

**Paper highlighting the key changes between the July 2013 and October 2016 Winter Maintenance Plans.**

<p><b>Section 1</b></p> <p><b>Winter Maintenance Procedures</b></p> <p><b>Preamble</b></p> <p>Winter Maintenance operations within Lincolnshire are also undertaken within a national legal context which also takes into account National Guidance and Best Practice. Extracted below are some relevant sections from "Well-managed Highway Infrastructure: A Code of Practice" published October 2016.</p> <p><b>B.2.3. WINTER SERVICE</b></p> <p>B.2.3.1. The statutory basis for Winter Service in England and Wales is addressed through Section 41 (1A) of the Highways Act on the 31st October 2003, by Section 111 of the Railways and Safety Transport Act 2003. The first part of Section 41(1) reads:</p> <p>a) 'The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2) and (4) below, to maintain the highway.</p> <p>b) (1) In particular, a highway authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice'.</p> <p>B.2.3.2. Section 150 of the Highways Act 1980 also imposes a duty upon authorities to remove any obstruction of the highway resulting from '<i>accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause</i>'.</p> <p>B.2.3.3. In addition, the Traffic Management Act 2004 placed a network management duty on all local traffic authorities in England. It requires authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty, authorities should establish contingency plans for dealing promptly and effectively with unplanned events, such as unforeseen weather conditions, as far as is reasonably practicable.</p> <p>B.2.3.4. Given the scale of financial and other resources involved in delivering the Winter Service it is not considered reasonable either to:</p> <ul style="list-style-type: none"> <li>• provide the service on all parts of the Network;</li> <li>• ensure carriageways, footways and cycle routes are kept free of ice or snow at all times,</li> </ul>
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even on the treated parts of the network.

## **SECTION B.7. WINTER SERVICE**

### **B.7.1. INTRODUCTION**

#### **Background**

B.7.1.1. Although sometimes termed “Winter Maintenance”, the particular network management requirements during winter are not “maintenance”, in the traditional sense, but specialist operational services. The term “Winter Service” has been adopted by this Code.

B.7.1.2. Winter Service deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as with exceptional events. Whilst the effects of climate change are likely to result in an increased frequency and intensity of severe winter events, these can be taken into account in Winter Service planning. Therefore Winter Service can and should be subject to the same regime of plan, deliver, review and improve as other aspects of the highway maintenance regime.

Policies and plans developed for Winter Service are likely to have relevance in emergency planning for dealing with extreme weather conditions including flooding, high winds and high temperature. The incidences of such events may be affected by climate change. They are also likely to have some relevance to the wide range of non-weather related emergencies that could affect the highway network.

B.7.1.3. Although a very specialised area, Winter Service is a significant aspect of network management both financially and in terms of its perceived importance to users. It can also have significant environmental effects. The organisation of the service is likely to have considerable implications for the overall procurement and management of other highway maintenance services. This Section of the Code should therefore be read in conjunction with other sections dealing with these issues

B.7.1.4. This section of the Code provides the background and higher level policy aspects of the Winter Service. Guidance relating to practical issues and the delivery of the Winter Service is contained within the National Winter Service Research Group (NWSRG) Practical Guide for Winter Service. Authorities may wish to consider the content of the NWSRG Practical Guide in conjunction with the information contained within this section of the Code. [link to NWSRG Practical Guide](#)

#### **Objectives**

B.7.1.5. Winter Service can contribute significantly to each of the core objectives set out in this Code as described below:

#### **Customer**

B.7.1.6. There are, in all parts of the UK, very considerable user needs and expectations and these can be a major influence on customer satisfaction through demonstrating an efficient, effective and proportionate response to winter conditions.

#### **Safety**

B.7.1.7. Safety is a consideration for Winter Service, even though statutory obligations and users' needs vary in different parts of the UK.

### **Serviceability**

B.7.1.8. Maintaining availability and reliability of the highway network is a key objective for Winter Service and one where user judgements of performance will be immediate rather than longer term.

