



Driving innovation for an ever changing world.

SCRIM® Surveys



Since the mid-70's SCRIM® machine surveys have been used by Highway Authorities to indicate those lengths of road where the skid resistance is below investigatory levels*

The standards are based on over 30 years of research and help to lower accident rates by identifying where there is a risk of wet-road skidding.

Recent studies in England Scotland Wales and New Zealand have confirmed that the current standards published in 2004 are highly cost effective as well as appropriate to current traffic flows, road conditions and materials.

Studies in both the United Kingdom and in New Zealand have shown that introducing a wet road skidding policy will reduce accidents by between 30 and 40% over and above the results of other safety improvement programmes.

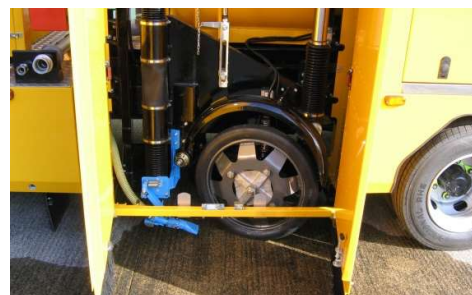
SCRIM is manufactured exclusively on license by W.D.M. Limited and the introduction of regular SCRIM machine surveys, together with a skid policy based on the current standards, offers a very cost effective option for local authorities to achieve and maintain reductions in their road casualty rates.

SCRIM vehicle surveys applicable to all surfaced roads where the volume of traffic justifies its use and where the equipment, which is lorry based can travel safely at 50 km/hr.

The concept behind the standards is that there should be a uniform risk of a wet road skidding accident across the whole network.

The lowest skid resistant aggregates are required on dual carriageways away from junction areas while the highest standards are required on the approach to roundabouts and pedestrian crossings.

This approach provides a sustainable policy by targeting the best aggregates to the highest risk areas. Management of the safety of a network and the control of wet road skidding accidents can be achieved only if the skid resistance of the network is known and those measurements can be related to national standards.





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With knowledge of skid resistance, investigation of deficient sites can be undertaken to help reduce accidents, provide continuous improvement in the accident rate and obtain best value.

* (published in the Design Manual for Roads and Bridges and in the Local Authorities Code of Practice)

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W.D.M. Limited, North View, Staple Hill, Bristol BS16 4NX

T: +44 (0)117 9567233 e: info@wdm.co.uk www.wdm.co.uk