



NORTH TYNESIDE COUNCIL

ROAD SKID RESISTANCE POLICY

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Document History

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02	Draft	A Tovey	November 2011	Amendments made to correlate to North Tyneside Council procedures
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Executive Summary

North Tyneside Council is responsible for the maintenance of over 825km of roads. These are split into different types of road classification as shown below:

- Principal roads (A class roads) are the main strategic routes that carry large volumes of traffic around and through the Borough.
- Other classified roads (B and C roads) are main roads of local strategic importance. They are through routes that link together the principal roads.
- Unclassified roads are more minor routes carrying local traffic only. They tend to be mainly residential estate roads.

The Council's Highway Asset Management Plan (HAMP) was approved in December 2011. This sets out the policies and procedures for highway and infrastructure maintenance, ensuring that assets are maintained in a strategic and risk-based way. The HAMP contains a wide range of plans and strategies for the effective maintenance of the highway network including the requirement to systematically monitor the surface grip of roads and to take a proactive approach so that the skid resistance across the network is maintained to an appropriate standard.

Skid resistance is an important property relating to the safety of highway users, particularly in damp or wet conditions. Over the course of a road's life the surface can lose some of its characteristics associated with grip.

The objective of this Road Skid Resistance Policy is to;

- Formalise processes for monitoring skid resistance across the Borough's road network on an ongoing basis.
- Identify roads where lack of grip is a potential issue.
- Prioritise grip deficient sites for improvement works based on where the greatest risks lie.
- Ensure improvements to grip deficient sites are incorporated into the annual highway maintenance works programme.



Introduction

The purpose of this policy is to outline North Tyneside Council's approach to maintaining the appropriate levels of skid resistance on the adopted road network in North Tyneside.

The policy provides a step by step approach to identifying grip deficient sites and sets out a process for deciding on their subsequent treatment and how this will be prioritised.

The procedures in this document set out a long term strategy to manage the skid resistance of the Borough's network to a consistent and safe level. The policy complements the Council's Highway Asset Management Plan which looks to manage assets in a strategic way. It also supports the Council's Road Safety Strategy which aims to reduce accidents.

This policy provides the tools to prioritise and treat sites, taking into account budget and programme considerations. It provides the processes to enable North Tyneside Council to proactively manage grip deficient sites.

This policy is based on the Highways Agency Technical Standard HD28/04 – Skid Resistance published in the Design Manual for Roads and Bridges (DMRB) Volume 7: Section 3. This policy also makes reference to Highways Agency Standard HD36/06 Surfacing Materials for New and Maintenance Construction again contained within DMRB Volume 7: Section 5. This provides details of the aggregate requirements of road surfacing materials at the design, construction and maintenance stages of a carriageway's life, which is essential to ensure consistent skid resistance is provided throughout the life span of a carriageway.

The term 'skid resistance' used in this document refers to the frictional properties of a road surface, measured using a specified device, under standardised conditions. Skid resistance testing is carried out on wet or damp surfaces unless stated otherwise as the skid resistance of a surface can be substantially lower than when the same surface is dry.

Skid resistance measurements are used as an empirical assessment of a road surface's level of grip and as an indication of the potential need for further investigation based on known acceptable limits. However, it should be noted it does not represent the definitive grip available to a road user making a particular manoeuvre at a particular time and at a particular speed.

North Tyneside Council's Legal Responsibilities

The Council is the Local Highway Authority for North Tyneside. The Council therefore has a statutory duty under Section 41 of the Highways Act to maintain highways that are maintainable at public expense. Although the formal management of highway skid resistance is not a legal requirement it is considered good practice and it supports the aims and objectives set out in the Council's Highway Asset Management Plan and Road Safety Strategies.

