

Session 3: The principles of the London skid policy

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Session outline



- UK skid policy background
- London approach
- Implementation

Highways Agency standard HD28/04



- Develops the principles first applied in the 1980's of risk ratings and IL's
- Changes to site category definitions
- IL's were based on research across network to establish risk based approach
- Some of these have had a greater impact on local authorities
- Doesn't really address urban roads
- Requirement to investigate all sites below IL.

HD28 and local roads



- Local road networks are different
- HA network typically improved to geometric design standards which reduce/ mitigate high risk sites
- Local roads tend to be evolved
- Local networks include extensive urban lengths
- HA use HD28 as part of performance based contracts for their agents
- Local authorities typically manage skid resistance in house.

Skidding policy: issues for local authorities



- How to establish IL's
- Extent of deficiency
- Balancing risk v cost
- Resources to undertake investigations
- Prioritisation – investigations and treatments
- Skills to undertake skidding investigations
- Link to other safety programmes
- Early life concerns/ equestrians/ motorcyclists.....

Local authority skidding strategy



- Needs to consider all of the above
 - Should be affordable and deliverable
 - Realistic balance of risk
 - Member endorsed?
-
- Starting point – Well maintained highways (2005)

Well maintained highways



Well maintained highways recommends:

- Appoint a member of staff to take responsibility
- Publish a skid strategy – informed by risk assessment
- Any reduction in the IL's below HD28 must be fully justified
- Decisions to be '*recorded, dated and signed.*'

London guidance document



- Based on 'well maintained highways'
- Published in 2009
- Emailed to all Boroughs
- On LOTAG website

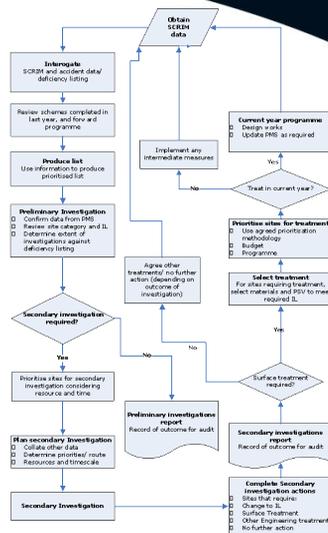
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London Guidance document

- Assesses potential benefits of policy
- Flowcharts
- Setting and changing the IL's
- Prioritisation
- Investigation



London Guidance document

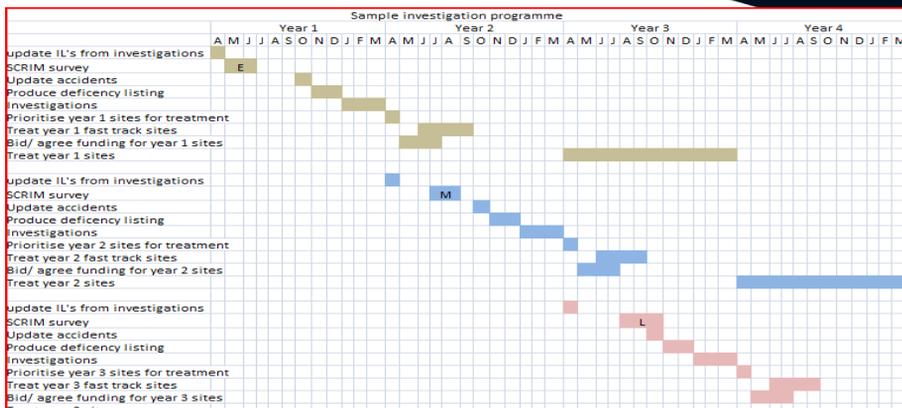


- Assesses potential benefits of policy
- Flowcharts
- Setting and changing the IL's
- Prioritisation
- Investigation
- 'Timeline'

SCRIM Secondary Investigation (Field Form)

