

Individual Executive Member Decision

Title of Report:	2012/13 Highway Winter Service Plan
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	24 October 2012
Forward Plan Ref:	ID2558

Purpose of Report: To seek approval of the 2012/2013 Highway Winter Service Plan.

Recommended Action: That the Executive Portfolio Member for Planning, Transport, Property, Highways approves the 2012/13 Highway Winter Service Plan.

Reason for decision to be taken: Government guidance for highway management recommends the provision of an annually reviewed operational plan for winter service.

Statutory: **Non-Statutory:**
Other:

Other options considered: None

Key background documentation:

- The Overview and Scrutiny Management Commission's review of the 2010/11 winter season.
- UK Roads Group publication 'Lessons Learned from Severe Weather February 2009'.
- Well maintained Highways – Code of Practice for Highway Maintenance Management, as amended November 2011.
- The resilience of England's Transport Systems in Winter – Interim report July 2010.

Portfolio Member Details	
Name & Telephone No.:	Councillor Keith Chopping - (0118) 983 2057
E-mail Address:	kchopping@westberks.gov.uk

Contact Officer Details	
Name:	Melvyn May
Job Title:	Highways Manager
Tel. No.:	01635 519873
E-mail Address:	mmay@westberks.gov.uk

Implications

Policy:	<p>To comply with best practice and the statutory duty to maintain the public highway in a safe condition, the Highways and Transport Service reviews and produces a Highway Winter Service Plan annually to set out its operational proposals for Members to consider.</p> <p>West Berkshire Council aims to provide as far as is reasonably practicable safe travelling conditions on the primary precautionary salting network during the winter service period when hoar frost and snow conditions are forecast.</p>
Financial:	<p>The cost of providing the Winter Service, including the maintenance of West Berkshire Council owned salt bins and undertaking up to 50 primary precautionary salting runs on 500km of carriageway, is included in the 2012/2013 revenue budget. (There is no budget provision for salting of the secondary network, snow clearance operations or footways treatment).</p>
Personnel:	<p>None arising from this report.</p>
Legal / Procurement:	<p>Following a House of Lords ruling, the Council has had a statutory duty from 10 October 2003 to ensure, so far as reasonably practicable that the safe passage along a highway is not endangered by snow or ice.</p> <p>The winter service is procured through the current Term Maintenance Contract for Highways and Bridges 2006 to 2016.</p>
Environmental:	<p>There are issues surrounding the impact of rock salt on the environment and these are addressed in the current term Highway Maintenance Contract for Highways and Bridges 2006 to 2016.</p>
Property:	<p>None arising from this report.</p>
Risk Management:	<p>None arising from this report.</p>
Equalities Impact Assessment:	<p>A Stage 1 Equality Impact Assessment has been prepared.</p>

Consultation Responses

Members:	
Leader of Council:	<p>Councillor Gordon Lundie supports and welcomes the recommendations.</p>
Overview & Scrutiny Management Commission Chairman:	<p>Councillor Brian Bedwell was consulted and commented over the care that had been taken to include the recommendations of OSMC, particularly the inclusion of schools within the snow clearance programme and hoped that other members would see this important addition to the programme. Brian Bedwell fully supports and welcomes the</p>

reports recommendations.

Ward Members: All Ward Members were consulted on the draft Winter Service Plan.

Opposition Spokesperson: Councillor Keith Woodhams has been consulted and notes the report.

Local Stakeholders: Parish and Town Councils and Ward Members were consulted on the draft Winter Service Plan and where appropriate, changes have been made to the report to address their comments. Formal responses have been provided. A summary is included at Appendix I.