Section 58 of the Highways Act 1980 provides the ability to form a statutory defence to counter legal actions for negligence. The Council must be able to prove in a court of law that it has taken 'such care as is in all the circumstances reasonably required to secure that part of the highway to which the action relates was not dangerous for traffic.' When considering a third party legal action against the council the Court will consider such factors as;

- a) The character of the highway and the traffic which was reasonably to be expected to use it;
- b) The standard of maintenance appropriate for a highway of that character and used by such traffic;
- c) The state of repair in which a reasonable person would have expected to find the highway;
- d) Whether the Council knew, or could reasonably have been expected to know, that the condition of the part of the highway to which the action relates was likely to cause danger to users of the highway;
- e) Whether the Council could reasonably have been expected to repair that part of the highway before the cause of action arose.

Section 58 of The Highways Act 1980 does not stipulate the standard of maintenance applicable to the highway.

It is accepted by the Courts that different standards of maintenance are applicable to the road network; this is related to vehicle and pedestrian usage as well as speeds of the vehicles using the highway. The Court therefore takes into account that it would be unrealistic for the Council to monitor and maintain adequate levels of skid resistance on the whole network as this would not be deemed "reasonably practicable".

North Tyneside Council as a responsible local highway authority has developed this skid resistance policy to ensure a suitably structured procedure and strategy is implemented for the highway under its care and adequate levels of skid resistance are maintained within reasonable expectations as outlined in the Highways Act 1980.

Importantly, this policy will provide documentary evidence of the Council's proactive approach to skid resistance management.



Principles of the Policy

In 2004 the Highways Agency published a comprehensive methodology for managing carriageway skid resistance on motorways and trunk roads and this is set out in their design bulletin, HD 28/04.

North Tyneside Council will use the methodology in HD 28/04 as a template for our own Skid Resistance Policy. However, this will be adapted to reflect local needs and resource constraints.

The broad principles of HD 28/04 and therefore the Council's policy are as follows:

- Skid resistance surveys will be undertaken annually on defined parts of the highway network (see Appendix 2).
- The defined network will be assigned "investigatory levels" depending on a range of factors such as the speed limit and geometry of the road. This is detailed in Appendix 1.
- Skid resistance data obtained from the surveys and the investigatory levels will be recorded and managed within a specialist computerised module called "Skid Policy Manager" which is linked to the Scheme Engineer highway asset management system.
- Skid resistance data for a particular section of road will be scrutinised and compared against its investigatory level.
- Sites where skid resistance falls below the investigatory level will be identified for further investigation.
- The further investigation will take into account other factors such as whether there is a wet skid-related road traffic accident history at the site.
- Where remedial treatment is deemed to be of benefit, sites will be prioritised using a risk assessment approach and inserted into a work programme for action.

The above principles will be applied on an ongoing basis so that skid resistance across the highway network is continually monitored and managed appropriately. Data will be managed using Skid Policy Manager.

Roles and Responsibilities

This section sets out the various roles and responsibilities for the management of the Skid Resistance Policy (see below).

The annual skid resistance survey programme will be procured through the Tyne and Wear Framework for Laboratory Services managed by Gateshead Council.

Engineering Services will be responsible for the following:

- a) Management, development, implementation and regular review of North Tyneside Council's Skid Resistance Policy.
- b) The procurement and subsequent management of skid resistance surveys with contractors, linked to the managed framework.
- c) Assignment of site categories and investigatory levels.
- d) Processing, analysis and review of skid resistance data received from survey contractor.
- e) Review of the site categories and investigatory levels for the road network subject to skid resistance surveys. This review will be carried out every 3 years.
- f) Maintaining the appropriate records of site visits and associated documents. This is detailed further in the 'Records' section of this policy.
- g) Informing other Council departments of any issues affecting the site which may be contributory to skid resistance issues. For example faded road markings or traffic signs will be reported to the Traffic and Road Safety Team.
- h) Providing a prioritised list of sites that would benefit from improvement works and making informed decisions about how these are integrated into the annual highways forward works programme.

Engineering Services will ensure that the most appropriate remedial action is taken at sites which have been identified as grip deficient. Some examples of the options available are;

- Erection of warning signs
- Refresh of white lining
- Retexturing of the road surface
- Resurfacing of the carriageway with appropriate material

Method of Surveying

This section provides further detail of the annual survey programme and its methodology.

