

**Open Report on behalf of Andy Gutherson,  
Interim Executive Director for Place**

Report to:	<b>Highways and Transport Scrutiny Committee</b>
Date:	<b>29 April 2019</b>
Subject:	<b>Winter Maintenance - End of Year Report</b>

**Summary:**

This item invites the Highways and Transport Scrutiny Committee to consider an end of year report on winter service.

**Actions Required:**

To consider and comment on the attached end of year report and statistics for the winter of 2018/19.

## **1. Background**

- 1.1. Lincolnshire County Council Carries out precautionary and snow clearance treatments on carriageways and footways in accordance with the Winter Service Plan across the County. The Policy only provides for roads for which the Local Authority has responsibility. Trunk roads (the A1, A52 west of Grantham and A46 county boundary to Carholme Road Lincoln) within Lincolnshire and their respective winter treatment are the responsibility of Highways England.
- 1.2. The operation prioritises 3,008km (1869 miles) of the Lincolnshire road network. This "Precautionary Salting Network" includes the Strategic A and B roads, links to all of the County's main villages, links between NHS hospitals, treated links to within at least 500m of all primary and secondary schools wherever possible, and links between all railway and bus stations and the treated network. Due to resources, necessity and overall efficiency of the winter maintenance service, it is not realistic to treat the entire County's 8,769km (5448 miles) of road network.
- 1.3. A Severe Weather Route network is also in place to increase service resilience. This Network will only be treated during times of severe or extreme winter weather (as defined in the Winter Service Plan) and when resources permit. This continues to enable accessibility to important local services during severe or extreme weather events.

- 1.4. The Authority has the capability of calling upon 43 gritters strategically placed around the County, with 3 spare gritters utilised as backups. Treatment time of the entirety of the Precautionary Salting Network will take a maximum of 3 hours as per the Winter Service Plan. This Precautionary Salting Network is treated based on the Road Weather Forecast provided by Meteogroup which is interrogated by a team of Winter Service Decision makers who instruct decisions using the Vaisala Manager system.
- 1.5. The Winter Service Plan outlines that a minimum of 25,000 tonnes of salt is in stock at the start of the winter season, with a minimum of 15,000 tonnes available at any time throughout the season. Salt stock is managed within this Policy, which is compliant with the recommendations of national best practice and the expectations of the Department for Transport. At the start of the season, there were 30,680 tonnes available across the County and to date, there are 17,195 tonnes remaining. Deliveries will be arranged over the summer to take us back over the 25,000 tonne minimum.
- 1.6. In the winter of 2017/18, the Authority carried out 122 precautionary salting turnouts, and utilised 37897 tonnes of salt. Additionally there were 3 "snow days" where Severe Weather Routes were run and snow ploughing took place. This season (2018/19), there were only 61 precautionary salting runs using 13,485 tonnes of salt. This difference is a result of a much milder winter, without the severe weather events experienced in February/March of the 2017/18 winter. Historical winter service statistics are attached at Appendix A.
- 1.7. This season saw the introduction of treated (brown) rock salt in certain depots, replacing the white marine salt used in pre-wetting operations. This operational change, which was introduced as Policy in the latest Winter Service Plan, allows savings whilst maintaining current service levels. There have been no complaints received from the public on the different salt and it has proved as effective as the pre-wet routes over the season. Further depots will be converted from pre-wet to treated salt operations, rolled out over the next few winters as existing marine salt stocks are used up.
- 1.8. All grit bins were refilled ahead of the season, the few exceptions being where they were not on our asset maps or were not LCC grit bins. The Network Resilience team has provided/replaced nearly 250 grit bins this season.
- 1.9. There were only 8 requests for additional roads to be added to the Precautionary Salting Network this season. As per the Winter Service Plan, these will be reviewed by the Network Resilience team over the summer.
- 1.10. 4 new gritters will be introduced into the fleet for the winter of 2019/20, replacing existing vehicles which have reached the end of their life. These vehicles have been purchased outright rather than leased, which provides a significant long term cost saving. The shift to brown salt means these vehicles have been procured at a reduced price due to the lack of brine tanks and mechanisms which also reduces the weight of the vehicle

improving safety and fuel consumption. Photos of the new vehicles having the finishing touches applied are included in Appendix A.

## **2. Conclusion**

Following consideration of the report and statistics attached at Appendix A, the Highways and Transport Scrutiny is requested to provide comments and feedback ahead of the 2019/20 Winter Service Plan being presented to the Committee for consideration ahead of the next winter season.

## **3. Consultation**

### **a) Have Risks and Impact Analysis been carried out?**

No

### **b) Risks and Impact Analysis**

N/A

## **4. Appendices**

These are listed below and attached at the back of the report	
Appendix A	Winter Maintenance Statistics

## **5. Background Papers**

Document title	Where the document can be viewed
Winter Service Plan	<a href="https://www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/documents/131314.article">https://www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/documents/131314.article</a>

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