Officers Consulted: Mark Edwards, Wendy Howells, David Holling, Jenny Graham, Carolyn Richardson

Trade Union: Not applicable.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
---	--	------------------------------

Supporting Information

1. Background

- 1.1 The winter season got off to a very mild start with October 2011 being one of the warmest on record. There was an exceptionally mild start to the month, with the coldest night being the 19 October which saw road temperatures drop to around +1°C in the coldest areas. November 2011 saw wet and windy conditions at times, but was generally dry and settled. It was the second warmest November on record and road temperatures stayed above zero for most of the month. The coldest night was on 27 November 2011 when road temperatures dipped below zero in the coldest areas. The first 18 days of December saw westerly winds bringing spells of wind and rain. Road temperatures fell close to or below zero on many of these nights, especially from the 13 to the 18 December 2011. The rest of the month was dominated by milder conditions.
- 1.2 January 2012 was unsettled with cold spells followed by milder conditions. A change took place on the 26 January 2012 resulting in colder air moving in with road temperatures close to zero on most nights. There was even some snow on the night of the 29 January 2012 into the start of the following morning. The first eleven days of February 2012 were generally very cold and road temperatures dropped below zero on most nights. The coldest nights saw road temperatures as low as -9°C and there was some snow, especially on the 4 and 9 February 2012. The rest of the month saw much milder conditions, but the weekend of the 18 and 19 February 2012 saw a colder interlude sending road temperatures below zero in many places. March 2012 was much sunnier and drier than normal and maximum temperatures were considerably above normal. Minimum air temperatures were close to average but the roads absorbed considerable heat during the day resulting in road temperatures only falling below zero on four nights. The start of April saw a dramatic reversal in the weather with it being one of the wettest on record and the coldest for 23 years. It was cold enough on the 5 April 2012 for road temperatures to drop below zero. The winter service was extended by one week as a result.
- 1.3 Following the Overview and Scrutiny Management Commission's comments about use of farmers to carry out snow clearing duties, further discussions took place with Windsor and Maidenhead Borough Council. The findings of this discussion are summarised in Appendix E along with the cost of providing this service and as a consequence, no changes are proposed to the Winter Service Plan 2012/13 in connection with the formal employment of farmers for snow clearance duties.
- 1.4 Prior to 2008/09 for a typical winter period, around 1000 tonnes of salt was considered to be the average used across the district. However, in 2008/09 around 2,500 tonnes was used and in 2009/10 around 4,000 tonnes. A similar quantity was used in 2010/11. The Council has therefore established a covered store of salt at its Highway Depot at Chieveley of 2200 tonnes. A further 2800 tonnes are held in reserve by our Term Contractor Volker Highways Ltd in Enfield, providing a total of 5,000 tonnes as recommended by the OSMC.
- 1.5 Details of Volker Highways Ltd performance and the number of salting runs undertaken during the winter are provided in Appendices A and B. Despite the severe weather conditions Volker Highways Ltd delivered a good performance returning an average score of 97.3% for the winter period, in other words, 97.3% of routes were completed within the contract time of 3 hours under normal winter

conditions. Whilst the contract requires 100% performance, the maximum delay was only 15 minutes over the specified contract time.

2. Review of the Winter Service Plan 2011/12

Salt Stock

- 2.1 Salt stocks remained above the minimum requirement of 1400 tonnes throughout the winter season. To meet the environmental requirements, the salt stock at Chieveley Depot was covered. At the start of the winter season a total of 5,000 tonnes will be available for the Council's use.

Salt Bins

- 2.2 The engagement of Parish and Town Council's in purchasing of salt bins has remained positive and has continued to make a difference across the district particularly in the rural areas. During the 2011/12 winter period an additional 44 salt bins were added to the network and these are summarised in Appendix E.

Communications

- 2.3 For the 2011/12 winter period, the Winter Service Plan and associated treatment routes were published on the Council's website and incorporated into the Council's online mapping facilities. In addition, live reporting of the Council's Winter Service actions was also published on the home page and in combination, these initiatives helped reduce the number of winter service related calls to the Council.
- 2.4 The 'Safer Driving' leaflet was revised and copies were distributed to all Members and Parish/Town Councils. It was also made available at all Council buildings with public access and published on the Council's website.

