

# Implementing a Skid Policy to Scotland

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# Overview



- Who are Transport Scotland?
- Skid Policy and Guidance
- Survey strategy and prioritisation
- Process and Delivery by Operating Companies
- Risks to Transport Scotland
- Mitigation and Support
- Audit Findings
- Future Developments

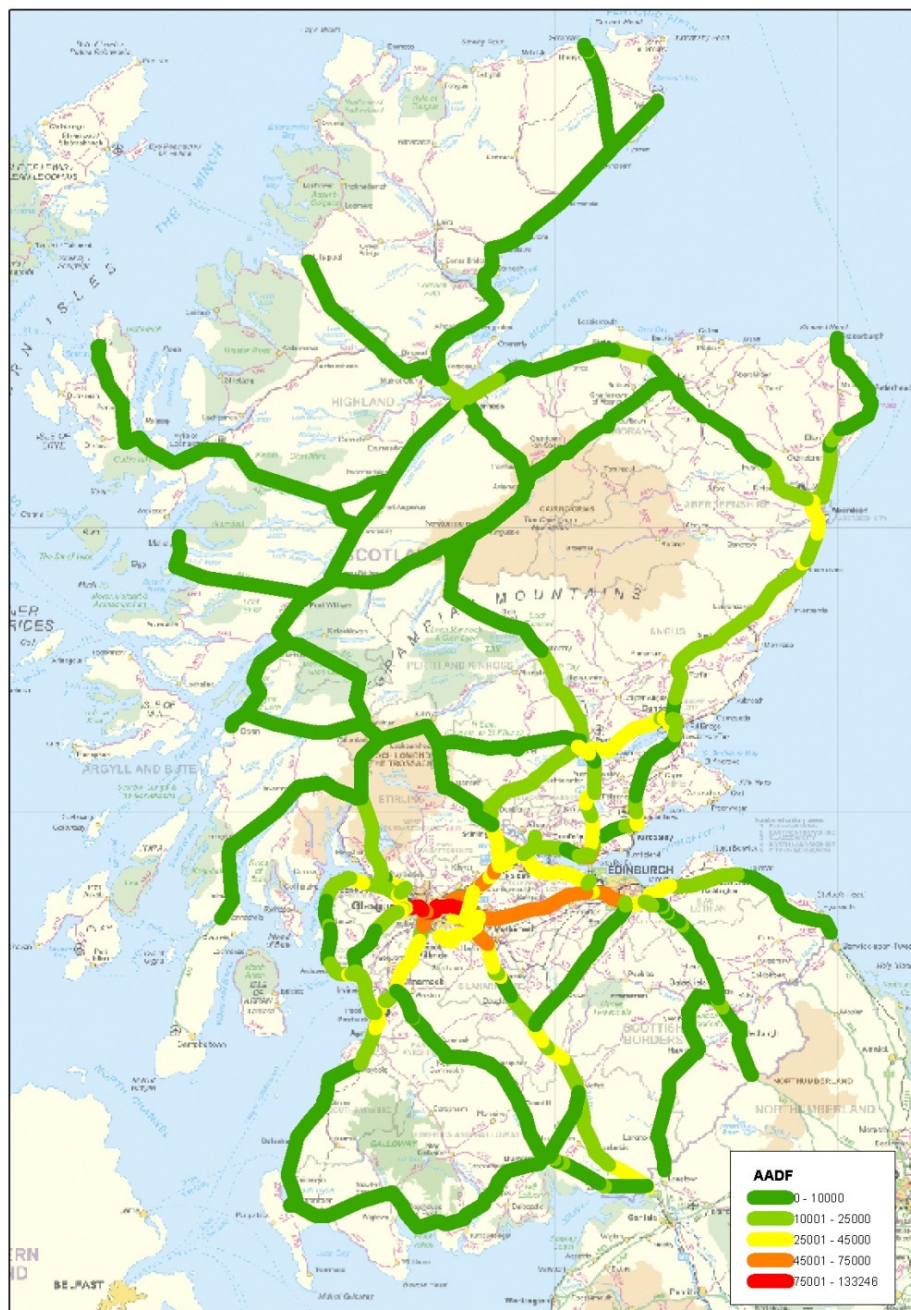


# Who are we?



- **National Transport Agency for Scotland**
- Responsible for:
  - £2bn Annual spend
  - Delivery of Government's capital road and rail investment programme
  - **Manage, Operate and Maintain the Trunk Roads**
  - Funding and managing Scottish rail services
  - National concessionary travel and smart ticketing
  - Lifeline air and ferry services
- Over 500 employees in Edinburgh & Glasgow





# Role of the Network



- Trunk Road 3,432 km
  - Motorways 539 km (16%)
  - A roads Dual 512 km (15%)
  - A roads Single 2,381 km (69%)
  - Local Road 54,776 km
- 
- 6% of total Scottish road network
  - 37.5% of all traffic
  - 63% of all HGV traffic
  - 2,007 bridges and 4,100 other structures
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- Asset Value £18 billion
  - 4 Operating Companies
