

Individual Executive Member Decision

Title of Report:	2015/16 Highway Winter Service Plan
Report to be considered by:	Individual Executive Member Decision
Date on which Decision is to be taken:	27 October 2015
Forward Plan Ref:	ID3039

Purpose of Report: To seek approval of the 2015/16 Highway Winter Service Plan.

Recommended Action: That the Executive Portfolio Member for Highways, Transport and Emergency Planning approves the 2015/16 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	
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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 2015/16 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:	Councillor Gordon Lundie
Overview & Scrutiny Management Commission Chairman:	Councillor Emma Webster
Ward Members:	All Ward Members
Opposition Spokesperson:	Councillor Billy Drummond
Local Stakeholders:	All Town and Parish Councils
Officers Consulted:	Mark Edwards, Wendy Howells, David Holling, Carolyn Richardson
Trade Union:	Not applicable.

Is this item subject to call-in.	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval		<input type="checkbox"/>
Delays in implementation could have serious financial implications for the Council		<input type="checkbox"/>
Delays in implementation could compromise the Council's position		<input type="checkbox"/>
Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding 6 months		<input type="checkbox"/>
Item is Urgent Key Decision		<input type="checkbox"/>
Report is to note only		<input type="checkbox"/>

Supporting Information

1. Background

- 1.1 The 2014/15 winter season was fairly unremarkable in terms of temperature, rainfall and sunshine amounts. The season began and ended on reasonably mild terms whilst the core winter months of December, January and February saw more frequent cold spells, with nearly half of these nights recording below-zero temperatures. It was a predominantly snow-free winter, with only one or two occasions of settling snow.
- 1.2 October was a warmer but also wetter than average month, with frequent showers and often brisk winds. The final day of the month ended on a very warm note, when the maximum air temperature exceeded 21°C in places. Road surface temperatures held above zero throughout October and even managed to stay above 10°C on nearly half of the nights.
- 1.3 The trend towards mild but unsettled weather continued well into November, with southern England affected by rain/showers and strong winds. Despite temperatures being above average, the unsettled conditions meant that sunshine amounts fell short of the November average. From the middle of the month high pressure became more influential and allowed for more extended dry periods.
- 1.4 December was a drier and sunnier than average month on the whole. The month alternated between mild and chilly spells, and subsequently road surface temperatures fell below zero on 12 nights through the month. Temperatures fell below zero frequently during the last week of the month. The lowest road surface temperature recorded during the month was -5.3°C which occurred on 29th and 30th.
- 1.5 After a fine opening to the month, January became rather unsettled. Despite temperatures being often close to or above average, road surface temperatures managed to dip below zero on four nights during the first two weeks of the month. Road surface temperatures dropped below zero more frequently in the second half of the month, only holding above zero on four nights.
- 1.6 February was slightly drier and sunnier than average, although the mean maximum and minimum temperatures were both below normal. The chilly and fairly settled conditions experienced at the end of January carried into the start of February. Road surface temperatures fell below zero every night up to the 9th. The remainder of the month was dominated by fairly unsettled weather. Road surface temperatures held above zero on many nights during this period.
- 1.7 March opened fairly cold and showery, with road surface temperatures below zero on three out of the first four nights. Through the ensuing fortnight, road surface temperatures held above zero as high pressure moved in. The final days of the month became yet more unsettled with south westerly winds, along with bands of rain, all of which conspired to keep road surface temperatures above zero.
- 1.8 Despite the relatively mild winter it was still necessary to treat the primary network on 48 occasions and the snow clearance network on 9 occasions. As a result approximately 3,125 tonnes of salt was used in total through the season. With this in mind the salt stock held at Chieveley Depot will be 3,500 tonnes for the coming season. This stockpile will be replenished throughout the winter season to maintain sufficient supply. However, should the need arise the Council have access to 2,000 tonnes of additional salt which is stored off site by the Council's Term Contractor (Volker Highways Ltd).

2. Review of the Winter Service Plan 2014/15

Summary

- 2.1 Details of Volker Highways Ltd performance and the number of salting runs undertaken during the 2014/15 winter are provided in Appendices A and B. Volker Highways Ltd delivered a good performance returning an average score of 97.4% for the winter period, in other words, 97.4% 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 50 minutes over the specified contract time on one route, but this was due to a vehicle breakdown.

Salt Stock

- 2.2 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 3,500 tonnes was available for the Council's use.

Salt Bins

- 2.3 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 2014/15 winter period only one additional salt bin was added to the network and this is summarised in Appendix E.

