

**Overview and Scrutiny Committee 4<sup>th</sup> October 2010**  
**Advance Questions: Item 10 – Winter Service Plan**

No	Page/ Point	Question/Observation	Answer (Where applicable)
<b><u>Questions from Cllr Karen Alexander</u></b>			
1	Gritting of Carriage ways P26	Please give a brief explanation of the difference between the terms “Frost Patrol” and Priority 1 Carriageways - I am slightly struggling to see the difference except for the kms coverage.	<p>Frost Patrols are deployed when the overnight weather forecast suggests that due to low temperatures frost may form on carriageway or pavement surfaces. This is the most common form of winter service that we provide with an average of 20 to 30 Frost Patrols deployed per winter season. The typical characteristics of Frost Patrol carriageways are:</p> <ul style="list-style-type: none"> <li>• steep gradient, where formation of ice would be particularly dangerous for vehicles;</li> <li>• elevated locations, where formation of ice is more likely to happen and for longer due to colder temperatures at height;</li> <li>• local frost pockets, where topography may create conditions for formation of frost that may not affect nearby surrounding areas; and</li> <li>• exposed locations, where the lack of cover from trees or buildings makes formation of frost more likely and for longer.</li> </ul> <p>The carriageways listed on the Frost Patrol will have one, all or a combination of these characteristics. The list has evolved over many years based on local knowledge, experience and resident feedback and is believed by officers to be comprehensive and justifiable for the purpose intended.</p> <p>The Priority 1 carriageways list is identified separately from Frost Patrols primarily because of the weather conditions it has been devised to deal with. Frost Patrols address formation of frost, whereas the Priority 1, 2 and 3 carriageway lists have been devised to deal with snow fall that is likely to settle. The typical characteristics that apply to Priority 1 carriageways are similar to</p>



			<p>those for Frost Patrols but also include;</p> <ul style="list-style-type: none"><li>• carriageways carrying the heaviest traffic; and</li><li>• carriageways serving special education needs schools.</li></ul> <p>The roads with just the above characteristics are generally flat and not affected by ice, but where snow is forecast to fall and settle it would be vital that they be gritted to keep traffic moving. It is the addition of carriageways with these characteristics that make the Priority 1 carriageway list distinct from and longer than the Frost Patrol carriageway list.</p> <p>The Winter Service Plan sets out these details in the ‘Summary’ section which begins on page 11 and ends on page16.</p>
2	P26	<p>Please clarify for me: Green Lanes N4/N8 is not on the Frost Patrol list because it is a red route (TfL). So please confirm that this would be first priority gritting.</p>	<p>The answer to Q1 above also addresses this question from a general perspective.</p> <p>Red Routes in Haringey are listed in the Winter Service Plan in section ‘A2 Client and Service Provider Risks and Responsibilities’, page 16. Transport for London is responsible for the Winter Service on Red Routes. Green Lanes is not a Red Route and as such it is the responsibility of Haringey Council to provide the Winter Service for this road.</p> <p>Green Lanes is not on the Frost Patrol carriageway list because it does not have any of the characteristics referred to in the answer to Q1 above for inclusion on the Frost Patrol list. It is flat, it is not elevated or exposed and is unlikely to suffer from frost because constant traffic inhibits the kind of calm conditions that are required for frost to form. However, it is on the Priority 1 carriageway list because in the event of snow it would become dangerous and as a heavily trafficked road it would be adversely affected if it were not gritted.</p>



