

Winter Service Plan 2021/22

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Introduction



This Winter Service Plan (subsequently referred to as the Plan) sets out how the Council as Highway Authority for the East Riding of Yorkshire meets its Policy for the treatment of its roads, footways and cycle ways during the winter period; enabling a safe passage for vehicles and pedestrians, minimising delays due to winter weather and ensuring operations are undertaken safely.

The Trunk Roads within the East Riding are the responsibility of Highways England and are treated by its contractor for Area 12. The Trunk road network includes the A63 and the M62.

The Plan details the Policy

The Plan is approved by the Director of Communities and Environment (C & E) annually under decision record within his delegated authority.

I Policy

1.1 The East Riding as a Highway Authority is under a duty arising from The Highways Act 1980, “to ensure so far as is reasonably practicable, that safe passage along the highway is not endangered by snow or ice”, section 41(1A). It also places a duty on the Highway Authorities, under section 150, to remove any obstruction of the highway resulting from, amongst other things “accumulations of snow”.

1.2 The Council has established a Policy to meet these obligations taking a balanced approach that recognises the overall priorities of the Council and the need to enable the movement of people and goods along the highway network during difficult weather conditions. The Policy statement, as set out below, including the extent of the service and the routes forming the Precautionary Network, Secondary Network and Strategic Footway Network, is reviewed on a regular basis as a part of the Council’s “Managing the Highway Network Policy” and subsequently approved by the Council.

“The Council will aim to manage the carriageways so that the public can travel safely and with minimal disruption or delay. We will do what is reasonably possible to ensure that the strategic routes remain open to public use.

The service will consist of treating the Precautionary Network when weather forecasts and ice prediction indicate hazardous conditions. The Precautionary Network shall include all principal roads, and selected distributor roads and other roads all as assessed to meet the criteria specified by the Council.

The target treatment time for roads will be three hours. The Precautionary Network will normally be treated before the start of the working day.

Snow clearing will be carried out throughout the network where appropriate and practicable. Priorities will be determined by prevailing conditions.”

2 Winter Risk Period

2.1 The Winter Risk period generally runs from mid-October into April of the following year however the actual extent of season is determined by forecast information and will be extended if required.

3 Treated Network

3.1 The Treated Network consists of:

- Precautionary Network - approximately 38% (1,280km) of the Council’s roads are included in the Precautionary Network.
- Secondary Network - approximately 12% (420km) of the Council’s roads are included in this network.
- Strategic Footway Network - typically represents the busiest footways in the main Towns.



- 3.2 Treatment of these networks and in particular the Secondary and Strategic Footway Networks is subject to the availability of resources. The priority for treatment is the Precautionary Network.
- 3.3 The Treated Networks are shown on the Council's website (Appendix A).
- 3.4 Roads included within the Precautionary and Secondary Networks are assessed in accordance with a matrix that takes into account their relative importance. The Precautionary Network includes all major 'A' and 'B' class roads together with other selected roads.
- 3.5 Cycle routes are not specifically treated unless they form part of the treated carriageway or Strategic Footway Network.
- 3.6 Snow Clearing Routes - these routes are a subset of the Precautionary Network. They are considered strategically important such that prioritisation is given to clearing these routes of snow prior to completion of the remaining Precautionary Network.
- 3.7 Resilience Service – a Resilience Service is invoked when it becomes unsustainable to treat the Precautionary Network. This situation will be triggered when the extremes of the weather coupled with resource issues means that it is not possible to sustain the Winter Service in line with Policy for the foreseen duration of the weather event. Approval to invoke a Resilience Service is delegated to Corporate Management Team in consultation with the Leader and Portfolio holder, supported by a report from the Director of C & E, (approved by Council at its meeting on the 13th October 2010).
- 3.8 The Council's stated service represents its priority for treating the highway network and demands for winter service elsewhere will only be accommodated once resources become available. The only exception to this is where the emergency services request support in their response to an emergency. In these situations, where the Winter Service can help, it will respond subject to the availability of resources and as soon as reasonably practicable.

4 Salt Bins:

- 4.1 Approximately 1300 salt bins are maintained in appropriate locations throughout the East Riding for use by the public, on a self-help basis. These are maintained and replenished as required subject to the availability of resources.
- 4.2 Salt bins are provided to aid local difficulties and are provided at locations such as steep gradients or at junctions.
- 4.3 Requests for additional salt bins are assessed using a Council approved rating system and only provided where they meet the criteria.
- 4.4 A Town/Parish Council salt bin acquisition scheme is available provided certain criteria are met, in these cases the cost of the provision must be paid for by the Town or Parish Council.

