



# Winter Service Plan

**2023/24**





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## Introduction

The Winter Service forms an integral part of the management and maintenance of Clackmannanshire Council's Road network. Clackmannanshire Council, by virtue of the Roads (Scotland) Act 1984, has a statutory duty to take such steps as it considers reasonable to prevent snow and ice or indeed the consequences of any other weather condition endangering the safe passage of vehicular and pedestrian traffic over the Council's public roads. The intention of this duty is not that Clackmannanshire Council will take immediate and simultaneous steps to clear/treat every road whenever ice formations or snow accumulations, floods, fallen trees or other impediments exist. To do so would be impossible and beyond the limit of the resources available and, indeed, this is recognised by the Courts. The Council therefore prepares a plan of action, setting out how it intends to treat ice and snow in a reasonable and logical manner.

In order to deal efficiently and effectively with Winter Service delivery, operations need to be planned in a systematic manner and it is essential that a Plan and procedures, with clearly defined priorities, is established. The objective is to provide a Winter Service that will permit the safe movement of road users, including pedestrians, whilst minimising effects on the environment and the consequences of adverse weather conditions to the national and local economy and related influences on inhabitants of the country.

Clackmannanshire Council's Roads Service is responsible for providing the Winter Service, on public adopted Roads and other identified routes, within the Clackmannanshire Council area. The Winter Service comprises the following types of treatment:

- ❖ Precautionary Salt Treatment
- ❖ Treatment of Ice
- ❖ Treatment of Snow
- ❖ Treatment of Hard Packed Snow and Ice

The treatment of the snow and ice conditions is generally conducted in accordance with National Guidance.

## **Priorities and Standards**

The Council will determine the appropriate level of treatment or standards of treatment in accordance with the relative importance of any particular carriageway, footway, or footpath in its network

## **Winter Period**

The Council will provide a Winter Service from **20<sup>th</sup> October 2023 to 11<sup>th</sup> April 2024.**

## **Priorities and Treatments**

### **Carriageways**

Clackmannanshire Council have agreements with each adjacent local authority to ensure that arrangements at the road boundary of the Council are dealt with in the most efficient and cost-effective manner. This may result in other authorities conducting Winter Services within the Clackmannanshire Council area and Clackmannanshire operations working outside its boundaries. Each arrangement is covered by a Memorandum of Understanding between each authority. The Winter Service of roads will be based on treating the various priorities of road as defined below:

### **Priority C1**

Roads comprising the strategic road network including major bus service routes, main urban traffic routes, principal routes to schools and routes to emergency service establishments.

**Treatment:** These routes will receive the following treatment when assessed, as necessary.

- ❖ Precautionary salt treatment between **0530 and Midnight.**
- ❖ The treatment of ice formations between **0530 and Midnight.**
- ❖ The clearance of snow accumulations **24 hours per day.**

**NB** The time allotted for the treatment of ice conditions on Priority C1 routes is 2½ hours and the commencement time of 0530 hours is designed to ensure treatment is complete by 0800 hours. Treatment of snow conditions will take longer particularly if ploughing is required.

## Priority C2

These are the major secondary routes which include urban spine roads into housing and industrial areas and certain rural roads and identified routes including major cul-de-sacs in housing and industrial areas and certain roads opening less populated rural areas.

**Treatment:** These routes will not receive precautionary salting and any treatment of ice and snow will only be conducted when a specific instruction to do so is given by management who should be satisfied that the following criteria are met:

- ❖ The general weather outlook established from forecast, other meteorological information, ice sensor trends et cetera, is that the prevailing ice or snow conditions are likely to continue beyond midday.
- ❖ That their treatment would not be detrimental to the level of service required on Priority C1 routes.

C2 rural routes will not be treated out with daylight hours to reduce risk to drivers and vehicles.

## Priority C3

The remainder of the road network but divided into:

- ❖ **C3A:** Sections of road with identified difficulties.
- ❖ **C3B:** Others.

**Treatment:** These routes will only be treated in a very exceptional weather conditions and will require authorisation of the Senior Manager (Environment), or their nominated representative, who will specify C3A, C3B or both.