Communications

- 2.4 For the 2014/15 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.
- 2.5 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 2015/16

- 3.1 The Winter Service period for 2015/16 will operate from Monday 2 November 2015 to Sunday 3 April 2016, 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 2015/16.
- 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 2015/16 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 any 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 G. 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 2015/16 and associated treatment routes will be 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 2015/16. These routes will receive precautionary treatment when hoar frost and/or ice are forecast. Details are shown in Appendix D.
- 5.2 The 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. No routes have been added or deleted for 2015/16.
- 5.3 The Road Snow Clearance Network, which accounts for 48.5% 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 2015/16.
- 5.4 The Contingency Treatment Network which covers 46.8% of the highway network, 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 2015/16 Highway Winter Service Plan is approved and adopted as Council Policy.

Appendices

Appendix A – Stage 1 Equality Impact Assessment

Appendix B – Contractors Performance in delivering the 2014/15 Winter Service

Appendix C – Summary of Winter Operations 2014/15

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

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

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

Appendix G – Summary of Consultation Responses

Appendix H – Winter Service Plan 2015/16

APPENDIX A

Equality Analysis Template – Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a full Equality Analysis is required.

Name of policy, strategy or function:	2015/16 Highway Winter Service Plan
Version and release date of item (if applicable):	
Owner of item being assessed:	Andrew Reynolds
Name of assessor:	Melvyn May
Date of assessment:	28 September 2015

Is this a:		Is this:	
Policy	Yes	New or proposed	No
Strategy	No	Already exists and is being reviewed	Yes
Function	Yes	Is changing	No
Service	Yes		

1 What are the main aims, objectives and intended outcomes of the policy, strategy function or service and who is likely to benefit from it?	
Aims:	To comply with best practice and the statutory duty to maintain the public highway in a safe condition.
Objectives:	The Council aims to provide as far as reasonably practicable safe travelling conditions on the primary precautionary salting network during the winter period.
Outcomes:	Safe travelling conditions on identified roads.
Benefits:	Reduced number of traffic accidents.

APPENDIX A (C'ont)

2 Note which groups may be affected by the policy, strategy, function or service. Consider how they may be affected, whether it is positively or negatively 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, Sex 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	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 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. 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 associated 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.

3 Result

Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?	No
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Please provide an explanation for your answer:

Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?	No
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Please provide an explanation for your answer:

If your answers to question 2 have identified potential adverse impacts and you have answered 'yes' to either of the sections at question 3, then you should carry out a Stage 2 Equality Analysis.

If a Stage 2 Equality Analysis is required, before proceeding you should discuss the scope of the Analysis with service managers in your area. You will also need to refer to the equality analysis guidance and Stage 2 template.

APPENDIX A (C'ont)

4 Identify next steps as appropriate:	
Stage Two required	No
Owner of Stage Two assessment:	
Timescale for Stage Two assessment:	
Stage Two not required:	X

Signed:



Date: 28 September 2015

Please now forward this completed template to the Principal Policy Officer (Equality and Diversity) for publication on the WBC website.

APPENDIX B

Contractors Performance in Delivering 2014/15 Winter Service.

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

Month	Percentage of routes completed within time (3 hours)	Contract requirement
November 2014	96.7%	100.0 %
December 2014	95%	100.0 %
January 2015	96.7%	100.0 %
February 2015	98.4%	100.0 %
March 2015	100%	100.0 %
Annual average	97.4%	100.0 %

APPENDIX C

Summary of Winter Operations: 27 October 2014 to 29 March 2015

Month	Precautionary Salting Runs on Primary Treatment Network	Precautionary Salting Runs on Secondary Treatment Network	Precautionary Salting Runs on the Contingency Treatment Network
November 2014	3	0	0
December 2014	16	0	0
January 2015	12	0	0
February 2015	12	0	0
March 2015	5	0	0
Totals	48	0	0

Number of snow clearance days	9*
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* The figure shown relates to the number of days the snow clearance network was treated on the forecast of snow. In reality snow actually only fell causing accumulations on 2 & 3 February 2015. For this short period 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 2015/16

Primary Salting Routes Additions 2015/16

Name	Start	End	Ward	Funding
Nil				

Primary Salting Route Removals in 2015/16

Name	Start	End	Ward	Funding
Nil				

Secondary Salting Route Additions in 2015/16

Name	Start	End	Ward	Funding
Palmers Hill	Holly Lane	Long Bottom Lane	Basildon	WBC
Long Bottom Lane	Palmers Hill	Ashampstead Road	Basildon	WBC

Secondary Salting Route Removals in 2015/16

Name	Start	End	Ward	Funding
Whitemoor Lane	Holly Lane	Drift Hill	Basildon	WBC
Drift Hill	Whitemoor Lane	Ashampstead Road	Basildon	WBC

Snow Clearance Routes Additions 2015/16

Name	Start	End	Ward	Funding
Brummell Road	A4 Western Avenue	Grove Road	Speen	WBC
Un-named Road	Thicket	Spray Lane	Downlands	WBC
Long Lane	Common Lane	Manor Farm	Downlands	WBC
Hill Green Lane	Un-named Road	Field Road	Downlands	WBC
Un-named Road	Prince's Lane	Mud Lane	Downlands	WBC
Sheep Leaze Lane	Field Road	Hailey Lane	Downlands	WBC
Hailey Lane & Stanmore Road	Sheep Leaze Lane	Oxford Road	Downlands	WBC

