



# Pavement Surface Texture - Fact or Friction?

Thursday 20 October 2011

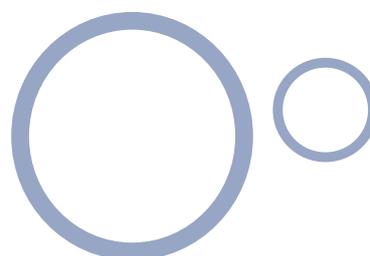
SCI HQ, London, UK

Organised by SCI's Construction Materials Group in partnership with IAT and CIHT



# Programme

- 09:30** Registration and refreshments
- 10:00** **SCI Construction Materials Group**  
Mark Tyrer, SCI Construction Materials Group
- 10:05** **Chairman's introduction**  
Cliff Nicholls, TRL
- 10:10** **Surface friction supply and demand**  
Peter Roe, TRL
- 10:35** **Recent research on surface texture**  
Martin Greene, TRL
- 11:00** Refreshments
- 11:30** **HA/MPA/RBA research at TRL**  
Donna James, Highways Agency
- 11:55** **Reasons for Swedish low accident record**  
Anders Wengelin, Swedish Roads Administration
- 12:20** **M8 trial in Scotland**  
Dougie Millar, Transport for Scotland
- 12:45** Morning discussion
- 13:10** Lunch
- 14:10** **Police approach to road surfaces and safety**  
Jon Webb, Metropolitan Police
- 14:35** **Norfolk trials of German SMA**  
Bob Noakes, Norfolk County Council
- 15:00** **French view on texture**  
Jean-Paul Michaut, Colas DGE
- 15:25** **Changes to HD 28 and the specification of texture depth**  
Louise Caudwell, Highways Agency
- 15:50** Afternoon discussion
- 16:15** Refreshments and close



## Synopsis

This day's seminar will run through various national and international reviews and specifications for skid resistance.

The topics are the mechanism of the supply and demand of skid resistance; the relationship between texture depth and tyre tread depth, research being carried out on the effect of particle size on skid resistance jointly for the Highways Agency, Mineral Products Association and Refined Bitumen Association; a trial on the M8 in Scotland and the resulting specification; trials of German (low air voids content) stone mastic asphalt in Norfolk; the French view on texture; the Swedish approach where the accident rate is good and the Police's approach to skid resistance.

## Attendees

The seminar is aimed at practising engineers and technicians in the highway and airfield industry who will be designing, specifying, producing or laying asphalt. This is in order to improve their understanding of the alternative approaches to texture depth that are designed to maximise both the skid resistance and durability.

*This meeting is brought to you in proud partnership with:*



## Organisers

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