

# Flintshire County Council

## Skid Resistance Policy 2019

### Policy Objective:

*“To undertake preventative maintenance work – particularly in respect of accident sites and areas of low skidding resistance.”*

### Introduction

This policy sets out Flintshire County Council’s approach to setting and monitoring skid resistance levels of road surfaces, managed by Flintshire County Council. This policy applies to all surfaced roads and surfaces designed to be shared with pedestrians. Surfaces used only by pedestrians are not covered by this policy. The Highways Agency’s Standards “CS 228 - Skidding Resistance Guidance Document” (formerly HD 28/15) and “CD 236 - Surface Course Materials For Construction - Revision 3” (formerly HD 36/06, IAN 156/16) have been considered in its preparation.

### 1.0 BACKGROUND

- 1.1 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
- 1.2 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.
- 1.3 This policy is based on “CS 228 - Skidding Resistance Guidance Document” as part 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 interpretation of local experience, knowledge and characteristics when applying CS 228.
- 1.4. CS 228 allows for local interpretation which are implemented through the Operational Manual

## **2.0 SCOPE**

- 2.1 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.
- 2.2 This policy incorporates:
- measurement of skid resistance by SCRIM and Grip Tester
  - processing of SCRIM and Grip Tester survey data
  - setting investigatory levels
  - completing site investigations on skid resistance deficient sites
  - Prioritization of treatments
  - use of warning signs

## **3.0 MEASUREMENT OF SKID RESISTANCE**

- 3.1. Skid resistance surveys will be undertaken using the SCRIM (Sideways Coefficient Routine Investigation Machine) and the Grip tester.
- 3.2. All of the (A) Roads and (B) Roads will be tested in one direction each year and follows the process so that the overall (summer) level of skid resistance shall be assessed rather than using a single measurement. This overall level of skid resistance is referred to as the Characteristic Skid Coefficient (CSC) as described in CS 228.
- 3.3. Additional (C) Road sites may be added to the above surveys where there are high traffic levels and / or high accident rates for the type of road use.
- 3.4. Additional skid resistance surveys may also be completed outside of the testing season on sites:
- i. identified following a routine Safety Inspection,
  - ii. where evidence exists of a possible skid related accident,
  - iii. of third party claims,
  - iv. where clarification of SCRIM and Grip Tester measurements are required

## **4.0 SETTING THE INVESTIGATORY LEVEL**

- 4.1. Investigatory Levels (ILs) 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.

## **5.0 PRIORITISATION & SITE INVESTIGATION**

- 5.1 All sites exhibiting a measured skidding resistance below -0.11 of the IL will be prioritised and investigated following the Skid Resistance Site Investigation Procedure in the Skid Resistance Operational Manual.
- 5.2 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

## **6.0 PERFORMANCE MANAGEMENT & BENCHMARKING**

- 6.1 Performance Indicators to measure the effectiveness of this policy and the investment of preventative maintenance in the highway network will be regularly reporting to the Highway Network Manager

## **7.0 WARNING SIGNS**

- 7.1 "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 skidding resistance levels have been returned to an appropriate level.

## **8.0 SUPPORTING PROCEDURES**

- 8.1 Skid Resistance Operational Manual (rev.2019).