Skid resistance testing of roads is undertaken by a GripTester machine towed behind a vehicle. This records the “grip” of the road surface which is then converted to produce the Characteristic SCRIM Coefficient (CSC). The CSC is the corrected, seasonally adjusted measurement of the skid resistant properties of the surface of the carriageway.

The network which will be subject to skid resistance testing is shown in Appendix 3 and is subject to modification if there are changes in accident patterns or amendments to the network. The network will be tested alternately between early, mid and late parts of the testing season over a three year period. This method will produce over 3 years the average CSC value for roads across the Borough and will take into consideration the effects of seasonal variation.

Skid resistance is not a constant and is influenced by various factors such as test speed, temperature, weather conditions and also longer term effects such as seasonal weather variations or change of traffic flows. With this in mind the following controls will be applied;

- Measurements of road skid resistance shall be carried out annually between the dates of 1st May- 30th September.
- A standard testing speed of 50km/h will be applied.
- An up to date network plan will be provided for the survey contractor to use.

All roads under investigation shall form part of the annual survey programme. This information shall be maintained within North Tyneside Council’s Skid Policy Manager and both directions of each carriageway shall be surveyed.

Accident data will be provided on a yearly basis on request from the Tyne and Wear Traffic Accident Data Unit based in Gateshead Council.

Where fatal or serious accidents occur and the skid resistance of the road surface may be a contributory factor, the surface condition and historical data will be assessed. In cases where Engineering Services are approached by the Police to investigate, for example following a road traffic accident, North Tyneside Council shall endeavour to analyse the data within 30 days.



Site Categorisation and Setting the Investigatory Level

The investigatory level (IL) for a particular length of road is the level at which a further investigation should be considered if a survey shows that CSC is below the IL set for that section of road. The methodology for prescribing investigatory levels is based on HD 28/04. Additional advice is available from Interim Advice Note 98/07.

The roads subject to annual skid resistance testing will be surveyed using the investigatory levels in accordance with the amended requirements of HD28/04: Table 4.1 – Site Categories and Investigatory Levels of HD28/04, see Appendix 1.

- North Tyneside Council will use the Skid Policy Manager system for setting the investigatory levels of road sections.
- Where the site Investigatory Level is below that which is recommended in Table 4.1 of HD28/04, the justification for setting the lower level shall be documented. This process is covered in Appendix 2 and 3 of this policy.

The Investigatory Levels shall be reviewed every 3 years or when a significant change to the network is made e.g. new roundabout construction.

Any changes to the IL will be documented in the site visit forms featured in Appendix 4.

The Investigatory Levels may be revised if:

- The site IL has been incorrectly assigned (See Appendix 1)
- Changes to the network are made e.g. reclassification, increased usage, change of alignment etc.
- After a 3 year review the site can have a reduced IL if deemed appropriate.
- There is an increase in the level of wet skid related accidents.

Processing and Analysis of Skid Resistance Data

This section outlines how skid resistance data obtained from the annual survey will be analysed and processed.

The survey company will be provided with an electronic up to date copy of the Borough road network and network node details.

Once the survey has been completed, the data collected will be validated and processed by the survey company. The survey company shall then also calculate the CSC.

Once data has passed through validation and processing, it will then be returned to North Tyneside Council. The Highway Maintenance Team shall use this data as the first step in the identification of grip deficient sites. All sites initially identified shall be further investigated to determine if the investigatory level is correct or if an alternative action is necessary, such as reducing the IL. If the data is validated a site inspection of grip deficient sites shall be undertaken and recorded.

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Site Investigation

Sites where the CSC is 0.1 below the defined Investigatory Level will require a site investigation within 6 months of having been identified. The site investigation will establish whether the Investigatory Level is correct and if so, whether surface treatment or other measures are necessary to reduce the risk of accidents, particularly if any accidents have occurred in wet conditions or have involved skidding. Site visits will be documented using the Site Investigation Form detailed in Appendix 4.

Some form of treatment or intervention will be considered if:

- A site has greater than 50m of the section with a CSC value of 0.10 or more below the investigatory level.
- The site has a high proportion of accidents in wet conditions or involving skidding for the type of site being considered.
- The skid resistance level of the road is acceptable but there is still an accident history at the location due to other factors. In this case preventative maintenance might be justified to address the issue.

