

Transport for Buckinghamshire



Winter Maintenance Policy and Operational Plan

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Transport for Buckinghamshire

Winter Maintenance Policy

and

Operational Plan

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A. INTRODUCTION

Well-maintained Highways (Code of Practice for Highway Maintenance Management, July 2005 and formerly Delivering Best Value in Highway Maintenance (Code of Practice for Maintenance Management July 2001) produced by the Association of County Councils, Association of District Councils, Association of Metropolitan Authorities and Convention of Scottish Local Authorities recommends that each Highway Authority should prepare a Winter Maintenance Policy Statement and produce a Winter Maintenance Operational Plan and update it annually. Transport for Buckinghamshire accepts these recommendations and has produced the following.

Winter maintenance is important in terms of both road safety and the economy. It is carried out in an effort to assist the safe movement of all users of the highway, whether in vehicles or on foot. It is economically significant because of the costs incurred by the delays and accidents that bad weather can cause. Winter maintenance involves treating the highway to:

- (a) prevent ice from forming, known as "**precautionary salting**".
- (b) melt ice and snow already formed, known as "**post salting**".
- (c) remove snow.

A balance must be made between the demands for increased precautionary salting and both cost and environmental effects of applying large quantities of salt to our highway network.

This Winter Maintenance Operational Plan describes the policy, objectives, procedures and operational arrangements for the delivery of winter maintenance service on the Buckinghamshire County Council road network.

For the purposes of winter maintenance planning the winter maintenance season runs from 12th October to 11th April although provision is made for this period to be extended if required. The table below highlights the relative risk at the differing points throughout the season.

Period	Definition	Time	Weather conditions
High	A period of standby to ensure salting starts within one hour of Project Manager's instruction. Possibly continuous with 6 hours notice.	December, January, February	Severe – probable
Medium	Standby with possible continuous	November and March	Severe – may occur
Low	Call out	October and April	Severe – not expected

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B. POLICY

1. The County Council, as Highway Authority through its Head of Transportation, has responsibility for maintenance of the highways in the County excluding Motorways and Trunk Roads.
2. Winter maintenance is a function that Transport for Buckinghamshire carries out on behalf of Buckinghamshire County Council during the winter months as part of its duty to maintain the highway in a safe condition.
3. The County Council is committed to reducing crashes and so carries out precautionary salting to prevent the formation of ice and settlement of snow on the priority road network. Salting of lesser priority roads, footways and cycleways will be carried out post ice formation or snow settlement subject to the footway or cycleway hierarchy and availability of resources.
4. The winter maintenance policy has been reviewed to take into account the changes to S.41 of the Highways Act 1980, October 2003 and the revised Code of Practice for Highway Maintenance Management, July 2005.
5. Despite the recent change in legislation, S.41 Highways Act 1980, the duty to clear ice and snow is not absolute. The legislation places a duty on the highway authority to act reasonably in planning and carrying out winter maintenance.
6. Buckinghamshire seldom experiences severe winter weather and the allocation of resources reflects this. A separate budget allocation based on previous experience is provided for winter maintenance, which meets the basic requirements of the service in all but the most severe winters.
7. In the event of extreme weather conditions it is likely that the winter maintenance budget allocation will not be adequate to cover all necessary activity required under this policy. Therefore the County Council will actively pursue all possible streams of additional funding, in particular government funding for severe weather responses.
8. Winter maintenance operations within the County are managed by the two Area Maintenance teams and in general are carried out by Transport for Buckinghamshire as part of the Alliance Contract.
9. Transport for Buckinghamshire has a contract with an approved forecaster provider for local weather forecast information for the winter period. Forecasts are received daily and updated as and when circumstances change. Forecasts are posted on the Findlay Irvine ICELERT Bureau website, www.ICELERT.net.
10. Weather monitoring outstations are strategically located throughout the County where actual road conditions can be monitored by the forecast provider and Transport for Buckinghamshire staff responsible for decision-making. The

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outstations can be monitored at all times during the day or night via the internet so decisions can be made with the most up-to-date information.

11. Conditions can vary across the County and each area has flexibility in decision making. However, decisions across the County are monitored to ensure consistency.
12. The County Council does not have the resources available to carry out precautionary salting on its entire network. Therefore it is necessary to prioritise the network to establish the level of treatment required for a particular route based on route importance and level of risk.

The following priorities will be applied to the salting network:-

The **Priority 1 salting network** will comprise of the following elements of highway network.

i) Core network

The core network includes roads that are classified within network maintenance hierarchy Category 2 & 3a. This includes all A and B classified roads throughout the county.

ii) Risk Assessed network

The risk assessed element will prioritise roads taking into account the following factors,

- a. Traffic Flows
- b. Gradients
- c. Bends not subject to a speed limit
- d. Community link.
- e. Historically salted route
- f. Public and School Bus Routes
- g. Adjacent key facilities
- h. Route practicality and efficiency

It is considered that these factors increase the likelihood of collision or place highway users at greater risk where frost or ice has potential to form. A risk assessment matrix will be scored and roads will be ranked in an order of priority for salting. The extent of roads to be included in the priority 1 salting network will be subject to available resources and an appropriate cut off point will be determined. Roads, which do not meet the required risk assessment rating will be included in the priority 2 & 3 salting network.

Subject to weather forecast and prevailing conditions the Priority 1 salting network will be treated prior to the formation of ice or fall of snow.

Priority will be given to maintaining the priority 1 salting network clear of ice and snow.

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The **Priority 2 salting network** will include the following highway network. Classified roads, which are not included in the priority 1 salting network, unclassified roads serving communities of 200 or more and unclassified roads with a gradient of 10% or less, **cycleways and footways** in main shopping areas, other key pedestrian and cycle facilities. In general the priority 2 salting network will be treated after the formation of ice or fall of snow in accordance with the Operational Plan.

The **Priority 3 salting network** will include the remaining highway network.

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C. OPERATIONAL PLAN

1. RESPONSIBILITIES

The following gives brief details of responsibilities; more detailed descriptions are in Appendix A.

Transport for Buckinghamshire Responsibilities

- Budget allocation and monitoring
- Winter maintenance operational plan and annual review.
- Assessing the route hierarchy for precautionary and post salting.
- Purchasing and monitoring of salt stocks.
- Provision and maintenance of vehicles for the demountable spreaders, towed spreaders and snowploughs.
- Provision and training of all winter maintenance staff including operatives, supervisors and decision makers.
- Staff and Operative rotas
- Day to day decision making.
- Performance monitoring

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2. WEATHER FORECASTS AND ICE DETECTION

Transport for Buckinghamshire uses weather forecasts from an approved forecast provider combined with a computerised weather monitoring and ice prediction system (ICELERT) to assist decision making.

Weather forecasts are received daily for the three domain areas in Buckinghamshire.

1. Milton Keynes
2. Aylesbury Vale
3. Chilterns and Southern

The forecast is posted on the Icelert Bureau web site www.icecert.net. In addition the following information is received and displayed on the Icelert Bureau web site.

- i. a detailed 24 hour forecast, normally by 12:00 hours.
- ii. predicted road surface temperature graphs, normally by 12:00 hours.
- iii. site specific 24 hour forecasts, normally by 12:00 hours.
- iv. a 2 to 5 day forecast, normally by 12:00 hours.
- v. an evening update forecast, normally at 18:00 hours
- vi. an early morning summary, normally by 0800 hours

Any updates to the forecasts will be posted directly on the Icelert Bureau web site as and when they occur. In addition significant changes in prevailing conditions or forecast will be telephoned to the HQ standby officer and circulated to the areas.