3. Operational Arrangements for Winter 2012/2013

- 3.1 The Winter Service period for 2012/2013 will operate from Monday 29 October 2012 to Sunday 31 March 2013, although this period may be extended if weather conditions dictate.
- 3.2 Precautionary salting, snow clearance, salt bin provision and the response to adverse weather will be carried out in accordance with the policy and guidance as detailed within the Council's Highway Winter Service Plan 2012/13.
- 3.3 All decisions and actions will be made by the Council's Winter Service Duty Officer using forecast information as supplied by the Council's contracted forecaster and local roadside weather stations.
- 3.4 Operationally, the delivery of the Winter Service will be provided by the Council's current Highway Maintenance Term Contractor, Volker Highways Ltd.
- 3.5 A copy of the 2012/13 Highway Winter Service Plan will be issued to all Members and all Parish/Town Councils. It will also be available on the Council's website.
- 3.6 The 'Safer Driving' leaflet will be revised to reflect the recommendations made in this report. Copies will be distributed to all Members and Parish/Town Councils and

will be made available at all Council buildings with public access. It will also be available on the Council's website.

- 3.7 A copy of the Winter Service Plan is provided in Appendix H. A paper copy of the Winter Service Plan along with the associated treatment routes will be made available in the Member's Room during the consultation period.

4. Equalities Impact Assessment Outcomes

- 4.1 Following the severe snow episodes in 2009 & 2010, the Council undertook a full and detailed performance review across all its services. The review was carried out by the Overview and Scrutiny Management Commission and their findings and recommendations, where applicable, were incorporated within the Winter Service Plan.
- 4.2 As a result of the review, a defined snow clearance footway network was established across the district which included major town and village centres as well as footways to NHS surgeries, West Berkshire Community Hospital, schools and other key public buildings.
- 4.3 The Winter Service Plan 2012/13 and associated treatment routes are published on the Council's website to allow users to decide whether to make a journey.

5. Conclusions

- 5.1 The Primary Treatment Network, which accounts for 41.7% of the highway network includes all A and B classified roads and some strategically important C class and unclassified roads. No routes have been added or deleted for 2012/13. These routes will receive precautionary treatment when hoar frost and/or ice are forecast.
- 5.2 The amended Secondary Treatment Network, which represents 19.8% of the highway network, will be treated when hoar frost and/or ice have been experienced for an unbroken period of greater than 72 hours. One additional road (Waller Drive, Cold Ash) has been included on the Secondary Treatment Network for 2012/13. Details are shown in Appendix D.
- 5.3 The Road Snow Clearance Network, which accounts for 47.5% of the highway network ensures that as far as is reasonably practicable all bus routes and access routes to schools and doctors surgeries will be cleared of snow as a priority. No routes have been added or deleted for 2012/13.
- 5.4 The Contingency Treatment Network which covers 46.8% of the highway network, has been introduced and will be treated when hoar frost and/or ice or snow are forecast but only when there is a national shortage of salt or limited salt supplies and/or there has been a Government directive to limit salt use.

6. Recommendations

- 6.1 Officers recommend that the 2012/13 Highway Winter Service Plan is approved and adopted as Council Policy.

Appendices

Appendix A – Stage 1 Equalities Impact Assessment

Appendix B – Contractors Performance in delivering the 2011/12 Winter Service.

Appendix C – Summary of Winter Operations 2011/12.

Appendix D – Changes to the Primary, Snow Clearance and Contingency Networks

Appendix E – Additional Salt Bins (funded by Parish/Town Councils)

Appendix F – Cost of Using Farmers based on Hampshire County Council framework

Appendix G – List of departures from the Code of Practice for Maintenance Management

Appendix H – Winter Service Plan 2012/13

Appendix I – Summary of Consultation Responses.

