

# HAT 60/2/19 SKIDDING RESISTANCE STRATEGY

## APPENDIX D

### SITE CATEGORY GUIDE-LINES & AVERAGING LENGTHS

#### D1. INTRODUCTION

D1.1 The site category definitions are not always clearly defined. To assist the site categorisation process the following guide-lines are applied.

#### D2. GUIDANCE

D2.1 Only a single site category is assigned to any length of road. The site category chosen is that for which the highest investigatory level applies. Where a length of road is defined by more than one site category description with the same investigatory level the preferred interpretation is to identify separately the minor and major junction approaches within a length defined as either site category G1 or S. Where a bend, site category S, and a gradient, site category G, occur together with the same investigatory level then the site category is S.

D2.2 Site category B is to be used for all dual carriageway mainline sections including areas where slip roads join. Also used for slip roads themselves and includes the approach to and the merge with mainline traffic by use of a long taper. Other junctions, bends, gradients and hazard locations are categorised accordingly.

D2.3 These are the distinctions between a minor and a major junction.

- Where traffic crosses the central reserve on a dual carriageway, this is graded as “major”;
- A junction with either the MRN or LCC Hierarchy 1 or 2 networks is graded as “major”;
- On a single carriageway road if there is a central refuge for traffic turning right, painted or physically constructed, then the junction is graded as “major”;
- A “minor” junction is a junction off the road being surveyed with either a LCC Hierarchy 3, 4, 5, 6 or 7 road that does not fall into any of the above;
- A site category E or F is not applied to a junction with a LCC Hierarchy 8 “Green Lane”. These are classified as site category C;
- A minor junction classification is given to a vehicular access to a fire and ambulance station, school, hospital and caravan park;
- At a lay-by identified by a unique CONFIRM PMS section number both junctions are classified as “minor”, eg an ‘ox-bow’ created by main road realignment.

- D2.4 At a minor junction the site category extends to the centre line of the side road. At a major junction the site category extends through the junction. Where there is a central refuge for traffic turning right the site category is applied alongside the length of this refuge lane and taper and continued for a further 50m in the direction of oncoming traffic.
- D2.5 Where a lay-by occurs immediately alongside and parallel to a route NOT identified by a unique **CONFIRM PMS** section number it is classified as “approach to minor lay-by”, LCC site category L.
- D2.6 For site categories K30 & K30+ the categorisation is dependent on the location's speed limit. At locations where the speed limit is equal to 30mph or less these are assigned K30. At locations where the speed limit is greater than 30mph these are assigned K30+. The approach length is 50m unless the designated traffic speed limit is 20mph when it is 30m. At either a pedestrian crossing or a junction controlled by traffic light signals the 50m approach length is to the stop line at the traffic lights. At a minor junction controlled by traffic light signals either site category D or E extends from the stop line to the centre line of the side road. At a major junction controlled by traffic light signals site category F extends from the stop line and through the junction.
- D2.7 The radius of a bend is assessed using the SCANNER 10m “Radius of Curvature” data. On a two lane single carriageway it is based on the lane with the shortest radius. Site categories S1 and S2 are based on 50m sub-section lengths over the length of the feature, or the length of the curve if shorter. A bend site category is not applied on a roundabout approach or exit.
- D2.8 The roundabout approach is categorised as either Site Category J30 or J30+, dependent on the location's speed limit. At locations where the speed limit is equal to 30mph or less these are assigned J30. At locations where the speed limit is greater than 30mph these are assigned J30+. The roundabout exit is classified as site category Rx. ~~“non-event”, either site category B or C.~~
- D2.9 The gradient is assessed using the SCANNER 10m “Gradient” data.
- D2.10 Mini roundabouts are classified as Site category R. The approach is categorised as either site category J30 or J30+ (refer to D2.8). The exit is categorised as site category Rx.
- D2.11 A One-Way Street is treated as a single carriageway.

### D3. AVERAGING LENGTHS

- D3.1 The Investigatory Levels in Appendix C are for the mean skidding resistance within the appropriate averaging length.
- D3.2 The averaging lengths are:
- (a) 100m for site categories B and C or the length of the feature if it is shorter;
  - (b) 50m approach to the feature for site categories D, E, F, J30, J30+ and K30+;

- (c) Either 30m or 50m for site category K30 dependent on the assigned speed limit;
- (d) 50m for site categories G and S over the length of the feature, or for site category S the length of the curve if shorter;
- (e) 10m for site category R;
- (f) Either 20m or 30m for site category Rx dependent on the feature's length.

D3.3 Where a residual length is less than 50% of a complete averaging length then it is attached to the penultimate full averaging length provided the site category is the same.