If none of the above criteria is met, the site will be kept under review. If skid resistance and accident patterns remain stable for more than 3 years then lowering of the Investigatory Level will be considered. This will be documented using the Investigatory Level Form featured in Appendix 4.

The most appropriate form of treatment will be identified for each site which is found to require remedial works to restore an adequate level of skid resistance. Often this will be a surface treatment. However, if site investigations should identify different defects or an issue with the behaviour of road users which an engineering measure may be able to resolve, the relevant department within North Tyneside Council will be notified to decide the best course of action for the site in question.

If the site investigation identifies additional minor maintenance issues such as a requirement for additional signing or road markings or road sweeping, the appropriate department will be informed.

The site investigations will be undertaken by officers of Engineering Services and this will inform the remainder of the evaluation process.

Prioritisation of Treatment

Where remedial works are identified following skid resistance investigations a system of works prioritisation will be adopted.

Site investigations are important in the process of identifying the sites most in need of remedial work or other measures. The detailed process of prioritisation using both technical appraisal and a risk based approach is given in Appendix 2.

The Council shall however erect slippery road warning signs (Diag. 557 to The Traffic Signs Regulations and General Directions) on any road verified through the site inspection process where the CSC is greater than or equal to 0.15 below the prescribed IL. The length of the grip deficient section must be greater than 50m or on the approach to a hazard.

Records

In order to maintain accurate and up to date information it will be necessary to formally record skid resistance data and this will be done as follows;

All verbal and written enquiries regarding skidding matters on the surveyed network will be registered onto a customer enquiry system. The standard target response period will be 10 working days for correspondence.

When an enquiry is received an initial investigation will be carried out to determine the nature of the problem and documented on the Site Investigation Form shown in Appendix 4.

Details of the actions proposed will be recorded and held on the Skid Policy Manager system.

The following records shall be maintained to demonstrate the ongoing operation of this policy:

- Investigatory Levels for the surveyed road network, including justification for any deviation from the recommendations of HD28/04.
- Skid testing results and data analysis.
- Site investigation findings for sites assessed.
- A record of sites where and when slippery road warning signs have been erected showing subsequent removal dates where appropriate.
- Priority lists of sites for remedial treatment to restore an adequate level of skid resistance.
- Details of completed works programmes, relating to remedial treatment for substandard skid resistance.
- A register of enquiries regarding skidding matters and actions taken.

References

Design Manual for Roads and Bridges

- HD28 (DMRB 7.3.1) Skid Resistance
 - HD36 (DMRB 7.5.1) Surfacing Materials for New and Maintenance Construction
 - HD36 (DMRB 7.5.2) Bituminous Surfacing Materials and techniques.
-
- The Traffic Signs Regulations and General Directions 2002
 - Highways Act 1980
 - Highways Agency - Design Manual for Roads and Bridges, Volume 7, HD28/04
 - Well-maintained Highways, Code of Practice for Highway Maintenance Management
 - County Surveyors Society – Code of Practice for Highways Management – Section 9.7 Skidding Resistance Measurement Requirements (Revision F)
 - County Surveyors Society – CSS Guidance Note – The Use of High Friction Surfaces (January 2010)
 - TRL Report TRL622 - Accidents and the Skidding Standards for Strategic Roads in England
 - Interim Advice Note 98/07 Guidance for HA Service Providers on Implementing Skid Resistance Policy
 - Interim Advice Note 49/03 Use of Warning Signs for New Asphalt Road Surfaces



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ROAD SKID RESISTANCE POLICY

APPENDICES

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Appendix 1: Amended HD28/04 Table of Investigatory Levels

The table below sets the Council's Investigatory Levels for the Skid Resistance Road Network and is based upon the Highways Agency document HD28/04 Table 4.1

In the table below, ✓ denotes the initial Investigatory Level to be assigned to the relevant site category signed at 40mph and over.