APPENDIX A

Equality Impact Assessment – Stage One

Name of item being assessed:	2012/13 Highway Winter Service Plan
Version and release date of item (if applicable):	19 October 2012
Owner of item being assessed:	Andrew Reynolds
Name of assessor:	Melvyn May
Date of assessment:	26/09/2012

1. What are the main aims of the item?

To comply with best practice and the statutory duty to maintain the public highway in a safe condition. The Council aims to provide as far as is reasonably practicable safe travelling conditions on the primary precautionary salting network during the winter period.

Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.
(Please demonstrate consideration of all strands – age, disability, gender, reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief and sexual orientation.)

Group Affected	What might be the effect?	Information to support this.
Older People	Difficulty in using footways during periods of sub-zero weather and/or snow. Higher risk of injury.	Customer Service Calls Claim applications
Disabled	As above.	Customer Service Calls Claim applications

Further Comments relating to the item:

Following the severe snow episodes in 2009 & 2010, the Council undertook a full and detailed performance review cross all its services. The review was carried out by the Overview and Scrutiny Management Commission and their findings and recommendations, where applicable, were incorporated within the Winter Service Plan. As a result of this review, a defined snow clearance footway network was established across the district which included major town and village centres as well as footways to NHS surgeries, West Berkshire Community Hospital, schools and other key public buildings. In addition, the Winter Service Plan goes out to consultation to all Members and Town and Parish Councils each year and the Plan and associate treatment routes are published on the Council's website to allow users to decide whether to make a journey. As a result of the above, no Stage 2 Audit is required.

APPENDIX A (cont'd)

3.	Result (please tick by double-clicking on relevant box and click on checked)
	High Relevance This needs to undergo a Stage 2 Equality Impact Assessment.
	Medium Relevance This needs to undergo a Stage 2 Equality Impact Assessment
	Low Relevance This needs to undergo a Stage 2 Equality Impact Assessment
X	No Relevance This does not need to undergo a Stage 2 Equality Impact Assessment

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

4. Identify next steps as appropriate:	
Stage Two required	
Owner of Stage Two assessment:	
Timescale for Stage Two assessment:	
Stage Two not required:	X

Date: 26/09/2012



Signed: _____

APPENDIX B

Contractors Performance in Delivering 2011/12 Winter Service.

Contract Performance Indicator – the percentage of gritting routes completed within the specified time.

Month	Percentage of routes completed within time	Contract requirement
November 2011	100.0 %	100.0 %
December 2011	96.9 %	100.0 %
January 2012	98.4 %	100.0 %
February 2012	97.5 %	100.0 %
March 2012	93.8%	100.0 %
Annual average	97.3%	100.0 %

(The figures for March 2012 are lower than expected, due to breakdowns of vehicles on 4th and 5th March respectively)

APPENDIX C

Summary of Winter Operations: 31 October 2011 to 1 April 2012

Month	Precautionary Salting Runs on Primary Treatment Network*	Precautionary Salting Runs on Secondary Treatment Network*	Precautionary Salting Runs on the Contingency Treatment Network*
Nov 2011	1	0	0
Dec 2011	13	0	0
Jan 2012	15	0	0
Feb 2012	13	3	0
March 2012	4	0	0
Totals	46	3	0

Number of snow clearance days	7
-------------------------------	---

- * The figures shown relate to normal winter service conditions. For the periods 4th-5th February and 9th-11th February 2012, the service was operating under emergency procedures and vehicles were constantly on the network treating roads or clearing snow. Performance during this period is therefore excluded from the above summary.

APPENDIX D

Changes to the Primary, Snow Clearance and Contingency Networks for 2012/13

Primary Salting Routes Additions 2012/13

Name	Start	End	Ward	Funding
Nil				

Primary Salting Route Removals in 2012/13

Name	Start	End	Ward	Funding
Nil				

Secondary Salting Route Additions in 2012/13

Name	Start	End	Ward	Funding
Waller Drive	Turnpike Road	Stoney Lane	Newbury	Internal WBC

Secondary Salting Route Removals in 2012/13

Name	Start	End	Ward	Funding
Nil				

Snow Clearance Routes Additions 2012/13

Name	Start	End	Ward	Funding
East Lane	High Street	Oxford Road	Chieveley	Internal WBC

