Winter Maintenance
2012/13 Newsletter

Carriageway Gritting Routes

There are currently 43 routes spread across the 4 divisions, covering 3008km of road.

There has been only one change to the Priority Routes, on route 35 in South Division. Benington Road in Butterwick has been added and Spittal Hill Road has been removed from this route at the request of the Parish Council.

There are currently some 190 requests for additions to the network totalling some 300km in length. To accommodate all outstanding requests would require 5 additional gritters at a cost of approximately £0.6m, an increase in budget of around 12%.

All requests for additions to the Priority Route Network will be considered and rated against a set of objective criteria with the assistance of a Network Evaluation Form. The findings will be summarized and a report presented to the Executive Councillor for Highways. This will be completed out of season.
**Gritter Blessing**

The now annual gritter blessing will be taking place this year on 22nd November at the various depots across Lincolnshire.

The Rt. Revd. Christopher Lowson, Bishop of Lincoln, will be leading the blessings from Sturton depot.

Staff from the Highways Alliance will be in attendance along with members of the public and press to document the occasion.

---

**Weighbridges**

The weighbridges around the county are able to identify gritters which have unique “tags” and send this information to a database for us to analyse. This means that we can now compare the weight of the gritter going out of the depot to the weight after a run and calculate salt and brine usage.

- Ancaster weighbridge is operational for the 2012/13 season
- Sturton weighbridge is operational for the 2012/13 season
- Willingham weighbridge is to be installed later this year

Weighbridges at the remaining depots will be installed season by season as funds become available.

---

**Winter Maintenance Plan**

The Winter Maintenance Plan is updated annually to reflect changes in procedure and policy. With regard to snow plough operation, an important update for the 2012/13 plan can be found in section 7.6:

“The Schmidt Cirron snow ploughs with ceramic or steel blades, fitted to part of the gritter fleet, are designed to plough back to carriageway surface. Older plough blades will only plough down to within 20mm of the carriageway surface.”

The Winter Maintenance Plan can be found on George along with the Highway Maintenance Plan.

“We can now compare the weight of the gritter going out of the depot to the weight after a run and calculate salt and brine usage.”
Mutual Aid / Self Help

During periods of severe weather, divisional highways staff will engage with District Councils, Parish/Town Councils and other Community Groups to encourage a programme of self help and mutual aid.

In return for agreed participation, Lincolnshire County Council will provide limited amounts of additional salt/grit in “1 tonne sacks” at agreed locations.

Salt Stocks

Currently Lincolnshire County Council has 33,993 tonnes of salt available for the winter maintenance season, distributed as follows (estimated figures):

- Sturton 2,714 tonnes
- Willingham 1,966 tonnes
- Manby 3,414 tonnes
- Horncastle 4,611 tonnes
- Ancaster 3,241 tonnes
- Thurlby 2,636 tonnes
- Chainbridge 3,803 tonnes
- Pode Hole 2,166 tonnes

With a further 9,382 tonnes at Immingham Docks.

To put this in perspective, during the bad winter of 2009/10 roughly 34,000 tonnes of salt was used.
**Grit Bins**

Evaluation for additional salt/grit bins requests will be carried out before each winter season.

All requests will be considered and rated against a set of objective criteria with the assistance of a Grit Bin Evaluation Form. The findings will be summarized and a report presented to the Executive Councillor for Highways. This will be completed out of season.

Further details can be found in the Winter Maintenance Plan on George (Appendix WMP/2/HM34-1)

---

**New Gritters**

This year the winter maintenance fleet is being updated. A total of 15 new replacement gritters will arrive by 10th October – 12 26 tonne Mercedes Schmidt gritters for Boston Chainbridge (5), Horncastle (1) and Pode Hole (6) highways depots. It was felt that in the current economic climate it was beneficial to have a mixed fleet and during tests these vehicles have proven efficient at the low spread rates required. Three smaller 10 tonne DAF gritters will be delivered to Manby, Boston Chainbridge and Sturton.

The new Schmidt gritters come with an Autologic control unit which allows pre-programmed GPS route navigation and automated salting and spread width control.
Salt Sheeting

This year salt sheeting is being provided by Winter Service Solutions, following an unsuccessful trial of reusable sheeting from Dome UK last year. Sheeting is finished at Horncastle and the covering at Willingham should be in place by the end of October. Salting of the sand piles at Boston Chainbridge should also be in place by the end of October.

This new sheeting system should overcome previous health and safety concerns but will be monitored over the winter maintenance season.

“Members are keen that the County Snow Room at Fire Headquarters on South Park in Lincoln is set up in a more proactive manner even if this proves to be abortive.”

Severe Weather Operations

Divisional Snow Rooms will be implemented on their own when there is a short term disruption to all or part of the county and also when the County Snow Room is set up.

Members are keen that the County Snow Room at Fire Headquarters on South Park in Lincoln is set up in a more proactive manner even if this proves to be abortive. This should be considered when there is the potential for medium to long term disruption to life and services across all or part of the county. As guidance any disruption with the potential to last for more than two days is considered medium.
**Winter Weather Definitions**

**Severe Winter Weather** is defined as persistent widespread ice (rather than frost) or snow for more than 18 hours in a 24 hour period and a forecast not to rise above zero for a further 18 hours in the next 24 hours. Or a forecast, with a high confidence of significant snowfall resulting in accumulations of 5cm or more or where drifting is expected and conditions are forecast to persist for at least 24 hours.

**Extreme Winter Weather** is defined as a period of widespread prolonged snow, following a period of Severe Winter Weather, of sufficient depth to cause disruption to both the treated and non-treated highway network.

---

**Footway Treatment**

During periods of Severe Extreme Winter Weather the treatment of footways will be considered when resources permit.

Footways to be treated will reflect their importance in the County’s footway hierarchy:

1. Footways in and around Transport Interchanges, including footways to main car parks, designated Hierarchy 1a (Designation 1a is only used for winter maintenance purposes)
2. Hierarchy 1 and 2 footways
3. Hierarchy 3 footways with gradients greater than 1 in 10
4. Other Hierarchy 3 footways
5. Hierarchy 4 footways

Further details can be found in **HM24** in the Winter Maintenance Plan on George.
Winter Drivers

May Gurney currently have 98 drivers trained and on the Winter Maintenance Rota, plus 10 additional emergency cover/daytime cover drivers.

A further 20 external drivers will be trained during the weeks commencing the 15th and 22nd October, to be available for the high risk period commencing 5th November.

“...during the high risk period we will limit the hours worked by those on the Rota to 7 hours per day.”

Driver Hours

The Highways Alliance is bound by the GB Domestic Rules and the Working Time Directive.

GB Domestic Rules place a limit on the duty time and driving time, of a maximum of 11 hours duty, and 10 hours driving time in a 24 hour period. A grit run typically requires 4hrs duty to include the pre-run check and loading, plus recording of mileage. Therefore during the high risk period we will limit the hours worked by those on the Rota to 7 hours per day.

The GB Domestic Rules do not specify rest, but the Working Time Directive does, and this is required to be 9 hours rest from duty within a 24 hour period. Therefore to comply, the drivers will be given a 9 hour rest period after completion of the last gritting run. Thus if a run is completed by 2300hrs, the operatives will be available for work from 0800hrs the next day.