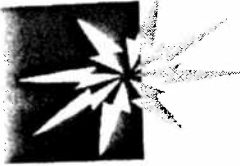




Haringey Council

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| Report for: | Cabinet 16.10.12 | Item Number: | |
| Title: | Winter Service Plan Review 2012/13 | | |
| Report Authorised by: | Lyn Garner, Director of Place and Sustainability | | |
| Lead Officer: | Joan Hancox, Head of Neighbourhood Services | | |
| Ward(s) affected: All | Report for Key/Non Key Decisions: Key | | |

1. **Describe the issue under consideration**
 - 1.1 The Council as a Highways Authority has a statutory duty to keep highways free of snow and ice as far as reasonably practicable. This report seeks approval for the revised Winter Service Plan for 2012/13 which details the Council's policies and operational procedures for dealing with snow and ice on the highway.
2. **Cabinet Member introduction**
 - 2.1 Although last winter was relatively mild, the weather during recent winters has been severe and has tested the winter service arrangements to the full. This review of the Winter Service Plan is intended to take account of feedback and suggestions about the service delivered last winter where these can help improve the service we provide this winter.
 - 2.2 The publication and yearly updates to the Winter Service Plan have been welcomed by other members and residents as a proven way of improving the service year-on-year based on direct feedback from residents.
 - 2.3 We will continue to promote a self-help culture and encourage residents to follow the self-help advice issued by the Government two years ago. We will continue to supply shovels upon request to recognised resident groups, Neighbourhood



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Watch groups and people nominated by these groups, to enable our residents to help clear snow for others who are less able to do this for themselves.

3. Recommendations

3.1 That Cabinet approves and adopts the Winter Service Plan 2012/13 attached to this report as Appendix 1 incorporating the proposed changes to Pavement and Carriageway Priority levels, and amendment to the grit bin network, as summarised in section 4 below.

3.2 That the Winter Service Operation Plan be reviewed annually.

4. Alternative options considered

4.1 Based on the feedback and suggestions received in relation to the winter service arrangements provided last year, it is proposed that a number of changes to the priority status of carriageways and pavements are made and also that changes are made to the network of grit bin locations. These changes are summarised as follows.

4.2 Carriageway Frost Patrol

4.2.1 There are no proposed changes to the Carriageway Frost Patrol schedule.

4.3 Carriageway Priority 1

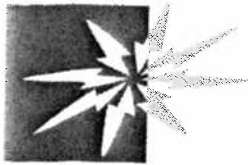
4.3.1 It is proposed that two roads or part-roads are added to the Carriageway Priority 1 schedule. These additions are proposed in recognition of the gradient and/or level of traffic on those roads or because of the presence of facilities that are regarded as meeting the established criteria for Priority 1 status. These additions will result in an increase in the length of Carriageway Priority 1 gritting from 127.4kms to 128.3kms.

4.4 Carriageway Priority 1A (schools)

4.4.1 It is proposed that one road is added to the Carriageway Priority 1A (schools) schedule. This schedule consists of carriageways usually gritted at the lower Priority 2 or 3 levels, but which are gritted as a higher priority when snow falls during term time to help keep schools open. The reason for the proposed addition is that feedback received from the service provided last year suggested there was one carriageway that needed to be gritted at higher priority due to the proximity of a school. This addition will result in an increase in the length of Carriageway Priority 1A (schools) gritting from 22.9kms to 23.2kms.

4.5 Carriageway Priority 2

4.5.1 It is proposed that two roads or part-roads are removed from the Carriageway Priority 2 schedule. The proposed removals are due to those roads moving to Carriageway Priority 1 requiring them to be treated at a higher priority level.



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This will result in a decrease in the length of Carriageway Priority 2 gritting from 67.7kms to 66.8kms.