3	P26	<p>Please explain why Wightman Road, N4/N8 is not on the Frost Patrol list. It is a major, busy route through the borough and I think it should be included.</p>	<p>The weight of traffic on any carriageway has not been used as a determining characteristic for whether or not it should be included on the Frost Patrol. The answer given to Q1 above provides details of what are the determining characteristics.</p> <p>Wightman Road does have gradients in some parts although these are generally quite gentle. In many ways it is for the same reasons that Green Lanes is not on the Frost Patrol list (see answer to Q2) that Wightman Road is not either.</p> <p>Officers are not aware that the absence of Wightman Road from the Frost Patrol list has resulted in any incidents or accidents. We want to avoid the unnecessary inclusion of roads on the Frost Patrol list because this could lead to over-use of grit stocks and damage to the environment caused by unnecessary use of grit. Nevertheless, Officers will take note of this observation and during the coming winter we will make observations on Wightman Road in frost conditions to determine whether there is a case to add it to the Frost Patrol list. If it is justifiable we will add it in mid-season and as with all other review and learning points concerning the Winter Service Plan, the Environmental Resource Service will make specific reference to this when reviewing the Plan next year.</p>
4	<p>Proposed new grit bins for 2010/2011 P153</p>	<p>Warham Road N4 and Hewitt Road N8 have been omitted from this list. Both roads are steep, Warham Road is directed upward, in bad weather it becomes impassable, I myself had to abandon my car last winter. Hewitt Road is directed downwards and this caused problems for cars who applied their brakes but just continue to slide down the road, it is very steep. I would ask that both Warham and</p>	<p>The problems with these two 'ladder' roads, along with some other 'ladder' roads, became clear to Officers last winter and were as a result of the exceptional severity of the weather and shortage of grit, combined with them both being in the Priority 2 carriageway category.</p> <p>In reviewing the Winter Service Plan Officers have addressed the problems experienced last winter on Hewitt Road and Warham Road by moving them both to the Priority 1 carriageway category, as detailed on page 78 and page 80 of the Plan. This has been done because it was considered that it would not be sufficient to rely on grit bins alone to prevent the same problems happening again in these roads.</p>



		Hewitt Road are added to the list for proposed grit bins please.	It is worth noting that all 'ladder' roads were Priority 2 last winter. As part of the Winter Service Plan review the movement of traffic between Wightman Road to Green Lanes was examined in some detail to find solutions to ensure that traffic would be kept moving in severe weather conditions in future. As a result of this there are now twelve 'ladder' roads in the Priority 1 carriageway category.
		<b><u>Questions from Cllr Martin Newton</u></b>	
5	General	What arrangements are there for private blocks of flats or care homes to have grit bins and supplies of grit and how do they get these?	<p>The Winter Service Plan is required by the Council to determine how it will meet its obligation to keep public highways free from ice and snow, so far as reasonably practical. As such it does not address the obligations that other bodies and landowners have in regard to the land that they own or manage.</p> <p>Nevertheless, the Environmental Resource Team has offered advice and guidance to other bodies and landowners as to their own winter arrangements and a service has been offered, at a cost, to supply, install and fill grit bins to help them meet their obligations. Section A4 of the Plan highlights the other parts of the Council that need to have winter arrangements in place and the Environmental Resource Team has actively engaged with Officers within these services to ensure they are prepared for winter with the aim that they can be as self-sufficient as possible, should the need arise.</p> <p>Beyond the Council, the Environmental Resource Team has engaged with the Emergency Services and Registered Social Landlords with the same offer of advice and guidance.</p>
6	Cycle Paths	Please clarify gritting policy for separate cycle paths: p.7 (p.53) last bullet states "Grit bins can support separate cycle path gritting." Elsewhere it states "No gritting of cycle paths separate from	<p>The policy for gritting cycle paths that are separate from the carriageway is detailed on page 13 of the Plan. Gritting of cycles paths has not been prioritised within this plan for a number reasons. Briefly, these are:</p> <ul style="list-style-type: none"> <li>gritting of separate cycle paths does not result in safe cycle journeys;</li> </ul>



		carriageways." and "Gritting of cycle paths has not been prioritised."	<ul style="list-style-type: none"> <li>• manual gritting of separate cycle paths would benefit less people and services than would benefit from the pavement gritting priorities as set out elsewhere in the Plan; and</li> <li>• cycling in snow and ice conditions carries much higher than normal risk factors for cyclists, the Council could be more exposed to the possibility of claims if gritting of separate cycle paths is prioritised in a way that would appear to encourage an activity that should not be encouraged in snow and ice conditions.</li> </ul>
7	p.15 (p.61) Grit bins	Please clarify the statement "They can be subject to theft or abuse" Who would be prosecuted and for what?	<p>Each year when the Environmental Resource Service carries out the grit bin survey in readiness for the coming winter, we find a small number of grit bins are not present at the designated location. It is reasonable to assume that the grit bins that are not present have been stolen.</p> <p>Last winter it was noted on at least one occasion that a grit bin that had been filled with grit during the day was empty within a matter of hours. It is not known what happened to the grit but there is a possibility that the grit had been stolen.</p> <p>Anyone who was found to be stealing a grit bin or grit could be prosecuted for theft.</p> <p>Grit bins suffer from vandalism, flyposting and graffiti and it is not unusual to find litter or rubbish in grit bins. These kinds of treatment are considered to be abuse.</p> <p>Anyone found to be damaging a grit bin could be prosecuted for criminal damage.</p>
8	p.137 (p.183) Priority 2 (schools) pavement	Coldfall Primary N10 appears to be missing from the gritting list - is this intentional and are there other schools not being gritted and why?	<p>There are two gritting schedules dedicated to providing an accelerated gritting service around schools if it snows during term time. These are:</p> <ul style="list-style-type: none"> <li>• Priority 1A (schools) carriageways; and</li> </ul>