The daily weather forecasts are accessed via the Icelert Bureau website. The forecast provider also provides a 24 hour telephone consultancy service where staff can discuss particular forecasts to help them come to a decision. This is important when forecasts are marginal.

Ice Detection

Buckinghamshire County Council has nine automatic road weather monitoring stations and can access a further three in adjoining counties. These are equipped with sensors to monitor air and road surface temperature, rainfall, humidity, road surface conditions and residual salt.

The forecaster collects information from the sensors as often as is necessary and this direct access enables more accurate forecasting particularly at the onset of freezing conditions.

The information from the sensors are also available to the headquarters support team and Area Office Standby Staff and enables actual temperatures to be monitored and plotted against the prediction graphs.

In case of ICELERT failure, standby officers will seek information via telephone from the forecast provider. Additionally, area standby officers will contact colleagues in other areas.

More information on the ICELERT system is given in Appendix F.

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3. DECISION MAKING

The relevant Area Maintenance duty standby officer will be responsible for decision making in relation to necessary salting action. Decisions will be made daily following receipt of the 12 noon weather forecast and instructions passed to the relevant Depot Supervisors by 15:00 at the latest. Duty standby officers will also monitor the actual weather conditions through Icelert website in the event that a change of decision is necessary.

All decisions and proposed salting actions will be recorded on the messaging facility on the Icelert Bureau. In addition the area maintenance standby officer will record the actual action carried out.

In making the decision to salt, the following should be taken into account:-

- Forecast.
- Lowest predicted temperature.
- Is it rising or falling?
- Is road surface wet or dry?
- When was it last salted, i.e. is there any residual salt on the road?
- Local known frost hollows.
- Prediction of hoar frost
- Humidity.

Warnings are often qualified by altitudes in which case differing action may be required from each depot. In general independent decisions will be made for Area Maintenance North (Gawcott and Griffin Lane Depots) and Area Maintenance South (Amersham and Handy Cross Depots)

When rainfall is forecast salting should be delayed as long as possible to reduce the loss of salt run-off, unless freezing conditions coincide with the rainfall.

If a forecast is not available for any reason, precautionary salting should be instigated when falling air temperatures reach +1 degree Celsius taking account of the humidity, residual salt and cloud cover.

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The following chart is a guide to the decision making process.

ROAD CONDITIONS	Road Surface Temperature	May fall below freezing					
	PRECIPITATION	No Rain No Hoar Frost No Fog	No Rain No Hoar Frost No Fog	Expected Hoar Frost Expected Fog	Expected Rain Before Freezing	Expected Rain During Freezing	Possible Rain Possible Hoar Frost Possible Fog
Wet		1	1	1	3 Note (3)	1 & 4 Note (4)	4
Wet Patches		2 Note (1)	2 Note (1)	2 & 4 Note (2)	3 Note (3)	1 & 4 Note (4)	5
Dry		6 Note (1)	6 Note (1)	4 Note (2)	3 Note (3)	1 & 4 Note (4)	5
Pre-salted within last 24 hours with no rain since		6 Note (1)	6 Note (1)	6 Note (1)	3 Note (3)	4 Note (4)	5

1. Salt early evening.
2. Salt wet patches early evening.
3. Salt after rain stops.
4. Salt early morning.
5. If deemed necessary Supervisor to inspect with crews standing by in depot for instructions.
6. No action.

Notes

1. Particular attention should be given to the possibility of water running across carriageways e.g. off adjacent fields after heavy rains, washing off salt previously deposited. Such locations should be kept under scrutiny and may require treating in the evening and morning, and possibly on other occasions.
2. When a road danger warning contains reference to expected hoar frost considerable deposits will often occur. Hoar frost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset may be dispersed before it can become effective. Particular vigilance is required under this forecasted condition, which is ideally treated just as the hoar frost is forming. Such action is usually not practicable and salt may have to be deposited on a dry road before the condition forms. Hoar frost may be forecast to occur at other times in which case the timing of salt operations should be adjusted accordingly.
3. If, under these conditions, rain has not ceased by early morning, crews must be called out and action should be initiated as rain ceases (Action 5).
4. Under these circumstances rain will freeze on contact with the road surface and full pre-salting must take place even on dry roads. Constant vigilance must be maintained throughout the danger period.

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4. OPERATIONAL ARRANGEMENTS

i). Treatment, Responses and Priorities

Our aim is to ensure that the priority 1 network is salted pre-formation of ice or snow fall, although changing weather conditions can require emergency treatments to be initiated.

Normally salting will be carried out to avoid peak hour traffic and will be planned to be commence at either 04:00 hours or 19:00 hours. However, in certain weather conditions it will be necessary to carry out time critical salting. Level of treatment will be dependent on prevailing and forecast conditions and guidance for decision makers is shown below.

Target Rates of Spread

Precautionary salting for ice and frost

- ii. Salt stored under cover 10 g/m²
- iii Salt stored in the open 15 g/m²

Precautionary salting for snow

- iii. All methods of storage 20-40 g/m²

Post treatment for

all methods of storage

- i. **Ice** 20 g/m²
- ii. **Snow** already on the road -) ploughing and salting
depth in excess of 50 mm) up to 40 g/m²

Post Treatment for hard packed snow and ice

- i. Air temperature above -6°C Continuous salting at 40 g/m²
- ii. Air temperature below -6°C Salt with single size abrasive aggregate not exceeding 6 mm or 5 mm sharp sand 20 g/m²

Note: At temperatures below -8°C salt is ineffective.

In emergency circumstances the **response time** is defined as "the minimum response time taken from receipt of the order to the time at which the vehicles are loaded, manned and ready to leave the depot". The target for this activity is set at one hour.

The **treatment time** is defined as "the time taken from departure to the time at which the precautionary treatment route is completed. The time will include leaving the depot / loading point to begin the treatment of the whole route". The target for this activity is 2½ hours.

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Treatment - Pre Ice Formation

Under normal circumstances, only the **priority 1 network** will be salted on a **precautionary** basis. The **priority 1 network** includes carriageways only and is identified through the network assessment procedure.

Precautionary salting of known water leaks on the priority 1 network will be undertaken either by spot salting or by locally increasing rate of spread (40g/m^2) subject to severity. It may be necessary to retreat a location if circumstances require. If requested to salt by the Water Utility company the cost for salting will be recharged as appropriate.

At County Council boundaries there may be reciprocal arrangements with neighbour authorities for precautionary salting over short road lengths. This will be agreed and recorded locally at each Area Office.

Treatment - Post Ice Formation

On occasions it may be necessary to carry out post salting and this should be at a rate of at least 20g/m^2 .

Treatment - Snow

The timing of salting when snow is forecast is critical if packing and adhesion is to be prevented. Wherever possible precautionary salting at a rate of $20\text{-}40\text{g/m}^2$ should be commenced before snow falls.

Snowploughs should be fitted if accumulations are likely to exceed 50 mm. One hour should be allowed for the fitting of ploughs.

Ploughing should commence once accumulations reach 50 mm. The aim should be to keep at least a traffic lane open in both directions. During prolonged periods of snow, it will be necessary to arrange snow ploughing throughout the 24 hour period together with salting initially at a rate of 40g/m^2 .

In times of snow, responsibility for snow clearing on roads outside the County will revert to the relevant Authority responsible for those roads.

(This relates to those sections of road where precautionary salting is carried out on a reciprocal arrangement).

At times of continuous snow and high winds, drifting may occur. Some roads will become blocked and may have to be closed. Resources will be directed to major routes and settlements. There will need to be close liaison with the police to ensure that access can be maintained for the Emergency Services.

