



SKID POLICY MANAGER

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Skid Policy Manager assists Highway Authorities in managing and mitigating the risk of corporate manslaughter through wet skid accidents.

There have been cases within the UK where a fatal or serious road accident has been attributed to the road condition. This has resulted in these locations becoming a crime scene. In the worst case, highway managers responsible for the treatment selection process and skidding analysis have been found in court on corporate manslaughter charges and found guilty of neglect.

Scrim Policy Manager (SPM) is designed to incorporate a transparent and effective management system for prioritising sites with inadequate wet skidding resistance from the Annual Scrim or Griptester survey. Since the addition of skid resistance to standard national reporting requirements, SPM has become more popular; it can be implemented on a stand-alone basis or as an additional module within Appia's Scheme Engineer® system.



SPM utilises relevant data available for most highway networks to prioritise deficient sites ensuring that their maintenance is economic. It enables the following benefits:

- Reducing the time spent preparing information
- Reducing the time spent visiting sites to check data
- Providing justification for work carried out as a result of investigations to paymasters/management
- Providing a transparent, auditable record of responsive actions and of the reasons for carrying or not carrying out work.

SKID ATTRIBUTES FOR ANALYSIS

SPM utilises the following attributes as standard but these are all user-definable subject to their availability and specific user requirements. The attributes below are weighted within the prioritisation model.

- No of accidents
- Speed limit
- Intervention levels
- Skid deficiency
- Road class
- Traffic Flow

SKID RISK MANAGEMENT

In accordance with best practice and *Well Maintained Highways* guidance, Skid Policy Manager incorporates a Risk Matrix approach in its analysis and considers all attributes and the probability of a hazard occurring using traffic volume.

This is an important factor as it ensures that sites with higher usage are considered ahead of those with similar consequences and low traffic volume.



SPM can also assist in the identification of treatments and with the prioritisation of treatments, taking into account the risk matrix and Value Management Factors. Deficient sites can be displayed using a mapping, either using Appia's *SE_map* or a user's own GIS.



Skid Investigatory Levels can be loaded via UKPMS HMDIF or CSV file and can be maintained interactively using SPM; Skid Investigatory levels can be added, deleted and modified across the network and an audit trail of change history over time is recorded automatically.

In cases where the user has no reliable SCRIM Intervention Levels for loading, Scheme Engineer can generate an initial or proposed set of Intervention Levels by utilising the gradient and curvature data supplied with Scanner Surveys. These initial figures and categories can then be added to and modified interactively. Once the user is satisfied with the Intervention Level definitions across the network, the data can be exported in HMDIF format for loading into a UKPMS compliant system.

To discuss how we can help you, please contact one of our team today:

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