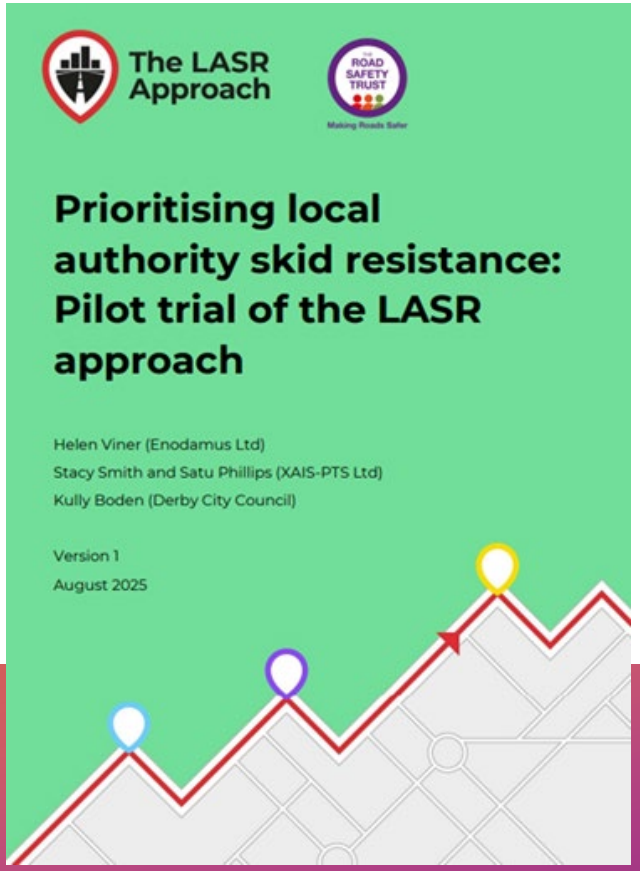
Full details are published on the project website and local authorities wishing to pilot or implement it are invited to collaborate with the established Local Authority Steering Group, contact details below.

Project findings

- Where it achieved a significant improvement in skid resistance, surface treatment was associated with a 38% reduction in wet collisions, compared with untreated sites.
- The reduction affects wet, rather than dry roads, as expected.
- The reduction was greatest on the sites with lower initial skid resistance.
- The default high skid resistance requirement for junctions in many authorities is not supported by the evidence gathered here.
- Treatments on bends/gradients were particularly effective.
- The LASR method is a practical and effective method of identifying lengths that can deliver safety benefits, with advantages over conventional methods.

Lessons Learnt

- Increased Project Scope
- Local Authority Constraints
- Data – Design and Complexity….!
- Time
- Flexible and Adaptive in Real Time
- Validation and Confidence
- In Kind Support