When ice and snow become hard packed and temperatures are above -6°C continuous salting of $20\text{ to }40\text{g/m}^2$ will be required.

Compacted snow and ice may need to be treated with a salt and grit mixture at an approximate spread rate of 20g/m^2 .

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Our aim is to ensure that the entire priority 1 network remains free of snow but in severe weather conditions it may be necessary to revert to the following priorities for snow clearance:-

The list of roads to be salted on a precautionary basis; in the event of extreme conditions are identified in Appendix K.

Priority 1 Network

1. A Roads
2. B Roads
3. C Roads and Unclassified Roads

Priority 2 Network

1. Roads to cut off communities - one route only initially
2. Footways in main shopping areas
3. Remaining Classified and Unclassified Roads
4. Footways and cycleways in busy urban areas and to schools and hospitals
5. Remaining high use footways and cycleways

For the priority 2 network each area office has an established priority list of roads, footways and cycleways to be cleared within a given priority order. These will be updated and reviewed as circumstances change.

Snow ploughing capability can be severely restricted on roads with traffic calming features. In general snow ploughing of these roads will not be undertaken and continuous salting will be relied upon to clear deposits of snow.

Prolonged Periods of Snow

Two drivers are allocated per spreader on a rota basis to be available for salting & ploughing. This allows spreaders and snow ploughs to be operated on a 24 hour basis. In an emergency situation advice will be sought from VOSA/DfT regarding relaxation of drivers' hours regulations. Transport for Buckinghamshire may have to supplement its own resources with other labour and plant. This will be done by using the TfB supply chain sub-contractors, district, town and parish council staff, local farmers. Details of additional resources are available in appendix J

The Area Maintenance Team Leader will co-ordinate these resources across the County to areas of greatest need.

In extreme conditions it may be necessary for area maintenance staff to be available to assist at depot locations and twenty-four hour working will operate until normal conditions prevail. Normally a twelve hour shift system will operate but this may need to be adjusted to suit conditions at the time.

Response to Police or public calls for reactive salting.

Priority 1 salting route

Where a standby officer receives a call to salt/re-salt a Priority 1 route the following will need to be considered when making a decision.

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1. Have we treated the road within last 24 hrs?
2. What are the prevailing weather conditions/forecast? i.e. improving or deteriorating
3. Can we confirm the site conditions. Has the site been inspected by a police officer or is a call passed on from a member of the public?
4. Is it an isolated call?

Generally the guidance is that we would only salt/re-salt a road/location on a Priority 1 route if it had not been treated within the last 24 hours, more than one call had been received concerning the road, police attendance on site had confirmed ice was forming or specific site circumstances warranted salting i.e. water leak, seepage. Should there still be doubt as to the required response, advice will be sought from the relevant line manager.

Non Priority 1 salting route

If a standby officer receives a call to salt a road that is **not** on a **Priority 1** salting route then we should take no immediate action except to inform the caller that the road will be treated in line with our current operational plan i.e. subject to route hierarchy P2 or P3.

Pre-season meeting emergency services

Prior to or in the early weeks of the winter season, a meeting will be arranged with all three emergency services to discuss the scope of the Policy and Operational Plan, and the Transport for Buckinghamshire response in given situations or weather conditions.

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The priorities for salting are contained in the following table.

	Pre-ice formation	Pre-snowfall	Post-ice formation	Post-snowfall
Priority 1 network – P1	Yes. ¹	Yes. ¹	Yes. ²	Yes. ²
Priority 2 network – P2				
Footways and Cycleways 1. Main shopping areas 2. Other key pedestrian and cycle facilities	No	No	Yes. ³	Yes. ³
Carriageways. 1. Classified roads, which are not included in the primary-salting network, 2. Unclassified roads serving communities of 200 or more. 3. Unclassified roads with a gradient of 10% or more.	No	No	Yes. ⁴	Yes. ⁴
Priority 3 network – P3				
Remaining unclassified road network	No	No	Yes. ⁵	Yes. ⁵
Footways in busy urban areas to schools, hospitals and other remaining high use footways.	No	No	Yes. ⁵	Yes. ⁵
Remaining cycleways.	No	No	Yes. ⁶	Yes. ⁶
Other residential footways.	No	No	Yes. ⁶	Yes. ⁶

Notes:

1. Subject to forecast weather conditions.
2. Subject to prevailing weather conditions.
3. Subject to available resources in prolonged period of ice or snow, within 24 hours.
4. Subject to available resources in prolonged period of ice or snow, within 48 hours.
5. Subject to available resources in prolonged period of ice or snow, within 7 days.
6. In prolonged period of ice or snow, as soon as resources become available.

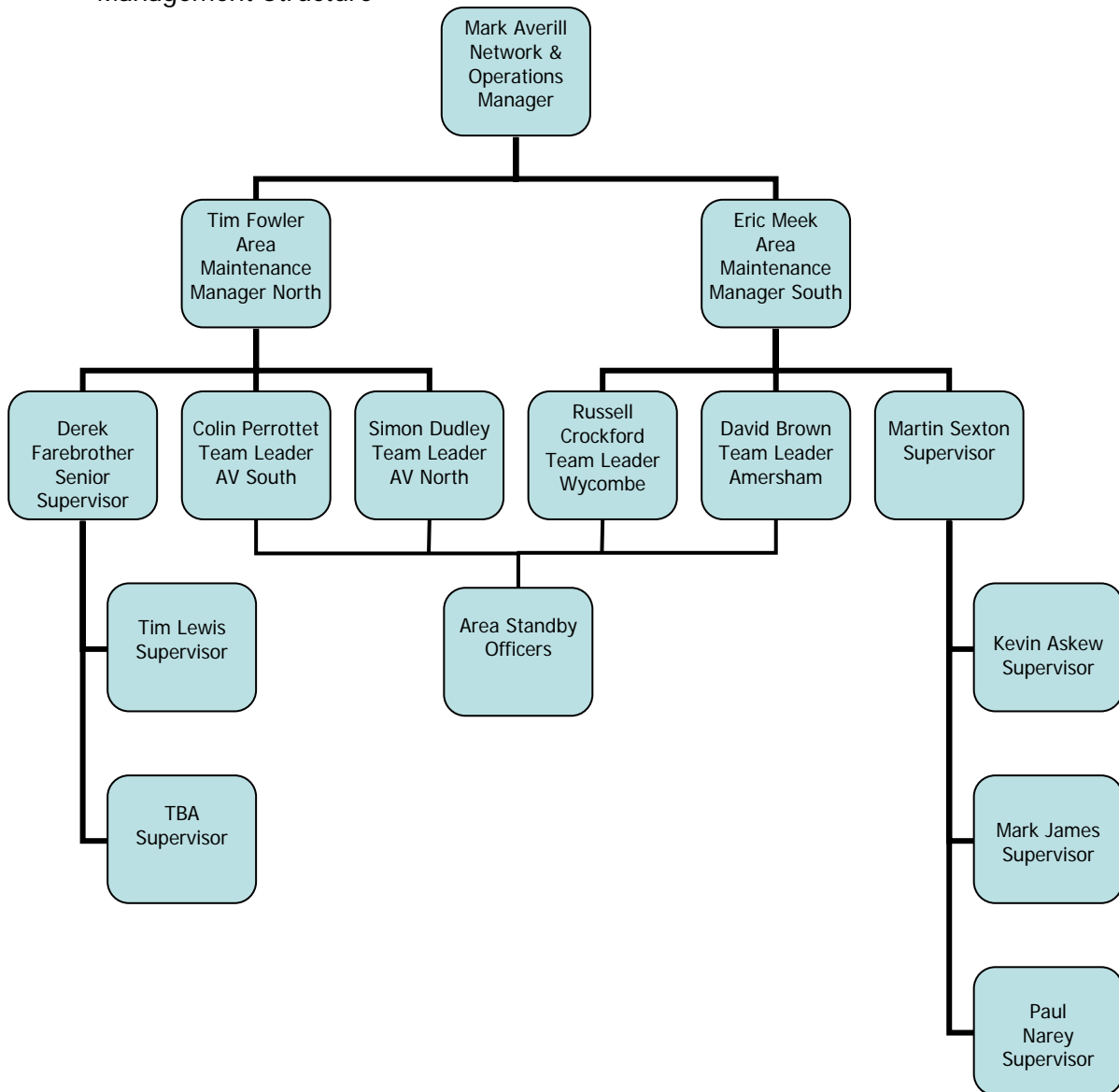
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ii). Personnel

