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Advice to CSS Members on how to help Preserve Salt Stocks

In order to ensure that essential winter services can be maintained it is paramount that existing salt supplies are optimised.

It is strongly recommended, therefore, that all CSS members involved in managing winter maintenance services consider the following actions to use the existing supplies in the most effective and efficient way:-

- To consider no longer providing a salt spreading service on secondary networks but continue to concentrate on published priority networks, which are generally A and B and some heavily trafficked C roads.
- On minor roads where compacted snow and ice lies it is still possible to provide a service without the application of salt by spreading grit only. This will provide traction and help break up the frozen surfaces.
- To ensure all spreaders are correctly calibrated and that calibration checks are undertaken as soon as possible to make certain that these vehicles are spreading the prescribed rates.
- For general precautionary salting there should be no need to spread at rates over 15g/m² for salt stored in the open and 10g/m² for salt stored under cover (as recommended by the Code of Practice www.ukroadsliaisongroup.org)
- To make use of all available technology such as salt sensors to check salinity levels and where there is adequate residual salt on the road then not to provide further treatment.
- In conditions where snow has already settled on the carriageway consideration should be given to mixing salt and grit (single size abrasive aggregate not exceeding 6mm or 5mm sharp sand) to ratio of up to 50/50.
- Where larger highway authorities have potentially different climate domains consideration should be given to partial network treatment rather than blanket cover when appropriate.
- In circumstances where roads may be dry in places but have areas of moisture through snow melting or seepage on the carriageway then spot salting could be considered rather than full precautionary runs.