  - 4 DBFOs















THE HIGHWAYS AGENCY



SCOTTISH EXECUTIVE



WELSH ASSEMBLY GOVERNMENT  
LLYWODRAETH CYNULLIAD CYMRU



THE DEPARTMENT FOR REGIONAL DEVELOPMENT  
NORTHERN IRELAND

## Skid Resistance

**Summary:** This Standard describes how the provision of appropriate levels of skid resistance for trunk roads will be managed. It details how measurements of skid resistance are to be made and interpreted and is complemented by HD 36 (DMRB 7.5.1), which sets out advice on surfacing material characteristics. This latest revision has changed requirements for setting investigatory levels, for annual SCRIM surveys, for determining the characteristic SCRIM coefficient and has further updates in line with current policy.

Final Version



TRANSPORT SCOTLAND

### Guidance Document for Implementing a Skid Resistance Policy for Transport Scotland



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# Survey Strategy



- SCRIM
- Previously 50% annually
- MSSC with benchmark sites
- Now 100% Annually
- 3<sup>rd</sup> year move to CSC

# Long List



Year	2010	2011	2012
Priority 1	1164	1353	903
Priority 2	3014	2490	1715
Priority 3	639	780	784
Priority 4	12,071	13,806	13,172
Total	16,888	18,429	16,574

