

Winter Service Plan

2026/27



Roads Service

Document Control

Version	Date	Author
1.0	October 2026	Stephen Kettrick
Approver	Review date	Status
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Contents

Contents	2
Introduction	3
Priorities and Standards	3
Priorities and Treatments	3
Carriageways	3
Priority C1	3
Priority C2	4
Priority C3	4
Notes on the Interpretation of the Plan on Carriageways	4
Footways	5
Priority F1	5
Priority F2 and F3	6
Notes on the Interpretation of the Plan on Footways and Footpaths	6
Salt Bins	6
Notes on the Interpretation of the Plan Regarding Salt Bins	7
Mutual Aid	7
Agreements with Stirling and Falkirk Councils	7
Public Holidays	7
Winter Decision Making	7
Decision Making Procedure	7
Decision Matrix Guide	8



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 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 or treat every road whenever ice formations, snow accumulations, floods, fallen trees or other impediments exist. To do so would be impossible and beyond the resources available, and 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.

To deliver the Winter Service efficiently and effectively, operations must be planned systematically. It is essential that a plan and supporting procedures, with clearly defined priorities, are established. The objective is to provide a Winter Service that permits the safe movement of road users, including pedestrians, while minimising environmental impacts and the consequences of adverse weather conditions for the national and local economy and residents.

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:

- Precautionary salt treatment
- Treatment of ice
- Treatment of snow
- Treatment of hard-packed snow and ice

Treatment of snow and ice conditions is generally undertaken in accordance with national guidance.

Priorities and Standards

The Council will determine the appropriate level or standard of treatment according to the relative importance of each carriageway, footway or footpath within its network.

Winter Period

The Council will provide a Winter Service from 16 October 2026 to 9 April 2027.

Priorities and Treatments

Carriageways

Clackmannanshire Council has agreements with each adjacent local authority to ensure that arrangements at the road boundary are managed efficiently and cost-effectively. 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 the authorities. The Winter Service of roads is based on the priorities 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 05:30 and midnight.
- Treatment of ice formations between 05:30 and midnight.
- Clearance of snow accumulations 24 hours per day.

Note: The time allocated for treatment of ice conditions on Priority C1 routes is 2.5 hours. The 05:30 commencement time is designed to ensure treatment is complete by 08:00. Treatment of snow conditions will take longer, particularly where ploughing is required.

Priority C2

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

Treatment: These routes will not receive precautionary salting. Treatment of ice and snow will be undertaken only when specifically instructed by management and when the following criteria are met:

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

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

Priority C3

The remainder of the road network is divided into:

- C3A: Sections of road with identified difficulties.
- C3B: Other roads.

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

Minimum Winter Network

As part of the Service's contingency planning, the Code of Practice recommends that the authority defines a Minimum Winter Network. This resilience network provides a minimum essential service during periods of extreme weather. During such weather, resources will focus on keeping the following links useable: A91, A907, A908, A823, A977, B9096, B910 (Alloa Road only), B9140 and C59 (Gartarry Roundabout to Cattlemarket only).

Notes on the Interpretation of the Plan on Carriageways

1. All routes, except those within Priority C3, have been clearly established and will be listed under their priority categories on the route cards and maps for each gritter area.
2. Particularly in housing areas or car parks, it may not be practical to treat completely to plan, for example where considerable numbers of vehicles are parked. Instructions may be issued to return at the first realistic and practical opportunity or to deploy smaller treatment vehicles.
3. On all occasions, especially during adverse weather, Priority C1 routes will be treated before any activity on Priority C2 or C3 routes. This may result in activity being limited to Priority C1 routes.
4. Following consultation with the Duty Manager, the Council will seek to mobilise additional resources if conditions deteriorate.



5. To take the shortest route between sections, a gritter may travel over a road of lower priority than the route being treated. Salt will not be spread on these occasions, although ploughing may be undertaken. The same applies when travelling from the gritter parking area to a gritting route.
6. The Council will generally not treat individual properties, including farm accesses, tourist facilities and premises. In extreme weather, consideration may be given to areas where essential services are provided, including water, electricity and gas supplies.
7. In a public emergency, sudden illness or injury, the Council will consult the emergency services about treatment or clearance of individual roads on a case-by-case basis. Where routine medical arrangements are affected, individuals must decide whether to travel. Additional resources will not be provided in such circumstances.
8. The same criteria apply to access to cemeteries and churches for funeral services. Other church services will not be supported. Access to the home of the immediate bereaved family may be provided only where gradients or road geometry create difficulties.
9. Only requests from Police Scotland to provide access to accidents for emergency vehicles will be responded to.
10. Notifications from Police Scotland of icy or snowy conditions will be checked by a Duty Supervisor before a response is initiated.
11. The safety of the gritter operation will be considered before any activity is undertaken.
12. Requests from commercial organisations for earlier treatment due to incoming or outgoing deliveries will not be accommodated.
13. Snow ploughing may leave a windrow of snow across driveways and side roads. Although this may cause difficulty for light vehicles, it is not practical for the Council to clear each windrow without adversely affecting priority treatments.
14. Under this Plan, Winter Service will not be provided at some facilities, including older people establishments or lunch clubs, nurseries or educational establishments other than primary or secondary schools, other bus routes, school taxi or post bus routes, and unadopted roads. Owners and occupiers should make their own arrangements.