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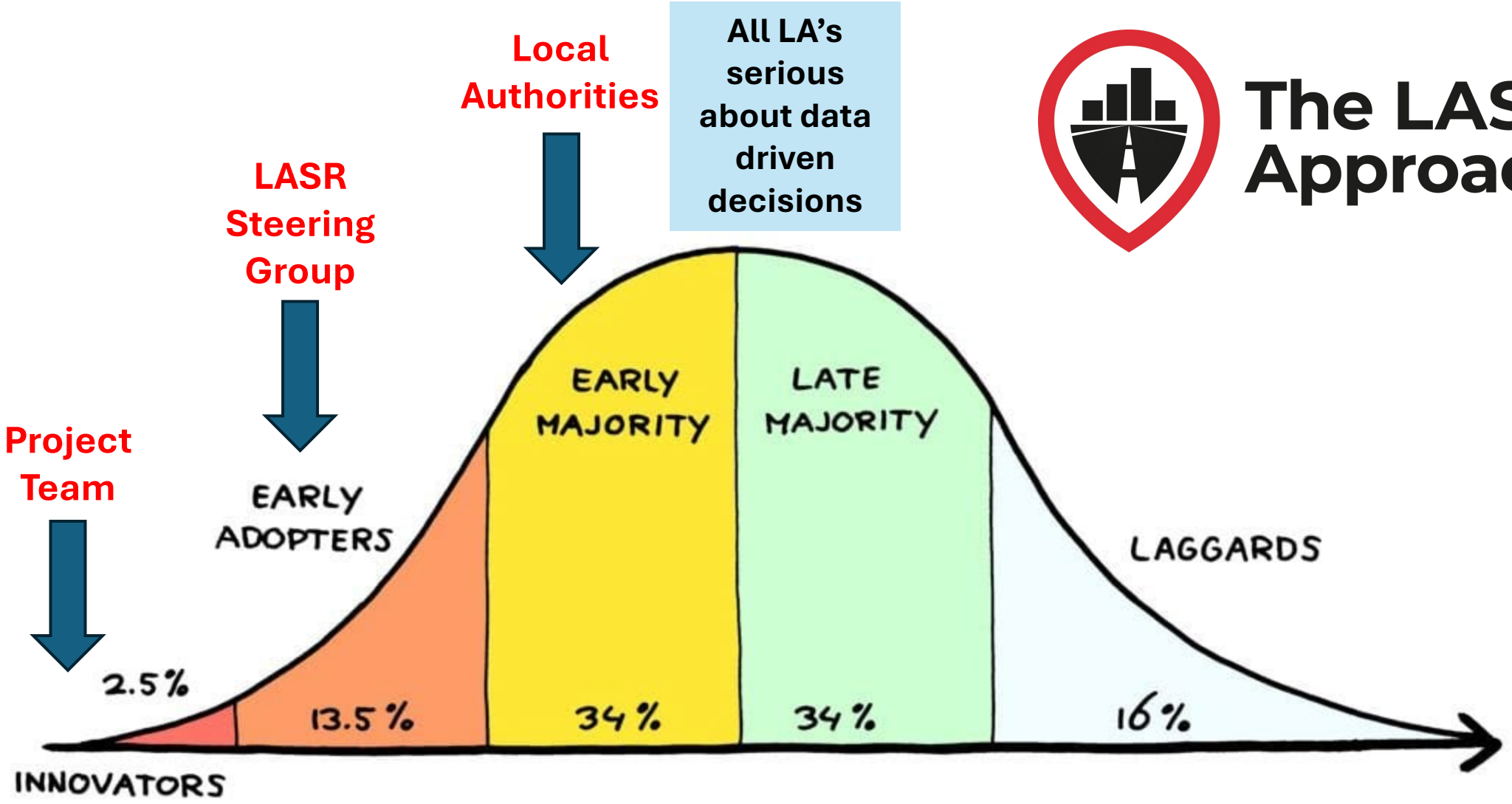
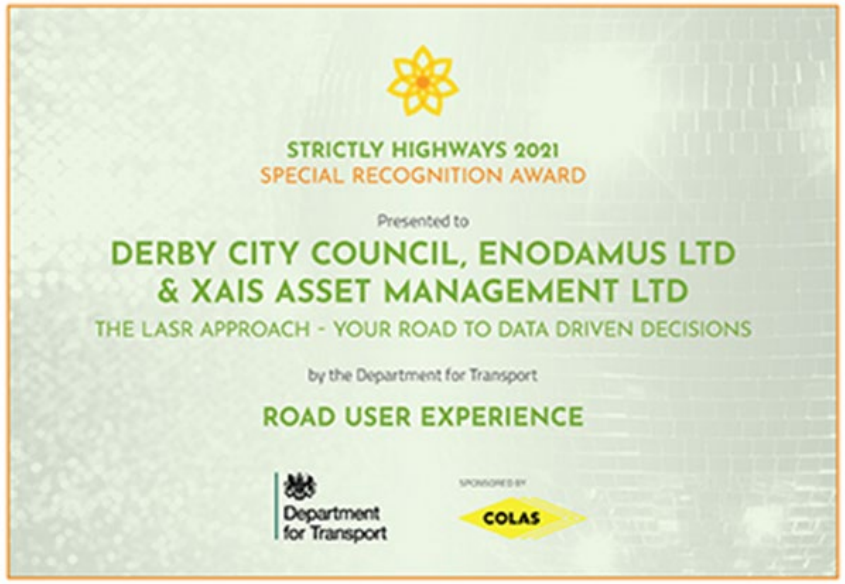


Knowledge sharing & collaboration accelerate adoption and standardisation



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Award Worthy Research