Scheme Name		Road Name Details		Location Details		SCRIM Site Category Details		Additional Information from PMS	
Scheme Name		Road Code	Name of Road		Street Name		Post Office	Investigation Date	
Location Details		Section Code	Section Name		Section Type		Section Age	Total Accidents (0-10)	
SCRIM Site Category Details		Site Category	Site Details		Investigation Date				
Details from Preliminary Investigation					Additional Information from PMS				
Address	Address	Site Category	Site Details	Site Age	Section Type	Section Age	Section Type	Section Age	Total Accidents (0-10)
<p>Site Location</p> <p>1. Is the site readily accessible from all approaches to the site? <input type="radio"/> Yes <input type="radio"/> No Comments</p> <p>2. Is the ground level appropriate for the site? <input type="radio"/> Yes <input type="radio"/> No</p> <p>3. Is the site category appropriate for the site? <input type="radio"/> Yes <input type="radio"/> No</p> <p>Road Layout</p> <p>4. Is the geometry of the site adequate? <input type="radio"/> Yes <input type="radio"/> No Comments</p> <p>5. Does the site contain a sharp bend? <input type="radio"/> Yes <input type="radio"/> No</p> <p>6. Is there any evidence of insufficient space, such as footways to the verge? <input type="radio"/> Yes <input type="radio"/> No</p> <p>Operational and Traffic Conditions</p> <p>7. Does the A/D/T flow appear to represent the site? <input type="radio"/> Yes <input type="radio"/> No Comments</p> <p>8. Is the manoeuvring adequate for the site? <input type="radio"/> Yes <input type="radio"/> No</p> <p>Visual Environmental Performance and Features</p> <p>9. Are the layout and form of the site in line with the local context? <input type="radio"/> Yes <input type="radio"/> No Comments</p> <p>10. Is the surface contaminated, or is there evidence of previous contamination? <input type="radio"/> Yes <input type="radio"/> No</p> <p>11. Are there any major trees that could cause water pooling? <input type="radio"/> Yes <input type="radio"/> No</p> <p>12. Are there high levels of congestion/over-saturation of the site that could affect vehicle handling? <input type="radio"/> Yes <input type="radio"/> No</p> <p>13. Are there any other A/D/T or parking, major roads or other roads that could affect vehicle handling? <input type="radio"/> Yes <input type="radio"/> No</p> <p>14. Is the site adequately drained? <input type="radio"/> Yes <input type="radio"/> No</p> <p>15. Is there evidence of illegal activity? <input type="radio"/> Yes <input type="radio"/> No</p> <p>Road Users</p> <p>16. Is the site likely to have a high percentage of heavy vehicles? <input type="radio"/> Yes <input type="radio"/> No Comments</p> <p>17. Is access to and from the site conflicting to road users? <input type="radio"/> Yes <input type="radio"/> No</p> <p>18. Is the site likely to have vulnerable road users (pedestrians, cyclists, horse riders, etc)? <input type="radio"/> Yes <input type="radio"/> No</p>									

London Guidance document



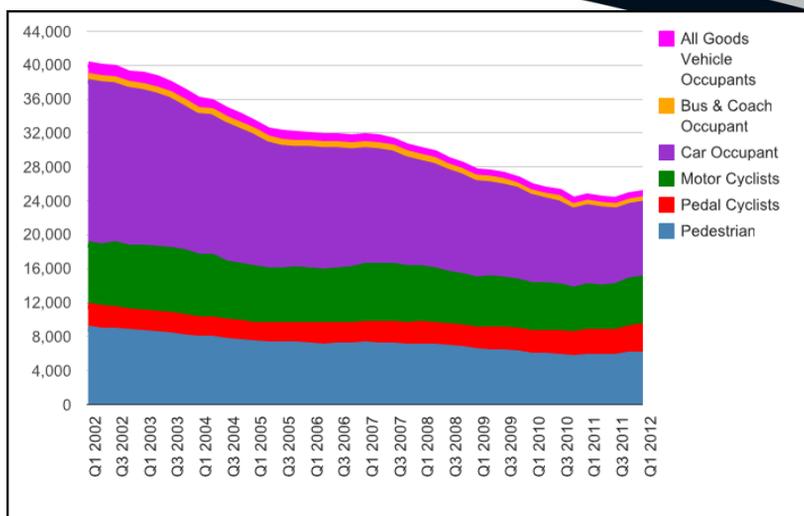
Overall timeline

Duties and powers



- Highways Act 1980 - duty to maintain
- Includes management of skidding resistance?
- Road Traffic Act 1980 – duty to carry out studies into accidents and to take ‘such measures.....to prevent such accidents’
- Not much case law on skidding – but ‘Rogers v National Assembly for Wales’
- HA report on Great Heck accident
- Road Death Investigation Manual

Casualty trends 2002 - 2012



DfT: August 2012

Accident causation

- Driver
- Road environment
- Vehicle

'most accidents are due to driver error'