4.6 Carriageway Priority 3

4.6.1 There are no proposed changes to the Carriageway Priority 3 schedule.

4.7 Carriageway Resilience Network

4.7.1 There are no proposed changes to the Carriageway Resilience Network schedule.

4.8 Grit bins

4.8.1 It is proposed that two new grit bin locations are added. The grit bin locations to be added are in response to suggestions from the public to aid gritting of pavements with steep gradients that do not form part of the Pavement Priority 1 and 2 schedules. Two grit bin locations have been removed from the 2011/12 list as they were duplicate entries. Therefore the overall number of grit bins will be unchanged 151.

4.8.2 It should be noted that under the new Waste and Environmental Services Contract with Veolia, grit bins are now being removed from the street in April each year for cleaning and servicing. They are returned to the street in October each year ready for the coming winter season. They will all be in place by the first week of November.

4.9 Pavement Frost Patrol

4.9.1 There are no proposed changes to the Pavement Frost Patrol schedule.

4.10 Pavement Priority 1

4.10.1 There are no proposed changes to the Pavement Priority 1 schedule.

4.11 Pavement Priority 1B

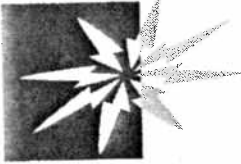
4.11.1 There are no proposed changes to the Pavement Priority 1B schedule.

4.12 Pavement Priority 2 (schools)

4.12.1 Pavement Priority 2 (schools) gritting is provided only when there is a snow fall event during term time. This gritting would happen at the same time as Carriageway Priority 1A (schools) gritting to help keep schools open. There are two proposed changes to the Pavement Priority 2 (schools) schedule.

4.13 Details of Changes to schedules

4.13.1 The details of the proposed changes to the gritting schedules as summarised above are provided in Appendix 2, Suggested Amendments and Points for Review for the Winter Service Plan 2012/13, which is attached to this report. Note that some suggested amendments were not considered justified or only agreed in part. Details of these and supporting explanations are also provided in Appendix 2.



4.14 Salt Store

4.14.1 Responsibility for replenishment of the salt store has passed to Veolia as part of the new Waste and Environmental Services Contract. The Council's salt store holds a maximum of approximately 1,500 tonnes of salt which was easily sufficient for last winter's requirements.

4.14.2 The existing stock level and review arrangements are as detailed in the table below. There is no proposed change to these arrangements.

Table 1 –
Arrangements for In-season Minimum Salt Stock Levels and Salt Stock Review

- 1st November, review stock, minimum of 1,500 tonnes required;
- 15th November, review stock, minimum of 1,350 tonnes required;

- 1st December, review stock, minimum of 1,500 tonnes required;
- 15th December, review stock, minimum of 1,350 tonnes required;

- 1st January, review stock, minimum of 1,500 tonnes required;
- 15th January, review stock, minimum of 1,350 tonnes required;

- 1st February, review stock, minimum of 1,200 tonnes required;
- 15th February, review stock, minimum of 900 tonnes required;

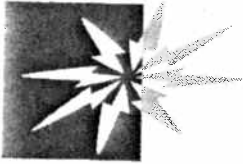
- 1st March, review stock, minimum of 900 tonnes required.

4.15 Self-Help

4.15.1 The Council already promotes the self-help culture and supports residents who want to help less able neighbours to clear snow from their front paths and pavements. This is achieved by supplying snow shovels upon request to recognised resident groups, Neighbourhood Watch groups and other groups on the basis that these are used by fit and able people to help other less able people in the community clear snow from their front paths and pavements.

4.15.2 The Council encourages a self help culture by promoting the government's Snow Code and providing snow shovels free to recognised community groups. Where the Council is approached by any community group wishing to voluntarily clear snow and ice, we will seek to facilitate their activities where it is practical to do so provided there is no impact on priority gritting works.'