The symbol † indicates the Investigatory Level that will be assigned to an A or B class road and all C and U class roads where signed at 40mph or less.

Site Categories & Investigatory Levels

Site category and definition		Investigatory Level at 50km/h					
		0.30	0.35	0.40	0.45	0.50	0.55
B	Dual Carriageway non-event	†	✓				
C	Single Carriageway non-event		†	✓			
Q	Approaches to and across minor and major junctions, approaches to roundabouts				✓†		
K	Approaches to pedestrian crossings and other high risk situations					✓†	
R	Roundabout			†	✓		
G1	Gradient 5-10% longer than 50m			†	✓		
G2	Gradient >10% longer than 50m				†	✓	
S1	Bend radius <500m – dual Carriageway				✓		
S2	Bend radius <500m – single Carriageway				✓		

Notes:

- Investigatory Levels are for the mean skidding resistance within the appropriate averaging length.
- Investigatory Levels for site categories B and C are based on 100m lengths or the length of the feature if shorter.
- Investigatory Levels and averaging lengths for site categories Q and K are based on 50m approach to the feature but shall be extended when justified by local site characteristics.
- Investigatory Levels for site category R are based on 10m lengths.
- Categories G1 and G2 must not be applied to uphill gradient on dual carriageways
- Categories S1 and S2 must not be applied to bends with a speed limit below 50mph
- Residual lengths less than 50% of a complete averaging length may be attached to the penultimate full averaging length, providing the site category is the same.
- As part of the site investigation, individual values within each averaging length should be examined and the significance of any values that are substantially lower than the mean value assessed.

Appendix 2 - Prioritisation of Sites for Treatment

Once sites have been confirmed from the site inspection process a series of factors will be applied to reflect the likelihood of vehicles being involved in accidents.

The prioritisation of roads for treatment will be made using a staged process culminating in a risk based maintenance programme.

The following pages outline the process.

Hazard Attributes

Hazard attributes are those factors that relate to wet skid accidents and need to be taken into consideration when prioritising schemes for treatment.

The following table shows the five hazard attributes and their respective weightings.

Hazard Attributes	Weighting (%)
Accident Analysis	20
Skid Deficiency	35
Speed Environment	15
Investigatory Level	15
Road Environment	15

Stage 1 Accident Analysis

The first stage in the process is to identify the number of accident sites which have been classified as wet/damp under the “Accidents Road Surface Condition” heading in the annual information provided by TADU. These accidents shall be filtered to disregard those attributed to factors clearly not surface related e.g. alcohol, driver illness or error etc.

A score is given in line with the bandings set out in the table below.

No. of Accidents within the previous 3 years	Score
0	0
4 or less slight	1
5 to 10 slight	2
Greater 10 slight	3
3 or less serious	4
Greater than 3 serious or 1 or more fatal	5

Stage 2 Skid Deficiency

Stage 2 relates to the grip of the road surface which is calculated using the following formula (the latest seasonally corrected information will be used).

Skid Deficiency Value = CSC – IL

CSC = Characteristic SCRIM Coefficient

IL = Investigatory Level

Skid Deficiency will be scored using the table below.

Skid Deficiency	Score
0.00 to -0.03	1
-0.04 to -0.06	2
-0.06 to -0.09	3
-1.00 to -1.04	4
Greater than or equal to -1.05	5

Stage 3 Speed Environment

This stage considers the signed speed limit of the road.

The score shall be taken from the bandings below.

Speed Environment (miles/hr)	Score
Signed at 20mph	2
Signed at 30mph	3
Signed at 40mph	4
Signed at 50mph or greater	5

Stage 4 Investigatory Level (IL)

The next stage is to identify the IL of the site under investigation and score this based on the following table abstracted from Appendix 1 of this Policy.

Investigatory Level	Score
Less than 0.35	1
0.35	2
0.40	3
0.45	4
Greater than or equal to 0.50	5

Stage 5 Road Environment

The final stage considers the importance of the site in terms of the local environment, for example the proximity of schools, bus route etc..

Scores shall be allocated in accordance with the following table.