Minimum Winter Network
<p>As part of the Service's contingency planning, the Code of Practice also recommends that the Authority defines a <i>Minimum Winter Network</i>. This resilience network should provide a minimum essential service to the public during periods of extreme weather.</p> <p>During such weather, our resources will be focused on ensuring that the following links remain useable: - A91, A907, A908, A823 A977, B9096, B910 (Alloa Road only), B9140 and C59 (Gartarry Roundabout to Cattlemarket only).</p>

### **Notes on the Interpretation of the Plan on Carriageways: -**

1. All routes, with the exception of those within Priority 3, have been clearly established and will be listed under their priority categories on the route cards/maps for each gritter's area.
2. Particularly in housing areas, or car parks, it may not be practical to treat completely to plan, for example, if the weather conditions dictate treatment at a time when considerable numbers of vehicles are parked. If this occurs, instructions may be issued to take the first realistic and practical opportunity to return to these areas or to send in smaller treatment vehicles.
3. On all occasions, especially in adverse weather conditions, the higher Priority 1 routes will receive treatment prior to any activity on Priority 2 or 3 routes. This may result in activity on only Priority 1 routes.
4. Following consultation with the Duty Manager the Council will seek to mobilise additional resources if conditions deteriorate.
5. It may be that to take the shortest way between parts of its route, a gritter may travel over a road of lesser priority than that currently being treated. Salt will NOT be spread on such occasions, but ploughing will be permitted. This also applies from the gritter's parking area to a gritted route.
6. The Council will in general not treat individual properties including for example farm access, tourist facilities and premises. However, in extreme weather, consideration will be given to areas where essential services are provided including water, electricity, and gas supplies.
7. Where, in cases of a public emergency, sudden illness, or injury either domestic or related to an incident occur, the Council will consult with the emergency services for individual roads to be treated or cleared as necessary but purely on a case-by-case basis. Where routine medical arrangements are affected, it will be necessary for the individuals to make their own decisions on whether to travel. Additional resources will not be provided for in such circumstances.

8. The same criteria will apply to the accesses to cemeteries and to churches in the case of funeral services. Other types of church service will not be aided. Access to the home of the immediate bereaved family may be provided only where gradients or geometry problems exist.
9. Only requests by Police Scotland to allow access to accidents for emergency vehicles will be responded to.
10. Notification, by Police Scotland, of icy or snow conditions will be checked by a Duty Supervisor before responding.
11. The safety of the gritter operation will be considered prior to any activity being undertaken.
12. Requests by commercial organisations for earlier treatment due to incoming or outgoing deliveries will not be responded to.
13. It is an unfortunate consequence of snow ploughing that a windrow of snow may be left across driveways and side roads. This may cause issues for light vehicles, however, it is not practical for the windrow to be cleared by the Council without adversely affecting the Plan priority treatments.
14. As a result of this Plan, the Winter Service will NOT be provided at some facilities including old people's establishments or lunch clubs, nursery, or education establishments other than primary or secondary schools, other bus routes, school taxis or post bus routes and unadopted roads. In these situations, owners/occupiers should make their own arrangements.

## **Footways**

The Winter Service of footways will be based on treating the various categories of footway as defined below:

### **Priority F1**

#### **(Relates to both snow and ice treatment)**

The footways to be treated are:

- Those immediately outside shops in urban, community or village shopping centres where a minimum of three essential premises such as food shops, Post Offices et cetera exist.
- A connecting footway from the above shopping areas to relatively nearby and identified public buildings.
- Adopted footways in sheltered housing or residential complexes for the elderly.
- Footway on one side along main pedestrian routes which best serves pedestrian traffic and/or serves the most premises.
- Those providing a link to old people's residential establishments or sheltered housing complexes from the nearest treated footway.
- Standing areas at bus stops
- Main footways leading to main access gates to schools.

**Treatment:** These will be salted each morning that snow or ice formations exist unless information indicates that a thaw will take place before 0800 hours. Clearance will, as far as possible, be by mechanical means. Operations to clear snow will not continue throughout the day. Any further accumulations during the working day will be treated the following morning.



**Priority F2**

Priority F2 relates to ice or snow conditions and comprises the remaining footway network which has identified difficulties.

**Priority F3**

Priority F3 encompasses the remainder of the footway network.

**Treatment:** These routes will only be treated in a very exceptional weather conditions and will require authorisation of the Senior Manager (Environment) who will specify F3.

**NB** Link footpaths will not be treated where alternative, albeit longer treated footway routes are available. Footways will only be treated six days a week (Monday to Saturday), except in the run up to Christmas where identified town centre footways will be treated as required (from Sunday 11<sup>th</sup> December for four consecutive weeks inclusive).

