

Appendix 1 - WINTER SERVICE POLICY STATEMENT

1 INTRODUCTION

The Borough of Telford and Wrekin is the Highways Authority for all the adopted roads in the Borough except for the M54 Motorway and A5 Trunk road from the end of the M54 at Cluddley to Preston Roundabout.

The Highways Authority is responsible for work relating to snow, frost or ice on these roads.

The aim of the Winter Service is to provide so far as is reasonably practicable for the safe movement of road users along the highway network during wintry conditions. The Service operates between the 1st October and the 30th April i.e. the Winter Season.

A review of Winter Service Operations is undertaken each year before the start of the next Winter Season.

2 FORECASTING & TREATMENT OF ROADS

Two weather monitoring stations operate in the Borough, which with information from surrounding areas' stations and forecasting from the Met Office are used to determine the most appropriate action delivered at the best possible time.

We employ the Vaisala weather monitoring and bureau service who advise our experienced staff on optimising the salting of the roads at the most effective and economic times. However with the variable conditions we experience in this maritime climate it is not always possible to complete salting before freezing starts but we endeavour to complete salting as soon as is practicable within the constraints of our resources.

Roads to be treated

The main activities of the Winter Service are treating the highway to:

- 1 Try to prevent ice forming known as "precautionary salting"
- 2 Melt ice and snow already formed, "post-salting"
- 3 Remove snow

All the roads are divided into the "defined network" and the "non defined" roads dependent on their priority. The service aims to prevent ice forming (precautionary treatment) on the "defined network" which consists of main through roads and those serving centres of activity such as commercial, retail, employment, administrative and leisure. These are known as the "frost routes".

Frost Routes

The "frost routes" should be salted prior to the formation of frost by the fleet of gritters provided by Telford & Wrekin Services.

Primary Routes:

- A & B roads
- Roads serving fire, ambulance, police establishments
- Main bus routes in the following centres: Telford Town Centre, Dawley, Madeley, Newport, Ironbridge, Oakengates & Wellington.
- Access roads to transport interchanges

Secondary Routes:

- Other regular bus routes (The regular bus routes are defined as Monday to Friday routes with a minimum of one bus per hour during the main part of the day).
- Feeder roads to schools/colleges (roads linking main salting routes to main entrances)
- Main access roads on industrial estates (Halesfield, Stafford Park, Hortonwood)
- One access route to main villages/hamlets and minor sections of road for continuity.

Priority will always be given to ensuring that the Primary routes are treated before the Secondary routes.

The remainder of the roads are “non defined” and are not treated for a forecast of frost. However grit bins are provided at high risk sites such as steep hills, severe bends, etc.

Snow and ice routes

Roads to be treated at times of snowfall or prolonged icy periods following snow (post-treatment) are known as the “snow and ice routes”. The “snow and ice routes” consist of the “frost routes, the remaining main and secondary distributor roads and high risk sections of the local network.

In times of snow and prolonged icy conditions the “snow and ice routes” are ploughed, cleared or salted with the frost routes being treated as priority. This work is undertaken under our instruction by Telford & Wrekin Services, farmer operated snowploughs and if necessary local contractors. These activities are aimed at providing safe movement around the Borough between major centres and at least one access route to each hamlet.

When resources allow they will then be deployed onto the “non defined” routes dealing with problems in priority order.

3 TREATMENT OF FOOTWAYS AND CYCLETRACKS & DISTRICT CENTRES

Frost Routes

Footpaths/cycletracks and district centres that will be treated when frost is forecast are the “defined footway routes” at the following locations:

- 1) Adopted footpaths in Telford Town centre.

- 2) Footpaths serving the main shopping areas of:
- a) Wellington
 - b) Dawley
 - c) Madeley
 - d) Newport
 - e) Ironbridge
 - f) Oakengates

Snow & ice

In the event of prolonged snow or ice strategic footway/cycletracks will be treated in a priority order. The order starts with town centres, local district centres etc. It is not possible to clear all the footpaths within the Borough during these wintry conditions.

4 GRIT BINS

Grit bins in general are only provided on “non-defined” roads at high risk sites such as steep hills, severe bends, etc and only on the adopted highway. Their provision is determined by on-site risk assessments using a standardised set of criteria and then prioritised based on available resources. Grit bins are provided on the basis of self-help by the public and the service is limited to refilling the bins with salt and replacing damaged bins.

A limited number of grit bins are provided at key locations on the footway/cycleway network defined as routes promoted as Safe Routes to Schools.

Requests for new grit bin locations are considered only from Ward members, Parish & Town Councils or community organisations and contributions will be sought from these groups for provision and maintenance.

5 STAKEHOLDER REQUESTS

Local roads which have been highlighted for consideration for adding to the gritting routes and assessed against our policy and **do not** comply are:

Location	Comments
Ellerdine Heath to A442	This is a C Road and therefore does not fall within the Policy. It was suggested that Shropshire Council grit their section of this road. Having investigated the matter further – it is confirmed that it is not on their defined gritting routes and is dealt with on an ad hoc basis when the weather dictates. Could be added to our ad hoc list at times of severe persistent weather if salt stocks are adequate.
A41 to Puleston	This is a C Road and therefore does not fall within the Policy. It was suggested that Staffordshire County Council grit their section of this road. It is not on their defined gritting routes and if there has been any gritting it has been on an ad-hoc basis. Could be added to our ad hoc list at times of severe persistent weather if salt stocks are adequate.

Rodington to B5063	This is a C Road and therefore does not fall within the Policy. The main bus routes are from the B5062 through Rodington to the B4394 at Walcot. The 822 only uses the road from Rodington to the B5063. Could be added to our ad hoc list at times of severe persistent weather if salt stocks are adequate.
Cherry Tree Hill	This is a C Road and therefore does not fall within the Policy. This is used as a short cut by drivers which is why traffic speed is restricted with traffic calming measures e.g. speed humps. The defined route is the Queensway and Jiggers Bank primary routes. Numerous requests received from residents, should this road be added, existing grit bins would be removed, they would no longer be required. Could be added to our ad hoc list at times of severe persistent weather if salt stocks are adequate.
School Road, Hillside and Flatt Road, Edgmond	These are unclassified roads and there is no justification for them to be included on the gritting routes. Edgmond is well served by two gritting routes through the village including to and from St Peters Primary School.

Roads which have been highlighted for consideration for adding to the gritting routes and assessed against our policy and **comply** are:

Location	Comments
Caynton Mill Road, Edgmond	Unclassified road, however it is the access road to Harper Adams College and therefore covered by policy. Please note that the B5062 past the college is gritted.