Description	Score
All Roads with Schools and or high pedestrian usage- Hierarchy 1, 1a and 2 footways	5
A Roads & designated HGV route, Port routes	4
All Roads signed 20mph or with traffic calming	3
Bus Routes & other environmental influences	2
All other sections	1

Once the scores for the Hazard Attribute have been calculated these will be inserted into a risk matrix. The scores will then be modified using the following additional stages in the process.

Stage 6 Consequence Rating

In this stage, in order to simplify the risk matrix, the Total Hazard Score will be transposed into a "consequence rating" in accordance with the following table.

Total Hazard Score	Consequence Rating
Between 0% and 20%	1
Between 21% and 40%	2
Between 41% and 60%	3
Between 61% and 80%	4
Between 81% and 100%	5



Stage 7 Likelihood Rating

At this stage the site under investigation is assigned a likelihood rating as set out in the table below. The rating is based on traffic flows and gives a greater emphasis to roads with higher traffic volumes.

Traffic Volumes	Likelihood Rating
AADT greater than 15,000	A
AADT between 10,001 & 15,000	B
AADT between 5,001 & 10,001	C
AADT between 1,001 & 5,000	D
AADT less than 1,000	E

AADT = Annual Average Daily Traffic Flow

Stage 8 Risk Rating

The final stage is to assign a risk rating to each site by applying the following matrix.

Likelihood	Consequence				
	Insignificant			Major	
	1	2	3	4	5
A (almost certain)	H	H	E	E	E
B	M	H	H	E	E
C	L	M	H	E	E
D	L	L	M	H	E
E (rare)	L	L	M	H	H



When Stage 8 is complete a final priority ranking can be assigned to individual sites. The matrix below shows a worked example of the 8 stage process previously outlined.

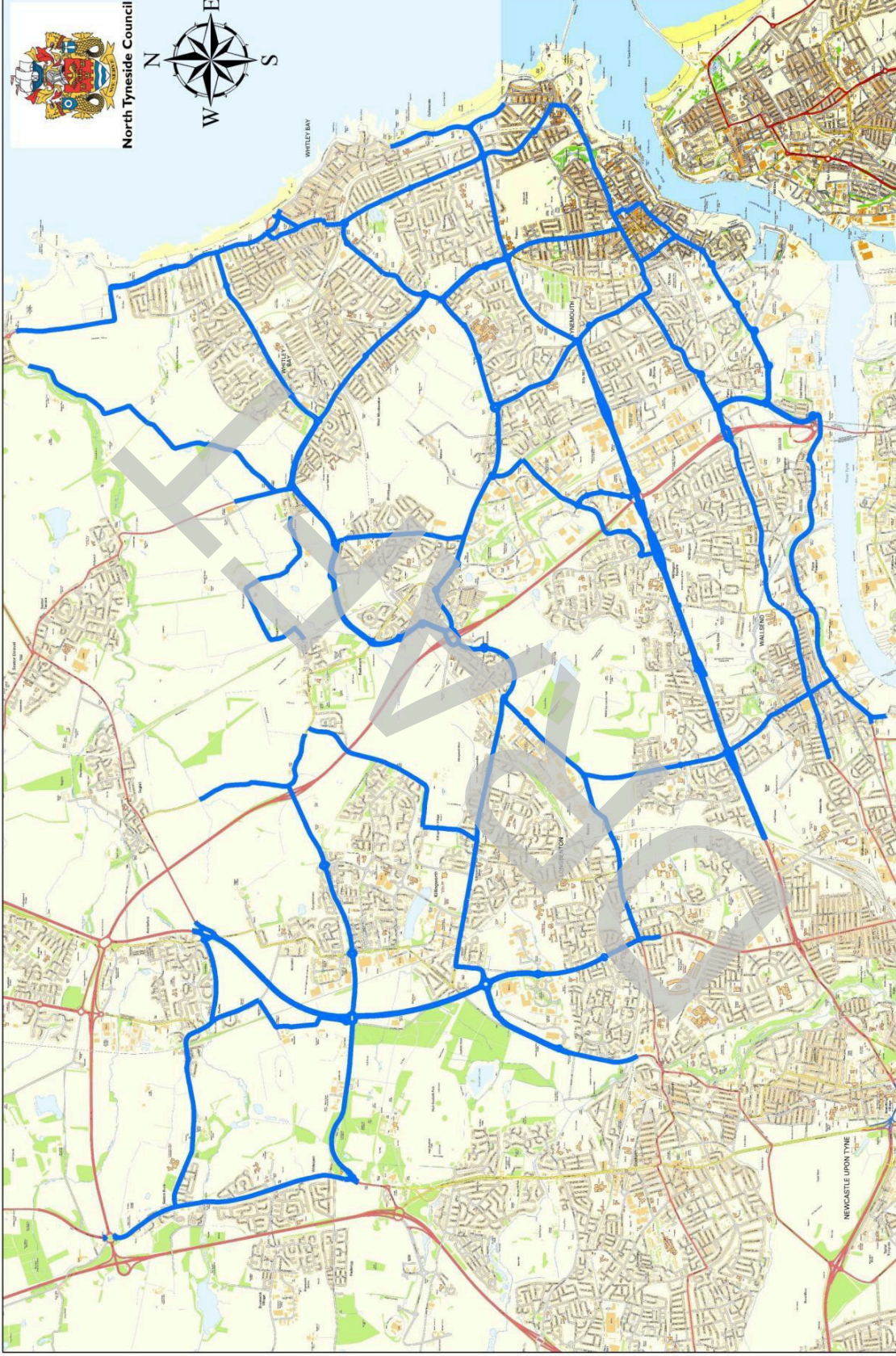
Weighting	20%	35%	15%	15%	15%	Total Hazard Score %	Consequence Rating	Likelihood Rating	Risk Rating	PRIORITY RANKING
	HAZARD ATTRIBUTES									
Site Name	Accidents	Skid Def.	Speed Environment	Investigatory Level	Road Hierarchy					
Site 1	4	4	5	4	1	74	4	A	E	1
Site 2	1	4	5	1	2	56	3	A	E	2
Site 3	1	3	5	1	4	55	3	B	H	3
Site 4	0	0	5	1	1	21	1	B	M	6
Site 5	1	2	5	1	2	42	2	A	H	4
Site 6	1	2	5	1	2	42	2	A	H	4

