



**Newcastle City Council**  
**Skid Resistance Policy**

## Document Information

<b>Title</b>	Strategic Management Plan
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<b>Description</b>	This document details how Newcastle City Council will manage risk of skidding

## Document History

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1.0	Draft	TBC	P Holmes Principal Engineer	Not applicable

## Document Control

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1.0	Final	TBC	Peter Gray, Head of Highways and Local Services

# Skid Resistance Policy

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**Policy Objective:** *To undertake preventative maintenance work – particularly in respect of accident sites and areas of low skidding resistance.*

**Preamble:** This policy will apply to all roads managed by Newcastle City Council. This policy will be implemented, monitored and managed by the Head of Service.

## 1. BACKGROUND

Skid resistance is measured to enable management of the exposure of road users to potential substandard road surfaces. The data produced from the surveys is used to identify sites that warrant further investigation and where appropriate treatment or remedial measures. The results from the surveys and any subsequent treatments undertaken are reported and monitored as part of the management of safety on the road network

This policy details the council approach to the monitoring, measurement and management of skid resistance on the council's county road network and the action taken in response to the identification of road surfaces measured as being below the investigatory level.

This policy is based on HD 28/04 within Volume 7 of the Design Manual for Roads and Bridges issued by the Highways Agency which provides the basis for the monitoring and analysis of skid resistance of trunk roads within the United Kingdom. This document allows for local interpretation of HD 28/04.

HD28/04 allows for local interpretation which are implemented through the Operational Manual

## 2. SCOPE

This policy relates to the measurement of skid resistance on the councils highway network and the application of procedures to deal with sites identified for further investigation.

This policy incorporates:

- measurement of skid resistance by SCRIM
- setting investigatory levels
- completing site investigations on skid resistance deficient sites
- prioritisation of treatments
- use of warning signs

## 3. MEASUREMENT OF SKID RESISTANCE

Skid resistance surveys will be undertaken using the Grip tester.

All the (A) Roads will be tested in both directions each year following the Seasonal I Survey Site method in HD28/04.

Additional Unclassified Road sites may be added to the above SCRIM surveys where there are high traffic levels and / or high accident rates for the type of road use.

Additional skid resistance surveys may also be completed outside of the SCRIM testing season on sites:

- identified following a routine Safety Inspection,
- where evidence exists of a possible skid related accident,
- of third party claims,
- where clarification of SCRIM measurements are required

## 4. SETTING THE INVESTIGATORY LEVEL

Investigatory levels are assigned to each site depending on individual factors such as road geometry, the likelihood and nature of potential conflicts between road users and the known accident history. Investigatory Levels are determined before testing is carried out and act as a benchmark against which the measured values are compared. Levels will be determined by the Head of Service.

## 5. SITE INVESTIGATION

All sites exhibiting a measured skidding resistance at or below the Investigatory Level will be recorded and investigated following the Skid Resistance Site Investigation Procedure in the operational manual.

The result of any investigation and actions arising will be recorded. If treatment is necessary, consideration will be given to whether surface treatment or other measures are appropriate. Surface treatment may not always be a necessary response and other measures to reduce the accident risk of the site may be more cost-effective

## 6. PRIORITISATION OF TREATMENTS

A prioritisation process is used to rank the treatments identified in the site investigation phase.

## 7. WARNING SIGNS

"Slippery Road" warning signs will be erected as soon as practicable at all sites where remedial measures have been determined as being necessary. These signs will only be removed when the remedial action has been taken and the Head of Service are satisfied that skidding resistance levels have been returned to an appropriate level.

## 8. PERFORMANCE MONITORING

In order to measure the outcomes of this Policy, the following "local" performance indicator for skid resistance will be introduced.

**Skid Resistance Indicator:**

Percentage of the A road network with skid resistance above the investigatory level

# 9. SUPPORTING PROCEDURES

Skid Resistance Operational Manual.