Management Structure



All emergency standby officers (decision makers) area required to have received basic weather forecast training prior to the start of the winter season. Further advance or refresher training will be available where appropriate. In addition to this the emergency standby officers will receive an annual briefing on the use of Icelert Bureau.

The current fleet requires winter maintenance drivers to hold an LGV category C class driving licence. In addition all winter maintenance drivers will be trained and required to

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hold the City & Guilds Winter Service Operations accreditation (scheme 6159) to the appropriate level.

A minimum of two drivers per route will be allocated to ensure compliance with current driver's hours regulations. These drivers will operate on a rota basis.

During winter maintenance activity each depot, with the exception of Gawcott, will be manned by a depot supervisor.

Pre-winter briefing sessions for drivers, supervisors and emergency standby officers will be arranged during early October and will cover operational arrangements, driver rotas, and operational plans.

In a situation where Business Continuity is affected due to shortages of trained drivers consideration will be given moving drivers between depots, the use of supply chain drivers or where the circumstances are wide spread a reduction of the salting network will be considered.

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iii) Salt

Salt stocks are provided and maintained by Transport for Buckinghamshire and held at highway depot locations around the county.

All salt storage locations with the exception of Saunderton is in covered barn storage. This has improved salt quality, reduced wastage and a lessened the environmental impact.

The Area Maintenance Managers are responsible for monitoring the stock levels and for initiating replacement through TfB purchasing team who will coordinate countywide supplies.

At times of extreme weather conditions and when stocks are low, salt may have to be rationed and transferred to other areas of the County. On no account should salt be sold or given to third parties without the consent of the Head of Transport for Buckinghamshire, except for emergency facilities (hospitals, fire stations, police stations) and district councils' (car parks).

A mixed stockpile of salt and grit will be available at each highway depot when snow is likely to be prolonged.

The maximum storage capacity of salt barns and stockpiles are as follows:

Aylesbury Vale	Gawcott Depot	2,000 tonnes
	Griffin Lane Depot	2,000 tonnes
		<hr/> Total 4,000 tonnes
Wycombe	Handy Cross Depot	2,500 tonnes
	Saunderton Store	1,000 tonnes
		<hr/> Total 3,500 tonnes
Chilterns & South Bucks	Amersham Depot	2,000 tonnes
		<hr/> Total 2,000 tonnes
		<hr/> TOTAL 9,500 tonnes

The season will commence with all salt barns and stockpiles being fully stocked and throughout the season stock will be monitored on a weekly basis. Minimum levels for reordering salt are detailed in Appendix D of this document.

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Saunderton is a satellite store (open storage) and will only be used in the event of severe weather conditions.

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iv). Plant

For the start of winter season 2009 – 10 BCC Fleet Management will provide the following winter maintenance plant and equipment.

Frontline spreaders

13 no. 6 m³ Dedicated Spreaders (inc. 2 spare)

4 no. 6 m³ Demountable Spreaders

10 no. 5 m³ Demountable Spreaders

Reserve spreaders and snowploughs

13 Towed Spreaders

22 Snow Ploughs

BCC Fleet Management will ensure that all provided plant and equipment is serviced before 1 September. Calibration of this equipment will be arranged and carried out by Transport for Buckinghamshire in conjunction with the manufacturers by 12 October and copies of calibration documents will be held in the Area Offices. In addition a trial exercise of all winter maintenance plant and equipment will be carried out at each depot location to ensure that it is fully operational.

Throughout 2009 – 10 winter season Transport for Buckinghamshire will introduce the following plant to replace BCC provided demountable spreaders.

4 no 9m³ 4 x 2 Dedicated spreaders

4 no. 6m³ 4 x 2 Dedicated spreaders

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v). Salt Bins

Salt bins are no longer provided free of charge and are restocked prior to winter and as required throughout the season.

Public Highway sites

Local Parish or Town Councils, members of the public or other community groups may provide funding for the provision of Salt Bins at locations on the public highway with the approval of the local Area Office.

Community agreement is needed as to the location of any new salt bin.

Newly sited Salt Bins on the public highway will be added to Area Office lists for future maintenance including refilling with salt when replenishment operations are undertaken. However in the event that a Salt Bin is vandalised Transport for Buckinghamshire will not be responsible for its replacement.

Currently the approved salt bin for placement on the public highway is Wybone SFG17 textured finish. The cost of providing a Salt Bin inclusive of bin, salt and placement is currently £450.

Private sites. (non public highway)

Salt bins may be sold to other Service areas or external organisations that have direct links with Transport for Buckinghamshire i.e. Social Services, Education, Hospitals & Fire and Rescue, Housing Associations etc.

The cost of providing a Salt Bin inclusive of bin, salt and placement is currently £450.

Transport for Buckinghamshire will have NO future maintenance liability for Salt Bins provided in this way and sited beyond the limits of the public highway.

Transport for Buckinghamshire will arrange to refill private Salt Bins (i.e. non public highway) when requested, although this will not be deemed to be high priority in busy periods.

The current cost for refilling a private salt bin is £100 each.

New Estate Road sites.

An assessment of new estate roads will be carried out to determine whether Salt Bins are required.

The Developer will be required to fund the provision of new Salt Bins to the County Council specification, costs as above.

Payment will be required in advance of works being carried out and completed within 14 days of receipt of payment.

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5 COMMUNICATIONS

Transport for Buckinghamshire uses different forms of communication to manage its operations during the winter maintenance season. These include mobile phone, e-mail, fax, public telephone and internet.

Operational Communication

A duty rota of emergency standby staff, supervisors and driver operatives will be drawn up prior to the start of the winter season, this will include contact numbers

Communication with Adjoining Authorities

Copies of this document will be made available to adjoining authorities. In addition all winter maintenance decisions will be notified by fax or e mail to relevant contact numbers.

Communication with Other Key Stakeholders

In extreme conditions Transport for Buckinghamshire will cooperate with all agencies in providing resources and planning for such an event.

6 BUDGET

The basic budget for winter maintenance is provided for within the highway maintenance revenue allocation and allows for a "normal" winter. If the budget set aside for a particular winter proves to be insufficient to provide the winter maintenance standards contained in the plan, additional funding will be sought from other County Council funds/budgets.

7 PUBLIC RELATIONS & INFORMATION

Liaison with the news media, particularly local radio and TV stations is of the utmost importance during periods of severe winter weather. Prior to and during the winter season press releases issued as and when deemed appropriate.

Area Maintenance Engineers and/or Team Leaders in conjunction with Local Area Co-ordinators will co-ordinate information so that a single point of contact is maintained.