Snow Clearance Routes Removals 2012/13

Name	Start	End	Ward	Funding
Nil				

APPENDIX E

Additional Salt Bins (funded by Parish/Town Councils)

Parish/Town	Road	Location	No.
Beech Hill	Wood Lane	Grass verge (Outside "Coppers")	1
Beech Hill	Trowes Lane	Grass verge (Outside Old Elm Tree PH)	1
Brightwalton	Holt Lane	Grass verge (Junction with B4494)	1
Brightwalton	Sparrowbill	Grass verge (Junction with B4494)	1
Brimpton	Brimpton Lane	Grass verge (By Able Bridge Cottages)	1
Brimpton	Brimpton Lane	Grass verge (By footpath)	1
Brimpton	Brimpton Road	Grass verge (Junction with Crookham Common Road)	1
Brimpton	Brimpton Road	Grass verge (Opposite Three Horseshoes PH)	1
Bucklebury	Paradise Way	Public Highway	1
Bucklebury	Berrys Road	Public Highway	1
Bucklebury	Byles Green	Public Highway	1
Cold Ash	Hatch Gate Close	Grass verge (Outside No.20)	1
Cold Ash	Fishers Lane	Grass verge (Opposite Green Hills)	1
Cold Ash	Marston Drive	Grass verge (next to lamp column)	1
Compton	Whitewalls Close	25m North of Hockham Road	1
Greenham	Capability Way	Grass verge (Opposite No.18)	1
Holybrook	Bayford Drive	Opposite junction with Carters Rise	1
Holybrook	Calbourne Drive	Opposite No.8 (by sub-station)	1
Holybrook	Holybrook Centre	At entrance to centre	1
Hungerford	Chestnut Walk	Grass verge (Junction with Bulpit Lane)	1
Hungerford	Hillside Road	Grass verge (Adjacent to No.16 Priory Avenue)	1
Hungerford	Hungerford Newtown	Footway near Church (Opposite Tally Ho PH)	1
Hungerford	Penny Farthing Close	Grass verge (Junction with North Standen Road)	1
Lambourn	Rockfel Road	Footway (Opposite No.46)	1
Lambourn	Woodbury	Grass verge (Junction with Newbury Road)	1
Leckhampstead	Egypt Hill Corner	Grass verge	1
Midgham	Church Hill	Grass verge (North of Oldstock Farm)	1
Newbury	Northwood Drive	Footway (outside No.6)	1
Newbury	Pond Close	Public Highway & Junction with Elizabeth Avenue	2
Newbury	Kingsland Grange	Public Highway	1
Newbury	Lipscombe Close	Public Highway	1

APPENDIX E (cont'd)

Additional Salt Bins (funded by Parish/Town Councils)

Parish/Town	Road	Location	No.
Newbury	Sidestrand Road	Public Highway (North and South end)	2
Newbury	West Mills	By Swing Bridge / Entrance to Mallard Court	2
Newbury	Falkland Drive	Public Highway	1
Newbury	Holborne Close	Junction with Glendale Avenue	1
Padworth	Padworth Close	Grass verge	1
Padworth	Farrows Road	Grass verge (Junction with A340)	1
Purley-on-Thames	Hazel Road	Grass verge (Opposite No.40)	1
Purley-on-Thames	Menpes Road	Grass verge (Opposite No.23)	1
Streatley	Lewendon Wood - (Stichens Green Road)	Entrance to Golf Course (200m South of junction with B4009)	1
West Ilsley	The Maltings	Public Highway	1

Total 44

APPENDIX F

Cost of Using Farmers based on Hampshire County Council Framework

Initial Set Up Costs

- To supply each farmer with a suitable plough for their vehicle: £3,000.00 each
 - Assume 20 no. farmers on an approved list: £3,000.00 x 20 no.
- TOTAL £60,000.00**

