

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
- 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 data from police
- Used in prioritisation
- 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