	gritting list		<ul style="list-style-type: none"> <li>• Priority 2 (schools) pavements.</li> </ul> <p>Some schools are located in places where they would automatically benefit from Priority 1 carriageway and Priority 1 pavement gritting and as such they would not appear again in the two gritting schedules dedicated to schools.</p> <p>Coldfall Primary carriageway gritting is shown in the Priority 1A (schools) carriageway list. Gritting for the pavement is not shown in the Priority 2 (schools) pavement list, this is an oversight and it has been addressed for the coming winter. All other schools have been re-checked to ensure there is coverage for this winter.</p>
9	p.137 (p.183) Priority 2 (schools) pavement gritting list	<p>The description of where pavements are gritted for Tetherdown Primary and St James appears muddled for the two schools and would benefit from being looked at:</p> <p>St James - Woodside Avenue N10 ... 'Road' Woodside Avenue N10 ... 'Part' Woodside Avenue from School Entrance to Muswell Hill Road North side only.</p> <p>Tetherdown Primary - Grand Avenue N10 ... 'Road' Collingwood Avenue N10 Grand Avenue N10 ... 'Part' Grand Avenue From School Entrance to Muswell Hill Road? Collingwood Avenue from school entrance to Fortis Green East side.</p>	<p>The entry for pavement gritting for St. James Primary School is not clear. It will be amended to make it clear in the final Plan as follows:</p> <p>Name of School: St.James Primary  Road: Woodside Avenue and Muswell Hill road  Part: Woodside Avenue - south side only from school entrance to Muswell Hill Road. Muswell Hill Road - west side only from junction with Woodside Avenue to opposite junction with Woodland Rise.  Sides: As described above.</p> <p>Tetherdown Primary shows on the pavement gritting list to receive gritting in Collingwood Avenue, west side only, northwards from school entrance to Fortis Green Road. (Note that the reference to 'Fortis Green Road' should actually read 'Fortis Green', this will be corrected for the final Plan.) Grand Avenue leads to Tetherdown Primary from the other direction. Grand Avenue itself shows on the Priority 1 pavement gritting list, Centre 5 Muswell Hill, the south side, which provides for gritting from Tetherdown School entrance to Muswell Hill Road. (Note that this entry on the Priority 1 pavement gritting list needs to be reflected on the Priority 1 pavement gritting map, this will be shown in the final Plan).</p>



			These arrangements should be sufficient to provide a reasonable level of gritting for St.James Primary and Tetherdown Primary.
10	Appendix N	Site number 9 and 102 have got the same location on the list - they should both be Coppetts Road N10 but one should be J/W CREIGHTON AVENUE N10 and the other J/W GREENHAM ROAD N10	This observation is correct, there are two grit bins on Coppetts Road, one at j/w Creighton Avenue and one at j/w Greenham Road. This location description error will be in the final Plan.
		<b><u>Questions from Cllr Lyn Weber</u></b>	
11	Para 5.2	What improvements have been put in place to top up grit and salt bins borough wide? Example: Public perception was that the bins were left empty. Some residents were informed that the bins had been replenished when they had not.	<p>Topping up grit bins is a specialist and labour-intensive function. It is done by re-deploying the grab vehicle that is normally used for clearing large flytips to instead perform the grit bin filling function. On average the grab vehicle is capable of distributing grit to re-fill around 28 grit bins per day using one load of about 4 tonnes of grit. To carry out grit filling of every grit bin in the borough takes 4 days, this will increase to 6 days with the extra grit bins that are being proposed.</p> <p>In the severe weather of last winter, grit bins were being emptied of grit faster than we could re-fill them and so it is a risk that in a similar situation in any winter this could happen again. Indeed it was reported by the grit bin filling team that one grit bin filled during the early morning part of their shift had been emptied of grit by the afternoon of the same day. However, we would not expect to have to deal with such severe weather every winter.</p> <p>We plan to make regular top ups of grit bins throughout the winter and balance the use of the grab vehicle between flytip clearance and grit filling, rather than drawing in permanent additional resources at extra cost that might never be called upon. In very exceptional severe weather we will consider employment of outside contractors with the required plant and equipment to support more rapid</p>



