



City of
Stoke-on-Trent

Winter Service Policy

Directorate/ division	Place / Operational Management		
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		Next Review	

1 Introduction

The purpose of this policy is to set out the principles that the City Council adopts to meet its obligations and legal duties in respect of the Winter Service. It identifies the categories of road that are to be treated, in what order of priority, and how quickly they should be treated.

The objective of the policy is to provide a practicable response to adverse winter weather conditions, and aims as far as reasonably practicable:-

- To reduce the effects of adverse weather conditions comprising forecast of or actual ice or snow on the movement of people and vehicles,
- To permit safe travel on the strategically more important highways within the City of Stoke-on-Trent boundaries, thus ensuring coherence with wider objectives for transport, network management, including strategies for public transport, walking and cycling.
- To ensure the safe movement of road users along other sections of the transportation network.

Key stakeholders have been consulted in the formulation of the policy, and communication will continue to take place with them during the winter service period.

The policy reflects the latest recommendations of "Well Maintained Highways: Code of Practice for Highway Maintenance Management 2005, (and the complementary guidance issued in May 2010).

2 Forecasting and treatment of the Network

There are no operational weather stations within the City. Therefore forecast information is taken via the Met Office and data supplied via the Vaisala weather monitoring service. This data is derived from 2 weather stations on the A34 between Stafford and Stoke-on Trent. This information is then analysed by trained winter service staff at the City Council, and an appropriate course of action will then be taken in line with the priority treatment regime outlined below.

The Council has prioritised its network in order to ensure the resources available are best utilised to deliver the reasonably practical service required and described above. The priorities are described below along with the method of treating these priorities:

3 Priorities and Routes to be Treated

Priority 1 Routes

- a) The strategic Highway Network (This includes all 'A' Class Carriageways and several of the strategically important 'B' Class Carriageways).
- b) Designated routes to Accident and Emergency Hospitals and Fire Stations.
- c) Designated routes to Ambulance Stations.

In order to maximise efficiency and economy of scale, then other classes of carriageway which are required to be driven as part of the route, in order to link the 'A' Class network, will also receive this level of treatment. These will be as identified in the Route Plans.

Priority 2 Routes

- d) Other major commuter roads ('B' & 'C' class) and major commuter/distributor roads identified on the Route Plans.
- e) Additional hazard routes identified by risk assessment (e.g. roads with excessive gradient, or roads where the carriageway is susceptible to wet conditions [wet spots]).
- f) Frequent bus routes (at least a bus every 10 minutes Monday to Friday during the day).
- g) Routes to Waste Transfer Stations.
- h) Internal road to the tipping hall at the incinerator plant.
- i) Roads serving public transport centres, including bus and rail interchanges.

Other carriageways

- These comprise other carriageways not included in Priority 1 or 2 routes.
- Regular use bus routes (10 buses or more per day Monday to Friday during the day).
- Infrequent bus routes (Less than 10 buses each day Monday to Friday during the day)
- Urban unclassified roads including housing estate roads and rural unclassified roads.

Grit salt will also be deposited at the crematorium site, although the responsibility for spreading will be for the environmental team.

4 Standards of Pre Treatment.

Priority 1 Routes

The aim is to have these pre-treated first, in advance of or within 2 hours of commencement of adverse weather conditions.

Priority 2 Routes

The aim is to have these pre-treated within 3 hours of the original commencement time for Priority 1 routes.

Other Carriageways

It is NOT considered practical because of resources and costs to pretreat all highways and Other Highways will not be pre-treated. Local accesses and minor highways serving isolated farms or houses where it is expected that residents could make their way with little difficulty in all but abnormal conditions, would NOT NORMALLY be treated unless for pressing or notified medical reasons relevant to a particular household or conditions were severe enough to prevent the passage of emergency vehicles in response.

5 Suspension of Treatment.

During national shortages of de-icing material it will become necessary to reduce the treatment to the network. Should the above conditions become evident then in consultation with Members a reduction in the Winter Service may become necessary. The treatment priority of the network will then take place in the order a) to j) shown above to conserve available stocks. Where cessation of a route is required this will only take place after consultation with Members.

6 Footways/Footpaths And Cycleways

Footways/footpaths and cycle ways will NOT receive pre-treatment. They would only receive attention when snow or ice is present and is likely to persist and as resources are available.

7 Salt Bins

Careful consideration will be given to the provision of Salt Bins. Where they can be sited without inconvenience or danger to residents and road users salt bins may be provided in residential areas adjacent to shopping areas, part way up hills with gradients greater than 10%, and other areas where both the need and previous usage can be demonstrated and which are not included on precautionary routes. These are primarily for the use of the general public as a means of self-help where they may experience difficulty at specific locations on the public highway. The salt is NOT provided for the general public to treat private areas such as driveways.

8 Winter Service Plan

This plan has been developed to deliver the high level goals of the Winter Service Policy and also includes the Winter Service Route plans which will be published and shared with relevant stakeholders.