Year on Year Costs

- Annual retainer payable to each farmer (paid at discretion of Authority): £300.00 / year
- Annual maintenance of ploughs: £200.00 / year
- Payment during snow conditions: £45.00 / hour

Assuming 20 no. farmers on an approved list and based on last season (2010/11):

- Annual retainer: £300.00 x 20 no. = £6,000.00
 - Annual maintenance: £200.00 x 20 no. = £4,000.00
 - Payment based on 2010/11 snow conditions: 10 days x 5 hrs/day x £45.00/hr = £2,250.00 each
20 no. x £2,250.00 = £45,000.00
- TOTAL £45,000.00 / per annum**

The above figures are estimates only.

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
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.	Yes	Winter Service Plan reviewed in accordance with recommendations of the Overview and Scrutiny Management Commission (OSMC) and COP as amended December 2009. Plan to be approved by Individual Decision 24 October 2011.	
2	Authorities should consider, consult on and formally adopt local service standards for resilience of their winter service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.	Yes		
3	Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather.	Yes		
4	Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement and sharing depots and salt stock, would prove effective and provide value for money approach to increasing winter service resilience.	Yes	Joint procurement with Berkshire Unitaries for sensor maintenance and forecasting services.	

APPENDIX G (cont'd)

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
5	Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party.	Yes	See item 1	
6	Authorities should ensure effective communication of information for the public before and during normal and severe winter conditions.	Yes	Publication of 'Safer Driving this Winter on West Berkshire Roads' leaflet and Winter Service Plan and associated route plans via the website.	
7	Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders and seek to ensure improved service for the public.	Yes		
8	Authorities should formally approve, adopt and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code	Yes	See Item 1.	
9	Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code.	Yes	Route plans in place where appropriate.	The Council only salts specified sections of footway network during prolonged hazardous conditions and when snow is forecast. Remote cyclepaths are not treated.

APPENDIX G (cont'd)

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
10	Authorities should prepare contingency Winter Service Plans for severe weather conditions, which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent Authorities.	Yes	The Council has a defined Contingency network which is detailed in the Winter Service Plan. Route plans are also in place.	
11	Authorities should explore the potential for mutual aid in salt supply and other aspects of winter service and should make contingency arrangements in advance.	Yes	Alternative salt supply arrangements in place with WBC's Term Maintenance Contractor.	
12	Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making.	Yes	West Berkshire Council makes use of information from roadside sensors and detailed site specific forecasts issued by MeteoGroup UK in its decision making process.	

APPENDIX G (cont'd)

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
13	Authority should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents.	Yes	PI's in Term Maintenance Contract and Winter Service Plan.	
14	To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season.	Yes	All Duty Officers trained to City and Guilds Supervisor Standard. All Term Contractor WS operatives have City & Guilds 6157 accreditation (superseded by 6159). 2 staff are now accredited City & Guilds Winter Service Supervisors.	
15	Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events.	Yes	Ad hoc audits are undertaken to test Winter Service Plan during winter season.	
16	Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase.	Yes	Term Contractor / Salt Union re-stocking arrangements in place.	

APPENDIX G (cont'd)

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
17	As a means of enhancing local salt storage capacity, Authority and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of season or provision of land.	Yes	Recommendation of OSMC to increase WBC's salt stock to 5000t. Being a predominantly rural district, WBC's winter service requirements do not favourably align with those of the more urban UA's in Berkshire.	
18	Authority should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier.	Yes	Arrangements in place with Highway Term Contract for alternative salt supplies.	
19	Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. Longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment facilities.	Yes	Arrangements in place with salt union to maintain a total salt stock of 5000t.	

APPENDIX G (cont'd)

Departures from the Code of Practice for Maintenance Management Recommendations for Winter Service

Recommendation	Description	Adopted by WBC	Comments	Reason for not adopting recommendation
20	All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances.	Yes	The Winter Service Plan is reviewed annually.	

Winter Service Plan 2012/13