			<p>top up of grit bins. However, it should be understood that if another severe winter resulted in renewed grit supply shortages, grit bin filling is likely to be suspended to conserve grit stocks.</p>
12	Para 5.2	<p>How many <u>spare</u> salt/grit bins will be ordered in this years bulk purchase for new sites? Example: Last year a grit bin had been removed for Bridge works and was not replaced - it could not be replaced until a new order was submitted this autumn in order to be cost effective.</p>	<p>Any contractor that moves a grit bin to carry out works is required to re-instate it afterwards. Officers working within Front Line Services should ensure that this happens as part of the routine inspection of highways works.</p> <p>Holding spare grit bins requires use of resources that may not be used and therefore could be wasteful. Loss of grit bins during the winter season is not a common problem. The Environmental Resource Service will provide for there to be three grit bins held as spare at the start of the winter season this year.</p>
13	Para 5.3.1	<p>Did the Council look at topography to asses steep roads that are icy or likely to have black ice? Example: Whilst Claremont Road residents and Northwood Road residents will appreciate a replacement salt/grit bin, both roads are steep and suffer severely from ice. Claremont road was particularly bad and tied up police time.</p>	<p>Northwood Road and Claremont Road are Priority 2 carriageways and suffered from the effects of ice last winter due to the requirement for the Council to reduce grit consumption because of the national grit shortage. In a normal winter we would have expected to have been able to grit Priority 2 carriageways and to have prevented those problems arising in Claremont Road and Northwood Road.</p> <p>The feedback we received from last winter led to the proposed installation of two new grit bins in Northwood Road. This should provide a level of back up to allow some gritting in Northwood Road and Claremont Road should we suffer another very severe winter again.</p> <p>It is acknowledged that there are certain roads in the Priority 2 carriageways list where it is a close call as to whether they should be placed in the Priority 1 list, Claremont Road and Northwood Road are amongst these. However, we need to exercise restraint in allocating roads to the Priority 1 category to prevent the list from becoming too long and unmanageable during severe weather. Both roads will be monitored for the effects of ice during this coming winter and this will help</p>





			to determine whether to increase their priority level when the Plan is reviewed for the winter on 2011/12.
14	General	Did any consultation occur with the individual SNT teams to acquire their evidence? Example: Junction of Claremont Road and Northwood SNT team tied up for a long period with residents to resolve a jack knifed car and trailer at the junction. Lack of access to grit did not help the matter. The Council also failed to respond to the SNT Police calls for grit and sand.	<p>There has not been any consultation with individual SNTs about the Plan. However, a copy of the draft Plan has been shared with the Emergency Services in Haringey through their recent meeting with the Council's Emergency Planning Team which was also attended by the Environmental Resource Service. The Emergency Services have been asked to look specifically at all Priority 1 listings for carriageways and pavements and provide details of any location not shown as Priority 1 that they consider should be along with the reasons why. Any feedback received will be reviewed to determine whether priorities need to be amended in time for this winter.</p> <p>The Plan makes clear in the Section called 'Non-Priority and Ad-hoc Gritting Requests', page 14, that the Council will respond to ad-hoc gritting requests received from the Emergency Services and this would include requests from SNTs. It is not clear what happened in respect of the SNT request concerning Claremont Road last winter but the arrangements in this Plan should provide for a response in a similar situation this winter.</p>
15	General	Do the other winter service plans knit with this service plans - i.e. HfH; Parks; Adult services etc? Has anyone put the service plans together? Would shared service, personnel be feasible?	<p>For the first parts of this question please refer to the answer provided to question 5 above.</p> <p>The degree to which Front Line Services can share its service and personnel is limited to a few exceptions. Front Line Services has a statutory duty to keep highways free from snow and ice so far as reasonably practicable. In snow fall event this means 340 kms of carriageways and 680 kms of pavements could potentially need gritting and in some cases will need re-gritting several times.</p> <p>By comparison, most other Council services need to put together relatively limited responses for their external areas. The Environmental Resource Team</p>



