Lessons from 3 reviews of how skid strategies are implemented

May 2014
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Three highway authorities
• **Skid Resistance Policy**: the headline elements for the management of skid resistance.

• **Skid Resistance Strategy**: the practical arrangements in place to manage skid resistance.

• **Skid Resistance Procedures**: working procedures detailing how elements of the policy are implemented.
- 33 highway authorities (+TfL)
- Desire for common standards
- 4 boroughs reviewed in detail
- Generally ‘in house’ service
- High ‘deficiency’
• Transport Scotland
• 4 Operating companies
• Division of responsibility between TS and O.C’s
• Delivery is role for OC’s
• TS monitor performance
• Somerset County Council
• Policy managed in house
• Skid policy team + area management
• Term contractor typically delivers works
Themes - staffing

- Size of team
- Expertise – TS requirement for ‘Skid Manager’ role in OC
- Often one of many roles
- Regular staff changes
- Competency
Themes - data

- Access and control
- Timing/ release
- Records
- Use on site
Themes – crash data

- STATS19 date from police
- Used in priorisation
- Assess validity
- Too much subjectivity?
- ‘Skidding’ is a loaded term in crash reports
- Attributable to road surface - preferred
Themes – consistency

- All 3 authorities striving for consistency but:
  - London - 33 authorities
  - Somerset – 5 areas
  - Transport Scotland – 4 OC’s
- Depths of knowledge and data
- Year on year comparisons
Conclusions

- Valuable insight to working practices
- Documentation supports process - but requires interpretation
- Some authorities budget/ programme lead
- Understanding risk
- Balance between ‘reactive’ and ‘preventative’ investigations
- There is no single correct way to implement a skid strategy