Reporting and Forward Works Programme

Once a priority list has been defined a forward works programme shall be determined based on available resources.

The final list of schemes shall be reported to Cabinet in accordance with the procedures set out in the Highway Asset Management Plan.

Appendix 3 - The Network surveyed each year



Engineering Services
Highway Maintenance Team

GripTester Network 2012

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widening
horizons

"To maintain and continue to improve North Tyneside's roads and pavements in a timely and environmentally sustainable way"

TEMPLATE



Appendix 4 – Report forms

SKID 1 – Re-assignment of site category

SKID 2 – Site Investigation form

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SKID1: Reclassification of Site Category

FORM SKID1				
Reason for Assignment		New Road, Review, Major Development		
Road Name(s)				
Road Classification				
UKPMS section labels				
Carriageway Lane(s) CL/CR				
Site Category	Site Description	Length of category	High % of wet accidents?	Initial recommended Investigatory Level
<u>Other comments or notes:</u>				
Map(s) attached to this document? Yes () No ()				
Is there a notable conflict between road users at the site? I.e. head on collision, high speed impact				
Does the road deviate away from the current Design Standards?				
Are there occasions of queuing when the road is normally high speed?				
Access on to the main carriageway, are they busy? <ul style="list-style-type: none"> • Exits/entrances to petrol stations. • Or do they have poor advance visibility. • Or does the traffic leaving or joining the main carriageway create issues with the main carriageway? 				
Are there two or more 'events' in the proximity: i.e. traffic lights on a downhill gradient.				