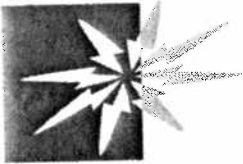
5. Background information



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- 5.1 The Council has an obligation to keep highways free of snow and ice as far as reasonably practicable. This does not mean that every carriageway and pavement surface has to be gritted and made safe. It does require there to be policies and operational procedures for dealing with snow and ice on the highway and that these are linked to risk factors with priorities clearly set out and followed in any given severe weather event. This is the purpose of the Winter Service Plan.
- 5.2 The Winter Service Plan does not cover gritting arrangements for Homes for Haringey land, Parks or land within school or Council Building boundaries. Officers from the Single Frontline Service will work with officers and staff responsible for these areas to ensure they have advice and assistance in making their winter service arrangements.
6. **Comments of the Chief Finance Officer and financial implications**
 - 6.1 It is expected that the measures within this report will be contained within existing budgets including the budget for the Veolia contract.
7. **Head of Legal Services and legal implications**
 - 7.1 Corporate Legal services have no comments to make on this report.
8. **Equalities and Community Cohesion Comments**
 - 8.1 The Winter Service Plan recognises that vulnerable people are placed at potentially greater increased risk during snow and ice events and so require more help than other people to cope. For this reason Residential Care Homes and schools have been given special consideration in the establishment of pavement and carriageway gritting priorities.
 - 8.2 It is not possible to produce a Winter Service Plan that addresses the needs of every vulnerable person in a pre-determined set of schedules. The Council will always endeavour to respond to an urgent call for gritting in isolated locations that are of a lower priority level where there are vulnerable people who need help. Similarly, we will respond to calls for urgent gritting where they are received from the emergency services. The Winter Service Plan makes specific reference to this commitment.
 - 8.3 Community cohesion is promoted through the ability of people to be able to conduct their normal activities during severe weather. The Winter Service Plan contributes to this through the priority gritting work focussed on keeping schools open and by treating bus routes in and through the borough as part of the set of Priority 1 schedules.
9. **Head of Procurement Comments**

Not applicable.
10. **Policy Implication**



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10.1 The policies and priorities in the Winter Service Plan 2012/13 remain unchanged from last year.

10.2 A low number of pavements and carriageways are being proposed to move to higher priority levels. These are based on risk factors and priority treatment policies set out in the Winter Service Plan. It is important to control the number of carriageways and pavements that are placed within the Priority 1 schedules otherwise salt usage could be higher than the salt store can bear. It is for this reason that some suggested amendments for increased priority treatment, as described in Appendix 2, are not being included in proposals for higher priority treatment in this report.

11. Reasons for Decision

During severe weather it is not practicable for snow and ice on every carriageway and pavement surface to be treated and made safe. Therefore, it is important to explain where we grit, when we grit and why we grit in any given severe weather event, the Winter Service Plan does this. The approval and adoption of the Winter Service Plan provides a mechanism to demonstrate that the policies, priorities and schedules for gritting have been given due consideration and approved at a level appropriate to the importance of the function.

12. Use of Appendices

*Appendix 1 - Proposed Winter Service Plan 2012/13

Appendix 2 - Suggested Amendments and Points for Review for the Winter Service Plan 2012/13

**Due to the size of this Appendix it is not included within the agenda pack. Hard copies are being provided to Cabinet Members and are also available in the Groups Rooms and on request from Member Services. Please contact Xanthe Barker, Principal Committee Coordinator, on 020 8489 2957, if you would like a copy.*

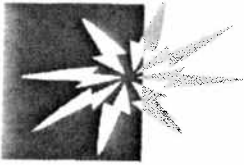
**13. Local Government (Access to Information) Act 1985
Highways Act, 1980**

Well Maintained Highways – Code of Practice for Highway Maintenance Management

Highway Winter Maintenance Guide

Pollution Prevention Guidelines Highway Depots: PPG10

The Resilience of England's Transport Systems – An Independent Review, July 2010 – DfT Report undertaken by David Quarmby



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The Resilience of England's Transport Systems In December 2010 – DfT audit
undertaken by David Quarmby