Area Office staff must ensure that Transport for Buckinghamshire are kept fully informed of local road conditions to enable them to answer enquiries from members of the general public.

At the beginning of the Winter Maintenance season the local press and radio stations will be issued with copies of the County's policy statement for winter maintenance by the Head of Transportation.

Annually Transport for Buckinghamshire will publish a Safer Winter Driving leaflet, which will be circulated widely to key stakeholders. It will contain details of the Priority 1 salting network and also give advice to all road users including cyclists and pedestrians

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on winter conditions. Leaflets will be made available to all Parish Councils, information points and libraries, and can be readily obtained from Area Offices.

The Winter Maintenance leaflet can also be viewed on the County Council's website

www.buckscc.gov.uk/winterdriving

8 PERFORMANCE MONITORING

Winter Maintenance performance will be monitored throughout the winter months and reflected in subsequent updates of this plan. The following is a check list of data and information that may be required in future reviews and reports:

Adequacy of response

- o Response times
- o Treatment times

Level and justification of public complaints

Number of winter related collisions

Third party claims

Road closures

Accuracy of spreading equipment

Rate of salt usage

Performance Indicators

Area Office staff will monitor and report the following performance indicators for the winter maintenance season.

1. Net satisfaction – winter maintenance – roads (Annual Transportation survey)
2. % winter maintenance vehicles departing the depot in accordance with the task order (target 100%)
3. % completion of winter salting routes within required time (target 100%)

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9 ANNUAL WINTER MAINTENANCE REVIEW

An annual review will be undertaken of the previous winter maintenance season to ensure that resource levels, salting priorities, legislative changes and general winter maintenance issues are addressed prior to the forthcoming season. The review will also include updating the Winter Maintenance Policy and Operational Plan and will be carried out by October.

MID SEASON REVIEW – THURSDAY 6 JANUARY 2010

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APPENDIX A - RESPONSIBILITIES

The following detailed duties relate to individual staff

Transport for Buckinghamshire

Service Leader

During extreme conditions the Head of Alliance shall be kept informed of winter maintenance operations so that the Chief Executive of the Council and Senior County Councillors can be kept informed.

Network Management and Operations Manager

Liaise with the Head of Transport on a regular basis to resolve any areas of difficulty and to ensure an effective winter maintenance service is maintained.

Agree the arrangements for providing the winter maintenance service for Bucks County Council. To ensure that the necessary range of skills and resources of staff and equipment are available and that training is undertaken as needed. Communication systems of phones, fax, and mobile phones shall be maintained.

Area Maintenance Manager

Forecasting service

Weather monitoring and ice detection service

Staff training

Adequate salt stock levels are maintained at all highways depots in line with salt stock levels – Appendix D.

Emergency standby officer, supervisor and driver duty rotas

Annual winter maintenance review

Depot Supervisors

Supervise depot operations in relation to winter maintenance and provide daily feedback to the Area Offices of salting actions and any routes that were not commenced or completed within the target time and notification of any plant failures. Report form WM4 – Appendix J.

Ensure that the full range of plant and equipment is maintained and serviced as required, and a 24 hour service is available.

To liaise with the Area Maintenance Team Leaders on a local area basis to ensure detailed arrangements are understood. This liaison will include agreement on the method of undertaking salting route operations, 24 hour manning when needed etc. There will be an annual trial run training exercise within each Area to ensure matters are arranged efficiently, and an annual briefing with all winter maintenance operational staff.

To ensure that there are adequate levels of trained operatives including HGV drivers. Provide current and timely feedback during severe weather conditions in particular during snowfall.

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Ensure that weekly records of salt usage are provided to the Area Office.

Area Maintenance Team Leaders

Prior to the commencement of the winter season the Area Maintenance Team Leader will ensure that current route cards and plans are provided to the depot operational teams for the precautionary salting routes.

The Area Maintenance Team Leaders will nominate staff to co-ordinate operations and collect information throughout the winter season. This will entail providing operational technical staff, arranging for inspections of highways and giving feedback to Headquarters on progress. It may be necessary to hire four wheel drive vehicles for inspections.

The Area Maintenance Team Leaders, or his nominated representative, will ensure that there are sufficient resources available and a register kept of the equipment in use, its condition and location. It may also be necessary to call upon other Areas or Sections for assistance.

Area Maintenance Team Leaders will coordinate emergency standby cover and if necessary during extreme situations, and in discussion with the Area Maintenance Manager, will make arrangements for the Area Office or depot to be manned on a 24 hour rota.

Emergency Standby Officer

The area emergency standby officer will keep a log of all calls, WM1 – Appendix J, made and received and give a report to the Area Maintenance Engineer by 0900 hours each morning. In extreme situations, more regular reports will be necessary including weekend coverage. Completed forms to be returned to the Area Maintenance Manager on a weekly basis.

Area emergency standby officer will be responsible for making decisions as to when salting is to be carried out. The decisions should be made to ensure that routes are, where reasonably practicable, salted prior to the hazard forming and at the latest by 07:00 hours subject to forecast conditions. The decisions should be relayed to the Area Maintenance Team Leader each day. A briefing should be given to incoming Standby Officers of the events that have occurred during the previous shift.

Area emergency standby officers are provided with 24 hour access the Icelert Bureau web site to monitor forecast and actual road conditions. This can also done via home computers to allow monitoring and decision making outside of normal hours. The Area Standby Officer will access the forecast each day and their decision will be posted on the Icelert Bureau web site, recorded on Report form WM2 - Appendix J, and advise the operational team by telephone and fax what action is required. (Nil action also to be advised).

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Drivers and winter maintenance operatives

Drivers and winter maintenance operatives' responsibilities are listed in the Operative Information pack issued pre-season.

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APPENDIX B - NETWORK ASSESSMENT PROCEDURE

It is recognised that the County Council does not have the resources available to carry out precautionary salting on its entire network. In establishing our Priority 1 (precautionary) salting network our priorities have been to ensure that we treat the most strategically important roads on the network and those most likely to pose a risk to road users in icy conditions.

In accordance with the Highway Maintenance Code of Practice July 2005 a process has been developed to assess the importance and risk of the road network for winter maintenance activities.

The Priority 1 salting network will consist of two elements.

Firstly the **Core Network** which includes all A and B roads and will make up approximately 50% (550km) of the Priority 1 salting network.

The second element of the Priority 1 salting network is the **Risk Assessed Network**. The risk assessment process has been used to prioritise other roads for inclusion and has taken account of traffic flow, gradients, bendiness, community links, public and school bus routes, adjacent key facilities and route efficiency and practicality. Each road has been scored against these criteria to provide an overall score and ranked accordingly. Unfortunately we are unable to include all risk assessed roads and have had to establish a cut off point based on the risk assessment scoring.

In addition to the risk assessment criteria, winter related collision data for the entire road network has been reviewed to help identify potential trouble spots and ensure they remain on the priority network.

1. **Core Network**

All roads will be included from the following categories of road.

- a) Carriageway maintenance hierarchy category 2 Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40mph and there are few junctions. Pedestrian crossings are either segregated or signal controlled and parked vehicles are generally prohibited.

- b) Carriageway maintenance hierarchy category 3a Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.

- c) All remaining B classified roads

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2. Risk Assessed Network

A risk assessment matrix will be scored and a cut off of 28 will be used to determine whether roads will be included in a Priority 1 salting network.

The Area Maintenance teams will carry out the assessment and submit the risk assessment matrix to their Area Maintenance Manager. The sites to be assessed are those sites that do not comply with other selection criteria and are known problems sites or have been requested to be included in the precautionary network.