Low texture depth?		
Approaches to minor junctions, is there poor advance visibility- a high risk of high speed collisions?		
At pedestrian crossings, is there a poor visibility on advance or high approach speeds?		
Does the crossing have a high number of pedestrian users?		
Are there bends is where the traffic speed/geometry of the road is calculated with added risk? This could be applicable to non event sites		
Sharp bends where a greater polishing action could occur by vehicle on one wheel track than another? I.e. at roundabouts		
How many accidents have occurred at the site over the last 3 years?		
Of the accidents listed above, how many % have been wet weather related accidents?		
At roundabouts, is there a speed circulation of traffic, or a high number of cyclists or motorcyclists?		
At roundabouts- are they under signalised control?		
Does this site category require revision?	Yes	No
Does the Investigatory Level require revision?	Yes	No
Previous/Recommended site category:	Previous	Recommended
Previous/Recommended Investigatory Level:	Previous	Recommended
What is the posted speed limit for the site?		
What is the observed traffic speed considered to be: low, medium or high		
Has a reduced speed limit been imposed to reduce risk?		
Is the site near a school?		
Are any hazards clearly signposted?		
Investigating Officer		
Date of site visit		
Approved by:		
Date:		



Form Skid2: Site Investigation Form

1. GENERAL		
Investigating Officer:		
Date of site visit:		
General weather at time of visit?		
Reason for site visit?	Low grip tester or SCRIM result	✓
	Routine Review	
	Accident report Third party report	
Dates of any previous site visits	Accident report	

2. SITE DETAILS	
Road classification (A, B, C and Unclassified)	
Road Name	
UKPMS Section label(s)	
Carriageway / Lane tested (CL/CR)	
Site definition (straight, bend, gradient, junction, roundabout, pedestrian crossing)	
Investigatory Level	
Have any substantial changes been made to the site or road usage since Investigatory Level was assigned.	

3. SUMMARY OF ACCIDENT HISTORY		
	Number	%
Number of accidents in the last 3 years?		n/a
Number and % of wet weather accidents		
Types of accidents:		
• Fatal		
• Seriously injured		
• Minor injuries		

4. CONDITION DATA	
Current Skid Resistance	
How much is it below Investigatory Level?	
Lowest value and location or is it consistent across the site? If not, what are the variations?	

5. VISUAL ASSESSMENT	
Surface Type and Condition	
Traffic / Signed Speed Limit / Usage	
Any visible issues? Drainage Trees / vegetation Contaminants Road markings Road signs Alignment, horizontal / vertical	

Ensure that record photographs are taken at the time of inspection and attached to the final report.

6. ROAD USERS AND LAYOUT	
Are there any features at the site which would require users to stop suddenly?	
Are the Signs and traffic signals- clear to drivers and relevant?	
State of road markings? Clear to drivers and old markings removed?	
Is there overgrown vegetation/trees	

7. RESULTS AND ACTIONS CHECK LIST

After site visit, Engineers Recommendation	No Further Action, Change IL, Recommend Treatment, Other maintenance works
If <u>yes</u> , then what has been recommended for this site? <ul style="list-style-type: none"> • Surface dressing • Resurface • Re- texture surface • High friction surfacing • Other 	
Any maintenance recommendations? <ul style="list-style-type: none"> • No further action required • Sweeping of road • Emptying of gullies • Signs: replacement or additional • Road markings • Redesign of junction/ carriageway 	
Should consideration be given to raising or lowering the Investigatory Level?	
Notify Traffic and Road Safety Team to design and erect appropriate signage	<u>Yes and who you have notified</u>
Map and site description sent to contractor?	Yes/No
Confirm contractor has erected signs	<u>Date erected, & Notified by, checked by</u>
Surface treatment works completed and date?	Yes / No Completed on
Testing and date of testing of new surface?	Yes / No – Pass Fail? – date and inspector
Removal Of Signs	If testing is accepted authorise removal of signs acknowledge who authorised the removal
Notify contractor remove signage	<u>Yes and who you have notified</u>
Confirm contractor has removed signs	<u>Date removed, & Notified by, checked by</u>



Name of investigating officer:	Print name:
	Signature
Date:	
Approved and checked by:	Print name:
	Signature:
Date:	

Ensure that this document is converted to pdf with photographs attached and saved to the appropriate data repository

DRAFT