

**TRANSPORT SCOTLAND
STANDARDS TRAFFIC AND ECONOMICS BRANCH
TS INTERIM AMENDMENT NO 34: USE OF HFS ON LOW SPEED APPROACHES TO
SIGNALISED CROSSINGS AND JUNCTIONS ON TRUNK ROAD**

SUMMARY

This Interim Amendment provides guidance on the use of High Friction Surfacing at Signalised Pedestrian Crossings on single carriageway Trunk Roads

1. BACKGROUND

DMRB Volume 7 HD36/06 "Surfacing Materials for New and Maintenance Construction" Paragraph 3.16 states that,

3.16 The same levels of PSV and AAV must be used on different traffic lanes across the carriageway and in the hardshoulder except that, where aggregates are used for demarcation, a maximum difference of 5 PSV points may be allowed.

A practitioner has interpreted this Standard as requiring the use of HFS on both the approach lane(s) and exit lane(s) from a signalised pedestrian crossing on an urban single carriageway road. This goes against successful contemporary urban practice.

2. ACTION

Paragraph 3.16 is amended as follows for trunk roads in Scotland.

3.16 The same levels of PSV and AAV must be used on different traffic lanes across the carriageway and in the hardshoulder except that, where aggregates are used for demarcation, a maximum difference of 5 PSV points may be allowed. This restriction does not apply where HFS is used on the approach lane(s) to signalised pedestrian crossings and junctions on single carriageway roads subject to a 40mph or lower speed restriction.

3. IMPLEMENTATION

Transport Scotland requires this TS IAN to be distributed immediately to TS Contractors for information.

4. FURTHER INFORMATION

If you have any questions regarding the use or content of this TS IAN contact the relevant Transport Scotland Project / Network Manager.