			<p>has offered advice and guidance to other internal services as to their own winter arrangements and a service has been offered, at a cost, to supply, install and fill grit bins to help them meet their obligations. Section A4 of the Plan highlights the other parts of the Council that need to have winter arrangements in place and the Environmental Resource Team has actively engaged with Officers within these services to ensure they are prepared for winter with the aim that they can be as self-sufficient as possible, should the need arise.</p> <p>Furthermore, there could be a risk to Front Line Services if resources dedicated to delivering the Winter Service Plan were used elsewhere. This is because accident claims could be received that placed blame on the Council for failing to meet its gritting obligations on the highway due to diversion of gritting resources to non-highway locations.</p> <p>For information, the limited exceptions mentioned above are Alexandra Palace Way and bus routes where they pass through Homes for Haringey estates. These carriageways are gritted by Front Lines Services because they are exceptionally dangerous in snow or ice and/or because they carry bus routes. Those services that are responsible for these carriageways are not equipped to respond as quickly as necessary or with the required resources as would be needed to maintain safety and/or keep bus routes operational.</p>
16	General	<p>Vehicle tracking for optimum use of gritting vehicles - has this been considered? It would also serve as a record for the public, the public regularly thought that no gritting had taken place when in actual fact the Council said it had taken place.</p>	<p>Under the current Waste Management Contract with Enterprise there is no requirement to provide tracking on gritting vehicles and this has not been provided voluntarily by Enterprise either.</p> <p>The need for tracking is recognised and this will form part of the service provision from the winter of 2011/12 as part of the new Environmental Services Contract due to commence in April 2011. In addition to gritting vehicles being tracked the service provider will also be expected to be able to monitor and report whether gritting vehicles are spreading and also what spread rate is being</p>



			used. This will transform our ability to monitor and report on gritting activity in future.
17	General	<p>Please confirm that calls from residents about gritting have all been taken into consideration across the borough.</p> <p>Example: Calls were made by residents from Birchington Road, it is a hill - Was this one of the three roads not to have at least a grit bin and why?</p>	<p>Every effort has been made to collate and consider all feedback from last winter. The details of these are shown in Appendix 2 of the report.</p> <p>In the review that has been undertaken there were no specific grit bin requests noted in relation to Birchington Road. In response to this Scrutiny question Officers will investigate whether there is a case to install grit bins in Birchington Road and the outcome of this investigation will be available for Overview and Scrutiny on 4<sup>th</sup> October 2010.</p>
18	General	<p>Please confirm that all shopping centres are enabled to maintain food deliveries.</p> <p>Example: Crouch Hall road has been designated as a Priority 2 road - this is a wide road and became very slippery. It is a key access route for an increasing amount of HGV's to replenish shops such as Tesco; Budgens, <u>Waitrose</u> to name but a few. Please could it be moved to Priority one? This road was reported by residents and at least one shop.</p>	<p>As referred to in the answer to question 13, it is acknowledged that there are certain roads in the Priority 2 carriageways list where it is a close call as to whether they should be placed in the Priority 1 list, Crouch Hall Road is amongst these. Crouch Hall Road will be monitored for the effects of ice during this coming winter and this will help to determine whether to increase its priority level when the Plan is reviewed for the winter on 2011/12.</p> <p>Again, it is worth noting that the winter of 2009/10 was a one in 30 year event. In a normal winter we would expect to be able to be able to keep Priority 2 carriageways gritted as required.</p>
19	General	<p>Abroad residents and traders can chose for themselves whether to clear snow and ice from outside their doors. Please could you review this position for Haringey? Our winters are becoming more frequent and Haringey do not have the resources to cover</p>	<p>The advice of the Council's Head of Legal Services has been taken in the preparation of the Winter Service Plan and the accompanying report. Section 14 of the report states the Council's current position regarding residents and traders doing their own snow or ice clearance.</p> <p>Since the report was submitted for OSC the Council has received information that the Department for Transport is preparing a 'Snow Code' for publication in</p>



**Haringey Council**

		everywhere.	October 2010. It is understood that the 'Snow Code' will contain specific advice in regard to this issue. It is intended that this development will be contained in the final Winter Service Plan Report to Cabinet of 12 <sup>th</sup> October 2010 with a recommendation that when the 'Snow Code' is published the Council reviews its position on the matter. If appropriate, the Council will change its advice to residents to align with the 'Snow Code' and use the web-site and other available communication channels to publicise this.