5 Treatment times:

- Precautionary Network – will normally be completed within 3 hours of commencement of Gritting.
- Secondary Network – will be as resources allow
- Strategic Footway Network – will normally be treated during the working day

6 Arrangements with other Councils and Services:

6.1 Information regarding weather forecasts and road treatment is shared with all adjacent authorities, including Highways England:

Authority	Arrangement(s)
Highways England	Treatment decision information shared
Hull City Council	Treatment decision information shared
Doncaster Metropolitan Borough Council	Treatment decision information shared
North Lincolnshire Council	Treatment decision information shared
North Yorkshire County Council	Treatment decision information shared
York City Council	Treatment decision information shared
Emergency Services	Treatment decision information shared

7 Facilities and Resources

Depots

7.1 The Council runs its winter operation from four depots:

- Beverley depot, Annie Reed Road, Beverley
- Carnaby depot, Lancaster Way, Carnaby
- Market Weighton depot, Becklands Park Industrial Estate, Market Weighton and
- Hedon depot, Magdalen Hill, Hedon

7.2 All depots have one salt storage barn for operational purposes. Beverley and Carnaby depots each have a second barn for the storage of salt as a strategic reserve.

Salt

7.3 The operational barns hold the following tonnages:

- Beverley – operational – 2700; strategic - 2600
- Carnaby – operational – 1900; strategic - 4250
- Market Weighton operational – 4000
- Hedon operational - 1900

7.4 The salt barns will be filled for the start of the season and again prior to the Christmas period. In February an assessment is made as to the need for and rate of replenishment of supplies. Salt stocks are monitored through WINLOGIX (see 11.2).



- 7.5 Salt in the strategic barns is held to mitigate any risk against supply chain issues. Its use will be rotated with that held in the operational barns. Requests from other Authorities for salt to aid their service will only be provided if approved by the Director.
- 7.6 Sample testing of the salt is an integral part of the supplier's quality management process ensuring compliance with the specification. In addition, sample moisture testing of the stockpile is undertaken by the winter team, this is completed monthly and on receipt of salt from our suppliers.
- 7.7 The Council's default salting method is to use pre-wetted salt and each depot has its own brine high volume storage tanks and production facilities to support this.

Fleet

- 7.8 The Council's fleet of spreaders is allocated annually to each depot such that there is one spreader for each route commencing from that depot plus a spare spreader at each depot. Similarly, each depot holds a number of ploughs and small items of plant. All the spreaders are fitted with GPS tracking systems and automatic salting functionality.
- 7.9 Each depot is equipped with a loading shovel suitable for the purpose of loading the winter vehicles. In case of breakdown a spare is retained by Fleet Services at the Beverley depot.
- 7.10 Footway treatments are undertaken utilising quad bikes, hand pushed snow blowers and manual spreaders when resources are available.

8 Winter resilience and triggers

Period		Ideal Minimum Required Stock Holdings			Resilience (4 x 20GSM Treatments/Day)	
		Operational Barn	Strategic Reserve	Total (Min)	Days Operation @ Min tonnage	Absolute Min Days Resilience
1	Start of Season	Full	Full	17,000 T	19	12
2	Prior to Christmas	Full	Full	14,000 T	16	12
3	January to April	Target 85% of Capacity		14,000 T	16	12
4	To End of Season	Target 50% of Capacity		8,500 T	9	6

- 8.1 The Council holds enough salt at the start of the season to deal with a normal winter season and together with its supplier's aims to ensure that no diminution of the service is necessary. However, in the event that the winter weather is extreme and/or the supply chain is severed, the following approach will be taken
- 8.2 The Council's resilience level is based around national guidelines and for the purpose of East Riding is: the ability to undertake 12 days continuous salting of the Precautionary Network at 4 full call outs per day using 20g/m² per call out. This equates to 10,500t of salt.

8.3 Where stocks fall below this level, the supply chain is limited or 'cut' and the forecast indicates continued severe weather such that stocks fall to 8 days resilience (7,000t) only the Precautionary Network will be treated until such time as further stocks are secured.

8.4 Where following the actions in section 8.3, stocks continue to be depleted against a background of continued severe weather to 5 days resilience levels (4,375t) then the Corporate Management Team (CMT) will be asked to approve a Resilience Service treating only the 'A and B' roads. This will provide a further 2.5 days of treatment.



8.5 Overall, the above interventions would enable the Council to extend its ability to deal with extreme conditions.

8.6 In the event that winter conditions deteriorate to the extent that the Council's emergency procedures are invoked the Winter Service will support the directions of the Emergency Control Centre Manager.