**Notes on the Interpretation of the Plan on Footways and Footpaths: -**

1. Within any Priority, categories of footway/footpath will be dropped from treatment in reverse order if and for as long as conditions so dictate and whilst the principal routes are being dealt with. Every effort will be made to avoid this eventuality.
2. On occasions, during adverse weather conditions, only the highest priority routes will be treated. There may be times when only Priority F1 routes and the most important pedestrian links, within the F2 list, will be treated.
3. In snow conditions it is imperative that an early start is made to prevent hard packing by pedestrians. Authorisation, by the Duty Manager, for salt and/or grit will be required if packing occurs. Easily accessed sources of grit may have to be established.
4. In pedestrian areas, where gritting equipment can take access, it should do so with due care.
5. Pedestrian areas, within shopping centres, which gritting equipment cannot reach or where street furniture screens part of the footway, only 2m widths, outside each frontage and limited crisscrossing tracks will receive treatment.
6. Notwithstanding the descriptions given within each Priority, a footway route would usually be provided in preference to that of a footpath, even though it may be of

greater length. (Note: footways are generally adjacent to a carriageway and footpaths are generally remote from carriageways).

7. The connecting footway must be used, by the public, on a regular and predictable basis. Public buildings are those providing a primary and intensive service to the public during most of the day. This would include health centres, police stations, libraries, local authority offices and post offices

## **Salt Bins**

The Council will provide salt bins, for the storage of 50/50 salt/grit mix. Approximately 350 bins are placed at various identified locations, throughout the Council area.

Bins are provided, as follows:

- The bins are for the storage of 50/50 salt/grit mix for use on public roads only. These bins will be placed at locations of identified difficulties, for example, where a gradient of 1 in 17 or steeper exists, for a distance greater than 50metres..
- 50/50 salt/grit mix will be replenished during or following spells of adverse weather conditions as soon as resources allow.
- Bins have been provided only at locations, which are identified, but to which a vehicle can access for ease of filling.
- Bins may be provided for a footway or footpath, where particularly treacherous physical conditions exist. It will be located, for ease of filling, adjacent to a carriageway. Bins will not generally be provided adjacent to Priority 1 gritting routes, in car parks or for internal use by the Council or any other public or private property, such as schools, parks, hospitals, old people's homes et cetera. They will not be placed specifically outside old people's homes. Salt bins will not be provided on established footpath tractor routes
- A bin will be provided at underpasses and footbridges, provided a location can be found that will limit the public use of the salt on adjacent roads and footways.

## **Notes on the Interpretation of the Plan Regarding Salt Bins: -**

1. The bins will be checked and topped-up on a regular basis, with further inspection and replenishment taking place after each spell of adverse weather.
2. While every reasonable effort will be made to keep bins topped up during periods of adverse weather, this will only be practicable when resources are available.

3. 50/50 salt/grit mix contained in the bins is for the use of the public-on-public carriageways and footway/footpaths only. It is not for use on private driveways, accesses, or paths or any other unadopted carriageways or footways.
4. Bins will not be specifically placed outside old peoples' establishments or lunch clubs et cetera.

## **Mutual Aid**

### **Agreements with Stirling and Falkirk Councils**

During rock salt shortages, extreme winter events or during periods where operational difficulties occur, Clackmannanshire Council will work with Stirling and Falkirk Councils to share resources when demand and resources allow. Assistance will only be provided under this agreement if authorised by the Senior Manager Environment.

### **Public Holidays**

During the Christmas and New Year Public Holidays, priority route treatment will be conducted on a call-out only basis; unless weather conditions warrant there will be no pre-arranged stand-to or patrols. The Duty Manager will circulate details, in early December, of the rostering arrangements for the Christmas & New Year period.

### **Winter Decision Making**

As well as formal training from our weather forecaster, Duty Managers and Duty Officers will refer to National guidance. The following notes and matrix give an insight into the decision-making process for carriageways:

## Decision Making Procedure

Clackmannanshire Council make decisions on winter service treatment based upon the decision-Making Matrix shown below:

Clackmannanshire conduct periodic exercising to evaluate plans for responding to severe weather events.

## Decision Matrix Guide

Decision Matrix Guide				
Road Surface Temperature (RST)	Precipitation	Predicted Road Conditions		
		Wet	Wet Patches	Dry
May fall below 1C	No Rain No Hoar Frost No Fog	Salt before frost	Salt before frost (see note 1)	No action likely, Monitor weather (See note 1)
Expected to fall below 1°C	No Rain No Hoar Frost No Fog		Salt before frost (see note 2)	
	Expected hoar frost Expected fog		Salt after rain stops (see note 3)	
	Expected rain BEFORE freezing		Salt before frost, as required during rain and after rain stops (see note 4)	
	Expected rain DURING freezing		Salt before frost	
	Possible rain Possible hoar frost Possible fog		Monitor Weather Conditions	
Expected snow		Salt before snow fall		
The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt or surface moisture.				
All decisions should be evidence based, recorded, and require continuous monitoring and review.				