

# Task and Finish Review 2011



**Scrutiny Task & Finish  
Winter Maintenance**

# What is the service?



- Winter Season is October to April
- Pre treatment of the main roads in Plymouth
- Post treatment to footpaths (subject to resources), after roads, doing City Centre and shopping areas first, then by risk assessment.
- Maintaining 400+ grit bins (total 200t to refill).
- Clearance of snow off the main roads.
- Snow clearance on other roads after the main roads
- Snow clearance on footpaths if resources available

# Legal implications and liabilities



- Duty to maintain the highway under the Highways Act, 1980 which embraces Winter service.
- Highway Authority for a highway maintainable at the public expense are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

# From the Winter Maintenance Operational Plan



- 14 pre-treatment routes have been defined - 7 Primary and 7 Secondary routes. These detail roads that are more heavily used or provide access to hospitals, fire stations etc.
- We pre-treat this defined network to prevent the formation of frost, ice or the laying of snow.
- 4 snow routes prioritise when snow is on the ground.
- Over 400 grit bins have been strategically placed across the network.
- We do not pre-salt the footway network.

# **We also support others in Plymouth**



- Crematorium - supply of salt bins.
- Treatment to some park and rides.
- Ferry port - gritting
- Torpoint Ferry - treatment of parking area
- Corporate Property - treatment of Windsor House Car park, Prince Rock Depot and supply of 20t of salt
- Community Grant fund - additional green grit bins

Last year we also supported Schools, NHS Derriford, Police and Fire Brigades when their salt stocks ran out, and City Centre Company when they wanted their own salt.



# Salt supply



- Last year we used a total of 1522 tonnes
- We now have in stock 870 tonnes
- As used we will re-order to maintain a 6 day reserve.
- We can call upon local support, e.g. DCC and Amey Hampshire contract
- Last year Central Gov “Salt Cell” controlled national distribution, setting up a 250,000t stockpile.
- Amey brought in shipments to Southampton to support.

# Last year



- 36 Early morning inspections (EMI)
- 24 Primary routes actions
- 18 Secondary routes actions
- Snow ploughs and continuous action on 2 days.
- Replenished grit bins 3 times
- In general it takes 4 hours to treat the 7 primary and secondary routes
- EMI two gritters dispatched to check known wet spots and check the network. Can escalate if needed to full action.

# Grit bins, over 400 and growing!



- Actually hold salt not grit
- Not all grit bins are HMPE
- Can become litter bins, some people complain they don't want them by their property, abused by others.
- In our plan we review annually but based on historic information and new requests are considered as follows:
  - On a already treated route? Then normally rejected
  - Is the location traffic sensitive, with high volume?
  - Is the location a repetitive accident / incident spot?
  - Is the location commensurate with other sites?



# This year's review and recommendations



- Plymouths Growth agenda, new developments.
- Change in emergency services locations
- Revised guidance in terms of spread rates.
- Revised considerations, city centre and shopping area footway areas.
- Different plant, Multihog unit.

# Ideas for consideration



- Stock pile for Corporate use? - PCC currently own a 3000t Salt Barn at Prince Rock , could this be better used.
- Grit Bin review - do we have too many? Are they in the right places? how do we consider new requests?
- Grit Bin Policy – to help us define how we deal with new requests