Snow Clearance Routes Additions 2015/16 cont'd

Name	Start	End	Ward	Funding
Ball Pit Road	Hailey Road	Fidlers Lane	Downlands	WBC
Un-named Road	Winterbourne Road	Un-named Road (towards Pitking Farm)	Downlands	WBC
Un-named Road	B4494	Un-named Road (towards Winterbourne)	Downlands	WBC
Coombe Road	Aldworth Road (including fork junction at Compton Crossing)	Un-named Road	Compton	WBC
Un-named Road	B4009 Forge Hill	Un-named Road (opposite Everington Farm)	Compton	WBC
Un-named Road	Un-named Road (opposite Everington Farm)	Chapel Lane	Compton	WBC
Un-named Road	Chapel Lane	Hatchets Lane	Bucklebury	WBC
Hatchets Lane	Un-named Road	Un-named Road (near Frilsham Manor Farm)	Bucklebury	WBC
Wellhouse Lane	Un-named Road	Marlston Road	Bucklebury	WBC
Cods Hill	A4 Bath Road	Woolhampton Hill	Aldermaston	WBC
Henwick Lane, Gordon Road & Bowling Green Road	A4 Bath Road	Tull Way	Thatcham	WBC
Westfield Road	Henwick Lane	Northfield Road	Thatcham	WBC
Mariners Lane	Southend Road	Bishops Road	Bucklebury	WBC
Bishops Road	Mariners Lane	Cock Lane	Bucklebury	WBC
Cock Lane	Bishops Road	Hungerford Lane	Bucklebury	WBC
Palmers Hill, Holly Lane & Dog Lane	Whitemoor Lane	B4009 Haw Lane	Compton, Basildon	WBC
Un-named Road	Ashampstead Road	Aldworth Road	Basildon	WBC
Aldworth Road	Un-named Road	Bethesda Street	Basildon	WBC
Un-named Road	Aldworth Road	Un-named Road	Basildon	WBC
Tidmarsh Lane	A340 The Street	Dark Lane	Basildon	WBC
Dark Lane	Tidmarsh lane	Ashampstead Road	Basildon	WBC

Snow Clearance Routes Removals 2015/16

Name	Start	End	Ward	Funding
Spray Lane	Main Street	Un-named Road to Brightwalton Green	Downlands	WBC
Field Road	Sheep Leaze Lane	Prince's Lane	Downlands	WBC
Prince's Lane	Field Road	Mud Lane	Downlands	WBC
Mud Lane	Prince's Lane	Old Street	Downlands	WBC

APPENDIX E

Additional Salt Bins (funded by Parish/Town Councils)

Parish/Town	Road	Location	No.
Tilehurst	Yew Tree Rise	Public Highway (Opposite No.91)	1

Total 1

APPENDIX F

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 8 October 2014.	
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 F (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 F (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 F (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 F (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	The salt stock held at Chieveley Depot will be 3,500 tonnes for the coming season. However, should the need arise the Council have access to an additional 2,000 tonnes of salt held off site by the Council's Term Contractor (Volker Highways Ltd).	
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.	

APPENDIX F (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
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 3,500 tonnes at Chieveley Depot.	
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.	

Summary of Consultation Responses

APPENDIX G

Ref Number	Name / Organisation	Date Received	Comments	Response Issued	Action
1	Beedon Parish Council	05/10/15	"Ensure that roads leading to Beedon Primary school are salted/gritted appropriately to ensure the safety of all those using the premises"	By email	Road to Beedon Primary School forms part of the Secondary Network and has been added to the Snow Clearance Network.
2	Councillor Alan Law	06/10/15	Secondary Routes – In particular route 8. Suggested the removal of Whitemoor Lane and replace with Long Botton Road.	By email	Secondary Network updated as per request.
3	Cold Ash Parish Council	16/10/15	Consideration be given to promoting Waller Drive to the Snow Clearance Treatment Network. Consideration be given to promoting Fishers Lane to the Primary Treatment Network.	By email	Waller Drive added to Snow Clearance Network. Fishers Lane is a rural local link road with no bus services or schools and is served by Salt Bins. As a consequence it does not meet the criteria to be added to the treated network.
4	Tilehurst Parish Council	15/10/15	Appendix G – amend "Cromwell Centre" to "Cornwell Centre". Appendix G – Salt Bin listed at Birkhall Close not on site. Is one to be provided?	By email	Typing error corrected
5	Councillor Jeff Beck	16/10/15	Support to above request from Cold Ash Parish Council to promote Waller Drive to the Snow Clearance Treatment Network.	By email	See item 3 above