Footways

The Winter Service of footways will be based on the categories 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 at least three essential premises, such as food shops or post offices, exist.
- A connecting footway from the above shopping areas to relatively nearby identified public buildings.
- Adopted footways in sheltered housing or residential complexes for older people.
- A footway on one side of main pedestrian routes that best serves pedestrian traffic and/or the greatest number of premises.
- Those providing a link to residential establishments for older people or sheltered housing complexes from the nearest treated footway.
- Standing areas at bus stops.
- Main footways leading to the main access gates of schools.

Treatment: These areas will be treated for snow or ice formations unless information indicates that a thaw will occur. Clearance will, where possible, be undertaken mechanically. Snow clearance operations will



not continue throughout the day. Further accumulations during the working day will be treated the following morning.

Priority F2 and F3

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

Priority F3 encompasses the remainder of the footway network.

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

Note: Link footpaths will not be treated where an alternative, although longer, treated footway route is available.

Footway Operating Period

Footways will be treated five days a week, Monday to Friday, during normal operational working hours.

Notes on the Interpretation of the Plan on Footways and Footpaths

1. Within any priority, categories of footway or footpath will be removed from treatment in reverse order if conditions require, while principal routes are being addressed. Every effort will be made to avoid this.
2. During adverse weather, treatment may be limited to the highest priority routes. There may be occasions when only Priority F1 routes and the most important pedestrian links within the F2 list are treated.
3. In snow conditions, an early start is required to prevent hard packing by pedestrians. Authorisation from the Duty Manager is required for salt and/or grit where packing occurs. Accessible sources of grit may need to be established.
4. Where gritting equipment can access pedestrian areas, it should do so with due care.
5. In shopping-centre pedestrian areas that gritting equipment cannot access, or where street furniture restricts access, treatment will be limited to 2 metre widths outside each frontage and limited criss-crossing tracks.
6. Notwithstanding the priority descriptions, a footway route will usually be provided in preference to a footpath route, even if longer. Footways are generally adjacent to a carriageway; 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, including health centres, police stations, libraries, local authority offices and post offices.

Salt Bins

The Council will provide salt bins for storage of a 50/50 salt and grit mix. In excess of 330 bins are located at identified sites throughout the Council area.

Bins are provided as follows:

- The mix is for use on public roads only. Bins are placed at locations with identified difficulties, for example where a gradient of 1 in 17 or steeper extends for more than 50 metres.
- The 50/50 salt and grit mix will be replenished during or after adverse weather as soon as resources allow.



- Bins are provided only at identified locations accessible to a vehicle for filling.
- A bin may be provided for a footway or footpath where particularly treacherous physical conditions exist. It will be located adjacent to a carriageway for ease of filling. Bins will not generally be provided adjacent to Priority C1 gritting routes, in car parks, for internal use by the Council, or on other public or private property such as schools, parks, hospitals or older people homes. Bins will not be placed specifically outside older people homes or on established footpath tractor routes.
- A bin will be provided at underpasses and footbridges where a location can be found that limits use of the material on adjacent roads and footways.

Notes on the Interpretation of the Plan Regarding Salt Bins

1. Bins will be checked and topped up regularly, with further inspection and replenishment after each spell of adverse weather.
2. Every reasonable effort will be made to keep bins topped up during adverse weather, but only where resources are available.
3. The 50/50 salt and grit mix is for public use on public carriageways, footways and footpaths only. It is not for use on private driveways, accesses or paths, or any other unadopted carriageway or footway.
4. Bins will not be placed specifically outside older people establishments or lunch clubs.

Mutual Aid

Agreements with Stirling and Falkirk Councils

During rock salt shortages, extreme winter events or operational difficulties, Clackmannanshire Council will work with Stirling and Falkirk Councils to share resources where demand and availability allow. Assistance under these arrangements will be provided only when authorised by the Senior Manager (Environment).

Public Holidays

During the Christmas and New Year public holidays, priority route treatment will be undertaken on a call-out basis only. Unless weather conditions warrant otherwise, there will be no prearranged stand-to or patrols. The Duty Manager will circulate details of the Christmas and New Year roster arrangements in early December.

Winter Decision Making

In addition to formal training provided by the Council weather forecaster, Duty Managers and Duty Officers will refer to national guidance. The following procedure and matrix provide an overview of the carriageway decision-making process.

Decision Making Procedure

Clackmannanshire Council makes decisions on Winter Service treatment using the Decision Matrix Guide below.

Clackmannanshire Council undertakes periodic exercises to evaluate plans for responding to severe weather events.



Decision Matrix Guide

Road Surface Temperature (RST)	Precipitation	Predicted road conditions: Wet	Predicted road conditions: Wet patches	Predicted road conditions: Dry
May fall below 1°C	No rain; no hoar frost; no fog	Salt before frost	Salt before frost	No action likely; monitor weather
Expected to fall below 1°C	No rain; no hoar frost; no fog	Salt before frost	Salt before frost	No action likely; monitor weather
Expected to fall below 1°C	Expected hoar frost or fog	Salt before frost	Salt before frost	Salt before frost
Expected to fall below 1°C	Expected rain before freezing	Salt after rain stops	Salt after rain stops	Salt after rain stops
Expected to fall below 1°C	Expected rain during freezing	Salt before frost, as required during rain and after rain stops	Salt before frost, as required during rain and after rain stops	Salt before frost, as required during rain and after rain stops
Expected to fall below 1°C	Possible rain, hoar frost or fog	Salt before frost	Salt before frost	Monitor weather conditions
Expected snow	Expected snow	Salt before snowfall	Salt before snowfall	Salt before snowfall

Decision-Making Principles

Precautionary treatment decisions should, where appropriate, be adjusted to account for residual salt and surface moisture. All decisions should be evidence-based, recorded, continuously monitored and reviewed.