9 Distribution of documents:

9.1 This Winter Service Plan is distributed to the following people and is also available on the Council's web site.

- Director of C & E
- Head of Streetscene Services
- Technical Services Group Manager
- Environmental Services Group Manager
- Highway Maintenance Services Group Manager
- Fleet Services Manager
- Insurance and Risk Manager
- External Recipients – the following organisations will be notified by e-mail on where this Plan can be accessed:

Chief Constable Humberside Police
Chief Fire Officer Humberside Fire Brigade
Heads of Roads – adjoining authorities
East and North Yorkshire Ambulance Service
Bus Companies/Operators via ERYC Transportation Group Manager
Road Haulage Association Northern Region

10 Quality Management

10.1 The management team recognises the value of a Quality Management System and has put in place a system which is audited by the Councils internal Audit team. Through this approach the Council maintains a culture of continual improvement and Best Value

ensuring consistency of approach and standards that enables the delivery of the quality service expected by our customers.

10.2 The Management Team are committed to continually improve the Quality Management System and will ensure compliance with all applicable legislation and requirements. The Policy Statement is communicated to staff and our customers through the Winter Service Plan which is updated annually.

10.3 For the East Riding an effective Quality Management System for its winter service is an important instrument allowing operations and service to be efficiently delivered and recorded. Through internal Audits the Management Team will periodically review the Management System, its Policy and Objectives to ensure they remain relevant, realistic and achievable and that adequate resources are available to effectively implement the Management System.

11 Performance Measures

11.1 In accordance with the Council's quality systems, five key performance indicators are evaluated and compared nationally, as follows:

- a. Percentage of routes on the Precautionary Network commenced on time
- b. Percentage of routes on the Precautionary Network completed by the target time.
- c. Route efficiency - percentage of highway treated as a proportion of that travelled
- d. Total cost per km of carriageway travelled for precautionary treatment
- e. Total cost for carriageway winter maintenance treatment over the entire winter period divided by the total carriageway network length

11.2 Internal Management Information:

- a. An integrated operational management system, WINLOGIX, is utilised to keep records
- b. Live records of treatment performance are maintained and reviewed regularly.
- c. Financial Modelling
- d. Salt Management Modelling
- e. Performance Plus (InPhase) Records
- f. Data quality and audit reports

12 Operational Arrangements



- 12.1 Proven operational strategies and robust delivery plans for sustainable delivery of the county's winter services are in place. A separate Operational Winter Plan that prescribes the finer details of the delivery of our services is maintained. Should you wish to receive the latest copy of this document please contact our team directly, by email address: winter.services@eastriding.gov.uk

13 Information and publicity

- 13.1 A publicity plan is developed in conjunction with the Council's Marketing team prior to commencement of each winter season. Articles are produced and distributed at appropriate times describing the service and operational contact points.
- 13.2 During the winter and particularly during prolonged spells of snow and ice, The Director of C & E will co-ordinate statements to the press, radio and television
- 13.3 During extreme conditions, public warning messages may be co-ordinated by a multi-agency group, as outlined in the Council's emergency management arrangements.
- 13.4 The Council's Customer Services Network is responsible for taking the general public's telephone enquiries about the winter service during office hours. Out of normal hours calls are taken by the Councils Customer Services Network (CSN) or by Lifeline.
- 13.5 General information and advice concerning winter service delivery is featured in articles in the Council's magazine which is distributed free to all homes in the East Riding.
- 13.6 During extreme weather periods up to date information travel information is provided by radio and television and general media updates.
- 13.7 The Council maintains a comprehensive website with a section specifically covering Winter Service, the website is accessed at: www.eastriding.gov.uk
- 13.8 winter related information is also provided by 'Facebook' and 'Twitter' services.

GLOSSARY

HIGHWAY

Highway maintainable at the public expense.

PRECAUTIONARY NETWORK

Routes approved for treatment in anticipation of ice and snow

SECONDARY NETWORK

Routes normally treated when forecasts indicate freezing conditions are likely to persist beyond midday.

SPREADERS

Vehicles used for the purpose of spreading salt on the highway.

STRATEGIC FOOTWAY NETWORK

Routes normally treated when forecasts indicate freezing conditions are likely to persist beyond midday.

TREATED NETWORK

The treated network consists of the Precautionary Network, the Secondary Network and the Strategic Footway Network each of which can be treated in isolation,

APPENDICIES

Appendix A - List of treated networks

<http://www2.eastriding.gov.uk/environment/roads-streets-traffic-and-parking/winter-services/road-and-footpath-salting/>