highway authorities should endeavour to mitigate the impact of these errors

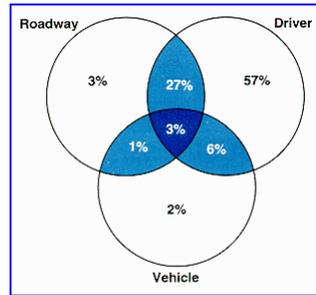
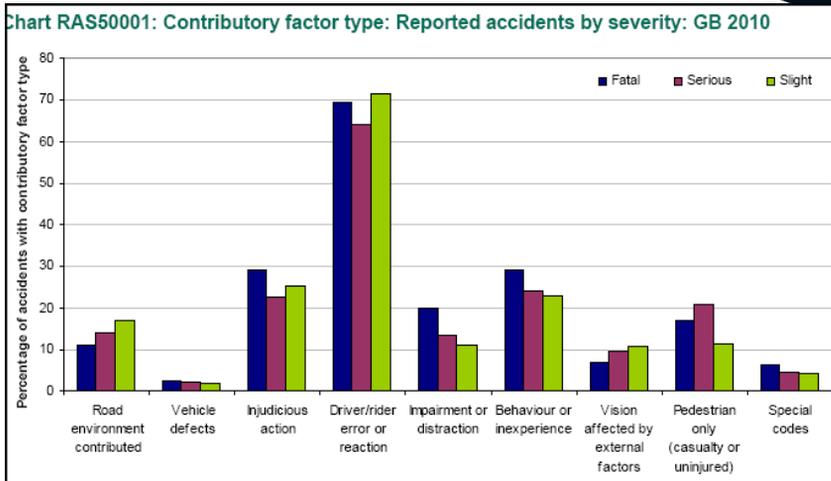


Figure 3 - Venn diagram showing the causes by percentage, of road accidents in the United States. (8)

2010 accident causations



Contributory factors



Reported road casualties 2010

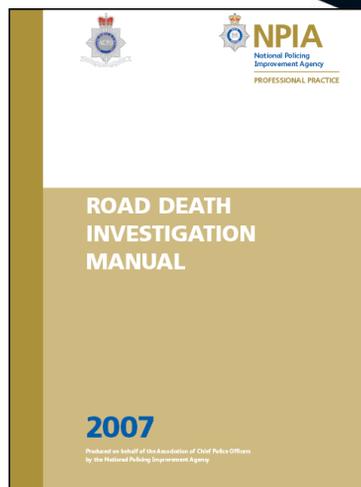
- Road environment: slippery 12%
- Loss of control 15%
- Swerved 4%
- Poor manoeuvre 13%
- Travelling too fast 8%
- Too close 7%
- Failed to judge other... 21%
- Impairment/ distraction 12%
- Pedestrian 13%

Approx 25% in the wet

Road Death Investigation manual



- Describes protocols followed by police to investigate road death
- IAN166/12 provides advise to HA and agents in case of police investigation.



RDIM and IAN166



- RDIM details police protocols to investigate road death.
- IAN166 sets out how HA and their agents should respond
- Highway authority could fulfil 3 roles
 - Witness
 - Provide 'expert' advise
 - Potential defendant
- Role of Coroner – rule 43

IAN166



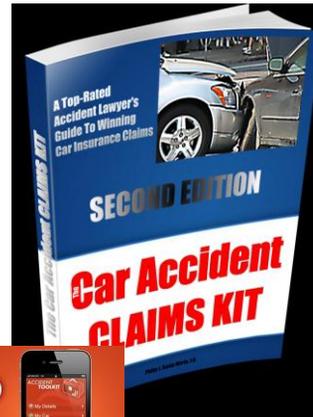
- Discusses how Highways Agency should report
- 24/7 Legal support
- Respective roles of police/CPS/ HSE and Coroner
- Considers Corporate Manslaughter
- Suggest evidence that may be required in 3 scenarios
 - New surface
 - Road profile
 - Winter

Themes identified in scenarios

- Reason for works – priority etc
- Skidding resistance measurements (3 years) and associated records
- Contractor details – supervision
- Monitoring and performance checks
- Inspection records

Addressing failures





FREE Accident Toolkit App

The Accident Toolkit app is an easy to use programme that captures details, audio and images from the accident that can be used to make a claim in an easy and efficient.

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Case study

- 'Good' local authority with published skid strategy
- Serious accident to motorcyclist in urban area.
- Motorcyclist suffered life changing injuries
- Long term care requirement was very expensive
- Motorcyclist claimed against local authority citing skidding as concern

Case study



Case study



- Policy stated all sites below IL would be investigated
- Survey data July 2006 – accident date April 2007
- 30m length in vicinity of accident **-0.12** deficient
- Area Engineer decided not to investigate as 'unlikely' to treat such a short length – no records
- Expert witness 'a forensic inconvenience' that strategy hadn't been implemented
- Defence strategy to 'avoid and distract'

Case study



- Evidence – skid strategy not implemented
- Strategy set 'bar too high' in terms of investigations
- Area engineer selected sites on 'deliverability'
- Lack of training in strategy
- Should have investigated - unlikely to identify for treatment
- Strategy was updated in 2008

Objective of the London policy



- Sits between Highway Asset Management and road safety
- Requires both skill sets to implement
- Should inform investigation programme as well as overall prioritisation
- Needs to be realistic
- Ideally member endorsed