### **Sustainability**

B.7.1.9. Low temperatures and the formation of ice can cause serious damage to the fabric of carriageways, footways and cycle routes and accelerated damage of the network. Effective Winter Service can contribute to a reduction in whole life costs and minimise damage to the environment.

## **B.7.2. WINTER SERVICE POLICY**

B.7.2.1. Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.

B.7.2.2. Issues for consideration in developing policy should include:

- network resilience;
- treatment of facilities for public transport users;
- treatment of facilities for road users;
- treatment of facilities for walking and cycling;
- treatment of transport interchanges;
- treatment of promoted facilities such as community or leisure centres;
- extent of priority for emergency services;
- extent of priority for key public services and critical infrastructure;
- extent of priority for vulnerable users;
- resilience of winter service resources
- other local circumstances.
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## **B.7.3. RESILIENT WINTER SERVICE**

### **Minimum Winter Network**

B.7.3.3. As part of their contingency planning, authorities should define a minimum winter network. This network is likely to have a close relationship to the resilient network, see Section A.6, and may be a subset of their normal treatment network.

Note – Due to its geographical size and diversity Lincolnshire does not have a fixed minimum winter network. Historically a dynamic assessment has been employed as severe winter weather tends to affect only certain parts of the county at once and not the whole network.

1.1	A Highway Maintenance Plan is produced and updated <b>regularly annually</b> . This plan sets out standards, policy and objectives for the highway network. The Winter Maintenance Plan is a supplement to the Highway <b>Maintenance Asset Management</b> Plan
	<p>HM30: To ensure it has sufficient resources for its winter maintenance operations the County Council will provide as a minimum:</p> <ul style="list-style-type: none"> <li>• 43 Front line pre-wet spreaders, which are: <ul style="list-style-type: none"> <li>o 37 x 9m<sup>3</sup></li> <li>o 3 x 4m<sup>3</sup></li> <li>o 3 x 2m<sup>3</sup></li> </ul> </li> <li>• <b>4 5</b> spare pre-wet 9m<sup>3</sup> gritters (<del>2 for North Division and 1 each for East, West and South</del>) spread geographically across the county</li> <li>• <b>1</b> demountable gritter at Manby depot (spare for small main line gritter) <del>12 towed or demountable trailer gritters (for use in Severe or Extreme winter weather)</del></li> <li>• 3 snow blower attachments (2 life expired attachments are mothballed)</li> <li>• <b>47 48</b> snow ploughs</li> <li>• <b>8 9</b> Operational centres at which spreaders and salt supplies will be based</li> <li>• <b>2 dedicated footway attachments for the Lincoln Area.</b></li> <li>• At the start of each winter season there will be 35,000 tonnes of salt in stock or available quayside.</li> </ul> <p>The above resources will not always be needed but are the minimum deemed necessary to provide a reasonable level of service in all but the most severe conditions. At such times extra resources, including plant and labour, are hired in as necessary and as available. Before the start of each winter season agreements are made with local farmers, hauliers and other contractors on such matters as plant and labour availability and hire rates.</p>
11.1	<p>Routine forecasts and updates will be issued by the <b>Met Office Weather Forecast Provider</b> via <b>their internet based system and through</b> the Vaisala Manager system <del>and Met Office system via the internet in the following format:</del></p> <p style="margin-left: 40px;">(a) 1100hrs            MAIN FORECAST  A summary 24 hour forecast for the County  Detailed forecast for each of the <b>43 precautionary salting routes in a Route Based Forecast (RBF) form 6 climatic zones:</b></p> <ul style="list-style-type: none"> <li>_____ The Lincoln Ridge</li> <li>_____ Trent Valley</li> <li>_____ The Wolds</li> <li>_____ Coastal Area</li> <li>_____ The Grantham Area</li> <li>_____ The Fenland Area</li> </ul>
15	<p><b>Precautionary salting and snow clearing flow charts (Examples detailed below).</b></p> <p>Charts may be amended outwith of the timescales to update this plan to take account of the most up to date technical guidance available as detailed in section 1.5.  Decision making staff to use the most current flow charts available at time of action.</p>