- a. Traffic Flows
- b. Gradients
- c. Bends not subject to a speed limit
- d. Community Link.
- e. Previously salted route
- f. Regular or School Bus Routes
- g. Adjacent key facilities
- h. Route efficiency and practicality
- i. Collisions

a. Traffic Flows

Where available traffic count data from the County Council's term consultant shall be used. If no data is available then a reasoned assessment of traffic will be made taken into account traffic flows in the proximity. The requirement is for a single day (weekday) 12-hour count and converted into Annual Average Daily Traffic (AADT).

Risk rating scores are allocated as follows:

<u>Traffic Flow</u>	<u>Score</u>
<750	0 points
751 - 3000	10 points
>3001	20 points

b. Gradients

The Area Maintenance teams using an appropriate method shall assess the degree of gradient. Any gradient to be assessed shall be greater than 50 metres in length.

Risk rating scores are allocated as follows:

<u>Gradient</u>	<u>Score</u>
<5% (1:20)	0 points
5% - 10% (1:20 - 1:10)	4 points
10% - 20% (1:10 - 1:5)	10 points
>20% (1:5)	20 points

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c. Bends (subject to speed limit in excess of 40mph)

The Area Maintenance teams using an appropriate method shall assess the bend's radius.

Risk rating scores are allocated as follows:

<u>Radius</u>	<u>Score</u>
>250m	0 points
< 250m	4 points
< 100m	10 points

d. Community Link

Where a road for assessment provides a link for a community in excess 200 dwellings to and from the core network then a risk rating score of 5 points will be allocated.

e. Historically Salted Route

Where a route has been previously included in the precautionary salting network then a risk rating score of 5 points will be allocated.

f. Regular or School Bus Routes

If a road for assessment is included in a school bus route a risk rating score of 15 points will be allocated.

<u>Bus Route</u>	<u>Score</u>
Irregular bus route	0 points
School bus route	15 points
Regular bus route	15 points

g. Adjacent Key Facilities

If a road for assessment provides access for emergency facilities such as Hospital, Fire or Ambulance station or is considered to be a key facility such as a bus or train station, school, major electricity sub-station etc then a risk rating score of 10 points will be allocated.

h. Route efficiency and practicality

Where route efficiency can be gained by including a length of road to complete a circular route and link roads on the salting network then points will be awarded to lift it above the relevant risk assessment cut off point. Similarly were if lengths of road are restricted through width or turning point then points will be deducted to drop the length of road below the relevant risk assessment cut off point.

i. Collision Record

Collision records for all roads will be reviewed and where clusters of collision have occurred on untreated roads the following points will be allocated.

More than one collision in any winter season (last 3 years collision data)
5 points.

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APPENDIX C – SALTING NETWORK PLANS

Priority 1 salting network plans are available on the County Council website: www.buckscc.gov.uk/winterdriving

Priority 2 and 3 salting network plans and schedules are held locally within the relevant Area Office.

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APPENDIX D - SALT STOCK

Transport for Buckinghamshire Salt Stocks

		October	November	December	January	February	March	April
Griffin Lane (8 Routes)	Storage capacity	2000	2000	2000	2000	2000	2000	2000
	Maximum stock	2000	2000	2000	2000	1500	1200	1000
	Minimum stock	2000	1500	1500	1500	1200	1000	750
Gawcott (3 Routes)	Storage capacity	2000	2000	2000	2000	2000	2000	2000
	Maximum stock	2000	2000	2000	2000	1500	1200	1000
	Minimum stock	2000	1500	1500	1500	1200	1000	750
Handy Cross (7 Routes)	Storage capacity	2500	2500	2500	2500	2500	2500	2500
	Maximum stock	2500	2500	2500	2000	1500	1200	1000
	Minimum stock	2000	1500	1500	1500	1200	1000	750
Saunderton store	Storage capacity	1000	1000	1000	1000	1000	1000	1000
	Maximum stock	1000	1000	1000	1000	1000	1000	1000
	Minimum stock	750	750	750	750	500	500	250
Amersham (7 Routes)	Storage capacity	2000	2000	2000	2000	2000	2000	2000
	Maximum stock	2000	2000	2000	2000	1500	1200	1000
	Minimum stock	2000	1500	1500	1500	1200	1000	750
COUNTY	Storage capacity	9500	9500	9500	9500	9500	9500	9500
	Maximum stock	9500	9500	9500	9000	7000	5800	5000
	Minimum stock	8750	6750	6750	6750	5300	4500	3250

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Notes:

1. Above figures indicate start of each month
2. Salt stock to be replenished to maximum level prior to October.
3. Minimum stock level to be used for re-ordering throughout winter season.
4. Maximum stock level to be used as a guide when re-ordering throughout the winter season.
5. Turnover of salt stocks at Gawcott will be slow due to reduced WM fleet operating from this depot.

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APPENDIX E - FACILITIES

Area Office locations are as follows:

Aylesbury Vale Area Office
The Winslow Centre
Park Road
Winslow
Bucks
MK18 3RB

Wycombe Area Office
Easton Street
High Wycombe
Bucks
HP11 1NH

Chiltern & South Bucks Area Office
Council Offices
King George V Road
Amersham
Bucks
HP6 5BL

Telephone contact via Transport for Buckinghamshire **0845 230 2882**

General daytime contact with the County Council is via the main switchboard on 01296 395000.

Highways Depot locations as follows:

Amersham Depot
A413 London Road
Amersham
Bucks HP7 8DT
Tel: 0845 293 8041

Handy Cross Depot
A404 Marlow Hill
High Wycombe
Bucks HP11 1TJ
Tel: 0845 293 8047

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Griffin Lane Depot
Corrib Industrial Park
Griffin Lane
Aylesbury
Bucks HP19 8BP
Tel: 0845 293 8043

Gawcott Depot
Preston Road
Gawcott
Buckingham
MK18 4DW
Tel: 0845 293 8045

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APPENDIX F - ICELERT

The ICELERT Bureau web site is provided by Findlay Irvine at **www. ICELERT.net**

Authorised users will be provided with unique log on and password details for access to the system.

The ICELERT system will be administered by Tim Fowler

The following key contacts:

Tim Fowler	01296 383767
Eric Meek	01494 475303

Buckinghamshire weather monitoring sites are located at the following locations:

1. A40 Tatling End
2. A413 Shardloes (forecast site)
3. A40 Stokenchurch East (forecast site)
4. A40 Stokenchurch West
5. A4129 Ilmer
6. A41 Westcott (forecast site)
7. A418 Wing (forecast site)
8. A413 Winslow (forecast site)
9. A413 Lillingstone Dayrell

Access is also available to the following adjoining authorities sites

10. Milton Keynes (MKC) (forecast site)
11. A422 Astwood (MKC) (forecast site)
12. Middleton Stoney (OCC)

The ICELERT system incorporates a messaging log, which will be used to record decisions and actions by standby officers. All standby officers can therefore log into the system to compare information from other areas within the county.

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APPENDIX G - EMERGENCY CONTACT LISTS (Restricted distribution)

HEADQUARTERS STAFF

**County Hall
Aylesbury
Bucks HP20 1UY**

Normal Office Hours: Transport for Buckinghamshire 0845 230 2882

Outside Normal Office Hours:

"ANSAPHONE" service on (01296) 486630 provides telephone number of standby officer

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APPENDIX H – OTHER RESOURCE

During periods of heavy snowfall/extreme weather conditions, the department can call on the following resources if required:-

- a) Supply Chain partners
- b) District Council staff.
- c) Town and Parish Council staff
- d) Local JCB operators.
- e) Private snow plough owners.
- f) Local farmers.

