# Lessons from 3 reviews of how skid strategies are implemented

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# Three highway authorities







#### **Terminology**



- **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.

#### **London Boroughs**





- 33 highway authorities (+TfL)
- Desire for common standards
- 4 boroughs reviewed in detail
- Generally 'in house' service
- High 'deficiency'

## **Transport Scotland**





- 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**





- 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



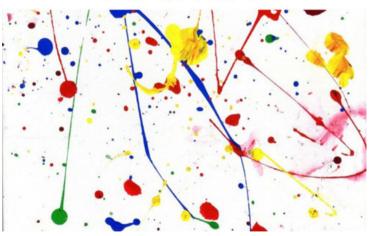


- STATS19 date from police
- Used in priortisation
- Assess validity
- Too much subjectivity?
- 'Skidding' is a loaded term in crash reports
- Attributable to road surface - preferred

## **Themes – consistency**







- All 3 authorities striving for consistency but:
  - London -33 authorities
  - Somerset 5 areas
  - Transport Scotland 4OC'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