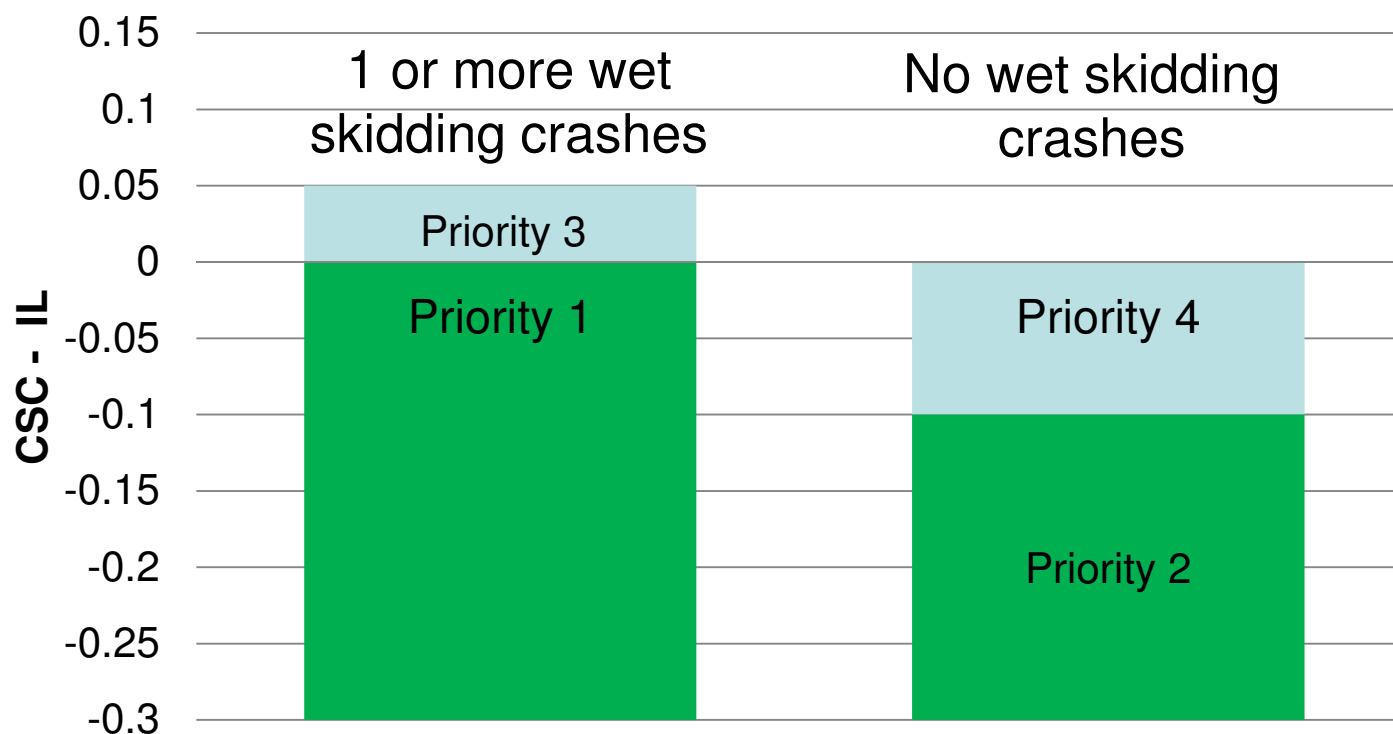


# Site Priority by Unit

2012	SE	SW	NE	NW	Total
Priority 1	93	287	129	394	903
Priority 2	66	236	487	926	1715
Priority 3	80	218	202	284	784
Priority 4	1096	2286	2857	6933	13,172
<b>Total</b>	<b>1335</b>	<b>3027</b>	<b>3675</b>	<b>8537</b>	<b>16,574</b>
Proportion	8%	18%	22%	52%	

# Prioritisation

## Prioritisation Categories



# Process

- Site Category Review (desk based)
- Create long list (system generated)
- Initial Investigation (desk based)
- Detailed Investigation (site based)
- Templates to assist investigations
- Reports uploaded to database
- Prioritise actions for work programmes



# Delivery



- 4<sup>th</sup> Generation Contract
- 4 Operating Companies
- Geographical Units
- All aspects of road maintenance and network management
- Includes delivery of skid policy
- Delegated authority and responsibility

# Risks to Transport Scotland



- Incorrect application
- Insufficient resource
- Inconsistency of approach
- Overly conservative approach
- Recommendations do not lead to action
- Policy not effective in achieving aims

# Mitigation & Support

- Skid Manager Role – Key Staff in 4G
- Monthly progress monitoring
- Annual audit of system
- Annual audit investigation sites
- Annual Report
- Skid Policy Users' Group (SPUG)



# Audit findings

- Sufficiency of resources
- Appropriateness of resources
- Differing approaches
  - Initial investigation process
  - Consideration of crash data
  - Site category reviews
- Closing the loop
- Funding allocation

# Future developments

- Policy effectiveness and benefits
- Prioritisation model
- Revision to HD28 & TS Guidance
- Software development to support
- Research into skid performance based on material type and aggregate source

# Summary & Conclusion

- Skid Policy has matured
- OC Contract successfully delivers policy
- Mitigation measures effective at managing the risk
- Future developments
  - Enhance the policy
  - Ensure its effectiveness
  - Improve efficiency
  - Lead to better skid performance