Detailed lists of available resources will be kept by Area offices.

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APPENDIX I – ADJOINING AUTHORITIES

Cross border arrangements

Precautionary salting of the following Buckinghamshire roads is carried out by the adjoining authorities identified below. Detailed written agreements will be maintained in the relevant Area Office and reviewed annually.

Northamptonshire

No reciprocal arrangements

Milton Keynes

No reciprocal arrangements

Bedfordshire

A4146 from Dagnall to Hertfordshire County boundary

B4506 from Dagnall to Bedfordshire County boundary

Hertfordshire

C69 Tring Road, Wingrave to C75 junction Wingrave pond.

London Borough of Hillingdon

No reciprocal arrangements

Slough Borough

No reciprocal arrangements

Royal Borough of Windsor and Maidenhead

No reciprocal arrangements

Oxfordshire

No reciprocal salting arrangements

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APPENDIX J - SAMPLE REPORT FORMS

The following are examples of winter maintenance report forms that are required to be completed as necessary.

The forms are:-

Emergency Standby Officers Telephone Log	WM1
Area Winter Maintenance Decision	WM2
Snow Reports	WM3
Precautionary Salting Return	WM4

To be used by all staff to record details of incidents and action taken.

WM1 – Emergency Standby Officers Telephone Log

To be completed by all emergency standby staff at the time of dealing with calls for assistance when on duty at home. Completed forms to be returned to Area Maintenance Manager.

To be completed by Headquarters Staff on receipt of proposed action.

WM2 - Area Winter Maintenance Decision

To be completed by Area Standby staff recording their decisions for salting and faxed to the relevant depot supervisor for action. Completed copies must be retained on file in the relevant Area Office.

WM3 – Area Snow Report

To be completed by Area staff to record details of snow conditions **and faxed to Headquarters**. Completed copies must be retained on file in the relevant Area Office.

WM4 -Depot Salting Return

To be completed by the depot supervisor following each salting run and returned to the Area Office.

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Sample Report form: WM1

TRANSPORT FOR BUCKINGHAMSHIRE	STANDBY REPORT	Name:
AV WYC CH&SB HQ Lighting		Sheet No:

	<i>Report received from</i>	<i>Problem</i>	<i>Passed to for action</i>	<i>Mins</i>	<i>Action</i>
Date:					
Time:					
Date:					
Time:					
Date:					
Time:					
Date:					
Time:					
Date:					
Time:					

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Sample Report form: WM2

WINTER MAINTENANCE DECISION

AYLESBURY VALE AREA

Telephone: 0845 230 2882

Fax: 01296 383401

Fax Transmission

TO:	AVDC Jackie Robain	Herts County Council	Milton Keynes Council	Northants County Council	Oxfordshire County Council
FAX NO:	01296 397325	01707 356550	01908 678313	01604 883456	01865 844350

INSTRUCTION/CONFIRMATION OF VERBAL REQUEST:

Verbal request made on at hours

Carry out precautionary salting of all Area Priority Salting Routes:

Day: Date:

OPERATIONS TO COMMENCE AT: hours

OPERATIONS TO BE COMPLETED AT: hours

SALTING RATE OF SPREAD: g/m²

MIN AIR TEMPERATURE: time

MIN ROAD TEMPERATURE: time

(Complete as appropriate)

OTHER INSTRUCTIONS:

FROM:

DATE:

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Sample Report Form WM4

Depot:

Date:

Route ID	Vehicle Reg.	Driver Name	Instruction Given By	Time Of Instruction	Salt Run Start Time	Salt Run Finish Time	Spread Rate	Quantity of Salt Used
							(g/m ²)	(t)
1								
2								
3								
4								
5								
6								
7								
8								
Loader								
Additional Comments:								

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APPENDIX K – LIST OF PRIORITY ROADS TO BE SALTED ON A PRECAUTIONARY BASIS IN THE EVENT OF EXTREME CONDITIONS

Salted Roads:- Wycombe, Chiltern and South Bucks Districts	
A355 Amersham Road	Beaconsfield
A355 Amersham Road	Coleshill
A355 Beaconsfield Road	Farnham Common
A355 Collinswood Road	Farnham Common
A355 Farnham Road	Farnham Royal
A355 Gore Hill	Amersham
A355 London Road West	Amersham
A355 Park Lane	Beaconsfield
A355 Slough Road	Beaconsfield
A4 Bath Road	Burnham
A4 Bath Road	Taplow
A4 Maidenhead to Slough	
A40 Holtspur to Stokenchurch	
A40 London End	Beaconsfield
A40 London Road	Beaconsfield
A40 Oxford Road	Denham
A40 Oxford Road	Gerrards Cross
A40 Oxford Road A4020	Denham
A40 Wycombe End	Beaconsfield
A4007 Slough Road	Iver
A4010 West Wycombe to Terrick	
A404 Amersham Road	Little Chalfont
A404 Amersham Road	Penn
A404 Chalfont Station Road	Little Chalfont
A404 Handy X to Hazlemere	
A404 Stanley Hill	Amersham
A404 Whielden Lane	Amersham
A404 White Lion Road	Little Chalfont
A404 Woodside Road	Amersham
A4094 Bourne End to Loudwater	
A412 A412 North Orbital Road	Denham
A412 Church Road	Iver
A412 Denham Avenue	Denham
A412 Denham Road	Denham
A412 Uxbridge Road	Iver
A412 Uxbridge Road	Wexham

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A4128 High Street	Prestwood
A4128 Link Road	Great Missenden
A4128 Martinsend Lane	Great Missenden
A4128 Station Approach	Great Missenden
A4128 Wycombe Road	Prestwood
A4128 Wycombe to Prestwood	
A4129 North from Longwick	
A413 Amersham Bypass	Amersham
A413 Amersham Road	Amersham
A413 Amersham Road	Chalfont St Giles
A413 Amersham Road	Chalfont St Peter
A413 Amersham Road	Denham
A413 Amersham Road	Gerrards Cross
A413 Amersham Road	Little Missenden
A413 Aylesbury Road	Great Missenden
A413 Chalfont St Peter Bypass	Chalfont St Peter
A413 Gravel Hill	Chalfont St Peter
A413 London Road	Chalfont St Giles
A413 London Road East	Amersham
A413 Missenden Bypass	Great Missenden
A4154 Rickmansworth Road	Amersham
A4155 Henley to Cookham	
A416 Amersham Road	Chesham
A416 Amersham Road	Chesham Bois
A416 Ashley Green Road	Chesham
A416 Berkhamstead Road	Chesham
A416 Broad Street	Chesham
A416 Chesham Road	Amersham
A416 Chesham Road	Ashley Green
A416 Nashleigh Hill	Chesham
A416 Red Lion Street	Chesham
A416 St Marys Way	Chesham
A416 Station Road	Amersham
B3026 Common Road	Dorney
B3026 Lake End Road	Dorney
B3026 Village Road	Dorney
B4009 Chinnor to Terrick	
B416 Bells Hill	Stoke Poges
B416 Gerrards Cross Road	Stoke Poges
B416 Grays Park Road	Stoke Poges
B416 Kingsway	Chalfont St Peter

