CABINET

Date of Meeting	Tuesday 18th February 2020
Report Subject	Review of the Sideway-force Coefficient Routine Investigation Machine (SCRIM) Policy
Cabinet Member	Deputy Leader of the Council and Cabinet Member for Streetscene & Countryside
Report Author	Chief Officer (Streetscene and Transportation)
Type of Report	Operational

EXECUTIVE SUMMARY

The skid resistance of any road is a critical factor in terms of road safety and is measured by a specialist vehicle know as a ‘’Sideway-force Coefficient Routine Investigation Machine’’ (SCRIM). The SCRIM road survey vehicle measures the wet skidding resistance of a road surface and produces a ‘SCRIM’ value for each section of road on the classified highway network.

Highway Authorities require a policy for monitoring, measuring and managing the skid resistance in their network and the Council’s SCRIM Policy was last presented to Cabinet as “The Policy for Skid Resistance on the Adopted Road Network” in March 2013.

Highway Maintenance Good Practice guidance has recently been updated, and the reviewed policy document seeks to align the Council’s own policy with this new guidance.

RECOMMENDATIONS	
1	That Cabinet approves the reviewed SCRIM Policy and Operational Manual for managing Skid Resistance on the Adopted Highway Network
2	That Cabinet support the review of the network to reclassify sites following changes to infrastructure and local speed limits.

REPORT DETAILS

1.00	BACKGROUND OF REVIEW OF SCRIM POLICY
1.01	The SCRIM Policy was last presented to Cabinet as “The Policy for Skid Resistance on the Adopted Road Network” in March 2013. The SCRIM Policy and Operational Manual ensures that the authority is satisfying its statutory obligations in respect of its duties under the Highways Act 1980 and will protect the Council from potential claim or challenge following an incident or accident on the network.
1.02	The Council, as the Highway Authority for County Roads, has a general duty, under Section 41 of the Highways Act 1980 (the Act), to maintain the highway network in a good state of repair so as to render it safe for ordinary traffic on highways maintainable at public expense.
1.03	The legislation does not impose an absolute duty but rather involves a balance between the degree of risk and the steps necessary to eliminate the risk. The FCC SCRIM Policy and Operational Manual ensures that the authority is satisfying its statutory obligations in respect of this element of the Act.
1.04	On 28th October 2016, the UK Road Liaison Group (UKRLG) published the new Code of Practice “Well Managed Highway Infrastructure” (the code) to replace the suite of UKRLG Codes on highways, structures and lighting. This code states that “authorities should publish their Skid Resistance Strategy as part of their Asset Management Framework.”
1.05	Since this SCRIM Policy was last presented to Cabinet, the national best practice guidance has been updated to “CS 228 - Skidding Resistance Guidance Document” (formerly HD 28/15) within the Design Manual for Roads and Bridges issued by the Highways Agency and our review of our policy reflects and references this new guidance.
1.06	Flintshire County Council utilise a nationally recognised method for measuring skid resistance which measures the force between a rubber tyre against the pre-wetted road surface. The resulting value known as the SCRIM value, relates to the coefficient of friction and provides an indication of the relative polished state of a road surface.
1.07	The proposed Skid Resistance Policy is now based on current CS 228 document which provides the basis for the monitoring and analysis of skid resistance on Trunk Roads within the United Kingdom. The document also allows for local interpretation to apply the content to non-Trunk Road Networks.
1.08	All sites exhibiting a measured skidding resistance below a prescribed intervention level will be recorded and investigated following the process described in the Skid Resistance Site Investigation Procedure – Appendix 1- Skid Resistance Operational Manual

1.09	The proposed Policy on Skid Resistance is shown in Appendix 2 - Skid Resistance Policy
1.10	The Policy will apply only to the 'A' and 'B' and designated strategic 'C' class network and there will be no formal Policy for the remainder of the unclassified road network. This is based on a risk management approach, taking into consideration the lower traffic levels and that low skid resistance is not being a major factor in road safety on these roads. There is however a requirement for road surfacing aggregates used on all roads to meet a minimum specified level of skid resistance known as the Polished Stone Value. Coarse aggregates or chippings shall undergo polished stone value (PSV) testing in accordance with BS EN 1097-8 [Ref 4.N] to determine the resistance to polishing under the action of traffic, which is intended to maintain the skid resistance of the surface on the road, as set out in CD 236 - Surface Course Materials for Construction (formerly HD 36/06, IAN 156/16).

2.00	**RESOURCE IMPLICATIONS**
2.01	It is the intention of the service to maintain budgets and deliver the service with cost neutral implications.

3.00	**CONSULTATIONS REQUIRED / CARRIED OUT**
3.01	Consultation took place with: • Operational departments and stakeholders • With Cabinet Member

4.00	**RISK MANAGEMENT**
4.01	The Highway Network service has undertaken various risk assessments on the procedures involving highway surveying, investigation levels and response actions which are outlined within the policy.

5.00	**APPENDICES**
5.01	Appendix 1 – Skid Resistance Operational Manual
5.02	Appendix 2 – Skidding Resistance Policy

6.00	**LIST OF ACCESSIBLE BACKGROUND DOCUMENTS**
6.01	Highways Act (1980)
6.02	Code of Practice for Well-managed Highway Infrastructure (2016)

6.03	**Contact Officer:** **Telephone:** **E-mail:**	Stephen O Jones – Chief Officer – Streetscene & Transportation 01352 704700 Stephen.o.jones@flintshire.gov.uk

7.00	**GLOSSARY OF TERMS**
	Skid Resistance - refers to the frictional properties of the road surface, measured using an approved testing device under controlled conditions. **SCRIM** – Sideway-force Coefficient Routine Investigation Machine. The SCRIM road survey vehicle measures the wet skidding resistance of a road surface. **SCANNER Survey**– Surface Condition Assessment for the National Network of Roads surveys are an assessment of the condition of the classified road network.