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B416 Packhorse Road	Chalfont St Peter
B416 Park Road	Farnham Royal
B416 Park Road	Stoke Poges
B416 Stoke Road	Stoke Poges
B416 Windsor Road	Gerrards Cross
4440 Wooburn Green to Holtspur	
B4441 Sycamore Road	Amersham
B4442 Cokes Lane	Little Chalfont
B4442 Nightingales Lane	Chalfont St Giles
B4442 Vache Lane	Chalfont St Giles
B4444 Longwick to Risborough	
B4505 Eskdale Avenue	Chesham
B4505 Lye Green Road	Chesham
B4505 Rushmere Lane	Orchard Leigh
B470 High Street	Iver
B470 Iver Lane	Iver
B470 Langley Park Road	Iver
B474 Elm Road	Penn
B474 Aylesbury End	Beaconsfield
B474 Church Road	Penn
B474 Hazlemere Road	Penn
B474 Hazlemere to Penn	
B474 Penn Road	Beaconsfield
B474 Penn Road	Knotty Green
B474 Station Road	Beaconsfield
B474 Witheridge Lane	Penn
B482 Stokenchurch to Marlow	
B485 Chesham Road	Great Missenden
B485 Church Street	Chesham
B485 Frith Hill	Great Missenden
B485 Missenden Road	Chesham
Copperkins Lane	Amersham
Longbottom Lane	Beaconsfield
Pot Kiln Lane	Beaconsfield
Braziers End	Bellingdon
Chesham Road	Bellingdon
Botley Road	Botley
Clay Lane	Booker
Cressex Road	Booker
Rays Hill	Braziers End

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Britwell Road	Burnham
Court Lane	Burnham
Dropmore Road	Burnham
Fairfield Road	Burnham
Gore Road	Burnham
Lent Rise Road	Burnham
Lent Rise Road, –Gore Road to A4	Burnham
Marsh Lane	Burnham
Dean Way	Chalfont St Giles
Gorelands Lane	Chalfont St Giles
High Street	Chalfont St Giles
Pheasant Hill	Chalfont St Giles
Three Households	Chalfont St Giles
Denham Lane	Chalfont St Peter
Gold Hill East	Chalfont St Peter
Gold Hill West	Chalfont St Peter
Grove Lane	Chalfont St Peter
Joiners Lane	Chalfont St Peter
Market Place	Chalfont St Peter
Narcot Lane	Chalfont St Peter
Chartridge Lane	Chartridge
Bellingdon Road	Chesham
Botley Road	Chesham
Fullers Hill (Part)	Chesham
Hivings Hill	Chesham
Latimer Road	Chesham
Mount Nugent	Chesham
Park Road	Chesham
Vale Road	Chesham
Waterside	Chesham
Magpie Lane	Coleshill
Tower Road	Coleshill
Village Road	Coleshill
Windmill Hill	Coleshill
Coates Lane	Downley
Commonside	Downley
Grays Lane	Downley
High Street	Downley
Plomer Green Avenue	Downley
Plomer Hill	Downley

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Farnham Lane	Farnham Royal
Fingest Lane, (Fingest to Mudhole)	Fingest
Heath End Road	Flackwell Heath
Straight Bit	Flackwell Heath
Frieth Road, (Mudhole to Frieth X rds)	Frieth
Windmill Road	Fulmer
Fulmer Lane	Gerrards Cross
Cockpit Road	Great Kingshill
Copes Road	Great Kingshill
Cockpit Road	Gt Kingshill
Heath End Road	Gt Kingshill
Winsor Lane	Gt Kingshill
Skirmett Road	Hambleden
Cholesbury Lane	Hawridge Common
Holmer Green Lane	Hazlemere
Sawpit Hill	Hazlemere
Hedgerley Hill	Hedgerley
Parish Lane	Hedgerley
Heathfield Road	Hedsor
Daws Hill Lane	High Wycombe
Hatters Lane	High Wycombe
Queen Alexandra Road	High Wycombe
Suffield Road	High Wycombe
Totteridge Lane	High Wycombe
Totteridge Road	High Wycombe
Desborough Avenue, (part-Suffield Road to A40)	High Wycombe
Pond Approach	Holmer Green
Sheepcote Dell Road	Holmer Green
Spurlands End Road	Holmer Green
The Common	Holmer Green
Watchett Lane	Holmer Green
Wycombe Road	Holmer Green
Browns Road	Holmer Green
Coombe Lane	Hughenden
Hyde Heath Road	Hyde Heath
Weedon Hill	Hyde Heath
Bangors Road North	Iver
Bangors Road South	Iver

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North Park	Iver
Thorney Lane North	Iver
Thorney Lane South	Iver
Thorney Mill Road	Iver
Wood Lane	Iver
Woodway	Lacey Green
Archers Way	Lane End
Park Lane, (part—The Row to Archers Way)	Lane End
Simmons Way	Lane End
The Row	Lane End
Deep Mill Lane	Little Kingshill
Wooburn Common Road	Littleworth Common
Parkway	Marlow
Wycombe Road, (Marlow Bottom to Marlow)	Marlow
Marlow Bottom Road	Marlow Bottom
Church Road, (Frieth to Lane End)	Moor Common
Main Road	Naphill
Penn Street	Penn
Bayne Hill	Seer Green
Chalfont Road	Seer Green
Newbarn Lane	Seer Green
School Lane	Seer Green
Skirmett Road	Skirmett
Ballinger Road	South Heath
Freith Road	South Heath
Collum Green Road	Stoke Poges
Berry Hill	Taplow
Cliveden Road, (part—Hill Farm Rd to Taplow Common Road)	Taplow
Hill Farm Road	Taplow
Rectory Road	Taplow
Taplow Common Road	Taplow
Main Road	Walters Ash
New Road	Walters Ash
Wexham Street	Wexham
Whielden Lane	Winchmore Hill
Whitepit Lane	Wooburn Green

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Salted Roads: Aylesbury Vale District	
A41 Oxon boundary to Tring	
A418 Thame to Leighton Buzzard	
A413 Wendover Dean/Gt Missenden to Northants Boundary	
A421 Oxon to M Keynes	
A422 Brackley to Thornton	
A4010 Stoke Mandeville to Terrick	
A4129 Towersey turn to Ilmer Turn	
A4157 Aylesbury Ring Road	
A4146 M Keynes to A505 and Northall to Dagnal	
A4156 White Hill Aylesbury	
B488 Tring to Ivinghoe and Ledburn to Ivinghoe	
B489 A41 to Beds Boundary (Whipsnade)	
B4033 Winslow to Gt Horwood	
B4032 Winslow to A4146 Soulbury	
B4443 Aylesbury to Stoke Mandeville	
B4506 Dagnall to Ringshall	
B4009 Wendover to Aston Clinton	
B4011 Thame to Oxon Boundary Boarstall	
C76 Cheddington to B489	
C73 Station Road Cheddington	
C46 Main Street Mursley	
C8 High Street South Stewkley	
C13 Main St Drayton Parslow	
C9 Drayton Road N.Longville	
C21 Whaddon Road to A421 Bottledump	
C1 Padbury from A413 to Steeple Claydon	
C3 to Calvert C37 and C1 Charndon to Marsh Gibbon	
C31 to C3 Edgcott	

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C3 Edgcott via Grendon U. to A41	
C4 Winslow to Oving via Granborough and N.Marston	
U80 Oving To C57/C57 to Blackgrove Xroads	
The strand Quainton to Station Road	
C30 Station Road to Waddesdon A41	
C3 Leap Hill Brill from B4011	
C60 Oakley Road back to B4011	
C70 Thame Road Haddenham A418 to C66 Standbridge Road then C66 Standbridge Rd/Churchway to A418 Kings Cross	
C56 Dadbrook A418 to Cuddington/C57 Aylesbury Road Cuddington to A418	