# General Information and Guidance

- **Precautionary Salting Network – Carriageways**

There are 4,000 km of roads within West Sussex, 1,600km of which meet the criteria of inclusion and forms the network which is treated in advance of adverse weather.

The precautionary salting network for carriageways consists of the '**County Strategic Network' (as defined in the Local Transport Plan for West Sussex)**, District distributors, and other key routes. The Precautionary Network identifies the routes that WSCC will treat as required.

The Precautionary Salting Network is divided into Priority 1, 2 & 3 roads.

**Priority 1**. Primary Roads main A & B road network (as defined in the West Sussex Local Transport Plan), approaches to Hospitals, Ambulance and other Emergency Services.

**Priority 2**. Remainder of the A and B road network not treated as Priority 1.

**Priority 3**. All other roads that make up the Precautionary Salting Network that is not a Priority 1 or 2.

For 2014/15 the Precautionary Network has been defined, based on the level of available resources. Routes not identified on the Precautionary Network will not be treated unless identified in agreed Local Community Winter Maintenance Plans.

Further information and a map of the Precautionary Network can be found on the following web pages.

https://www.westsussex.gov.uk/roads-and-travel/maintaining-roads-verges-and-pavements/winter-service/

- **Spread rates**

The amount of salt applied to a surface varies depending on the forecasted temperature and conditions.

Typically

- 10 grams of salt is applied to each metre square of road surface as a precautionary treatment when surface temperatures are forecast to fall between $0^{O}$C and -2 $^{O}$C and ice or hoar frost is anticipated.

- 20 grams of salt is applied to each metre square of road surface as a precautionary treatment when surface temperatures are forecast to fall below -2 $^{O}$C and ice or hoar frost is anticipated.

- 40 grams of salt is applied to each metre square of road surface as a precautionary treatment when snow is anticipated.

- **De-icing road salt**

Salt is the preferred material used for treating the Precautionary Salting Network. When the salt is spread on road surfaces it combines with moisture on the surface or air to form a brine solution, which freezes at a lower temperature than rainwater.

- **Grit**

Grit, sharp sand or marine washed aggregates are sometimes used as an alternative to salt. Although they can provide traction when spread on top of compacted snow and ice, they have no melting capabilities.

- **Precautionary / reactive treatments**

As the name suggests precautionary treatments take place before the predicted event to allow time for salt to turn into brine.

Reactive treatments such as snow ploughing can only take place once snow has accumulated.

- **Daily Decision**

The Daily Decision is made by the Duty Manager each day between 1st Oct and 31st April based on all available information and states which parts of the Precautionary network is to be treated and when.

Information on the decision is available by signing up for WSCC gritting on twitter **@WSHighways**

NOTE: @WSCCGritting has now been retired.

- **Preparing for and dealing with severe weather**

Get ready for winter: further information and suggestions for the simple things you can do to help you and your family keep warm, healthy and safe through the cold weather – as well as saving money.

https://www.westsussex.gov.uk/fire-emergencies-and-crime/dealing-with-extreme-weather/dealing-with-heavy-snow-and-ice/

# Advice on hand salting

The photographs below illustrate some of the key features of effective hand salting.


Bulk Bags
One ton bags of salt / grit mix delivered to agreed locations as a response to a prolonged snow event for use on the **public highway** as a form of self-help. This material is not for use on private land.


WSCC recommends a spread rate of **approximately 20 grams of salt / grit per metres square** when hand salting. Although salt / grit can be spread effectively with shovels, care is required to ensure over salting does

not occur.  Push-along devices as shown above can be used to cover larger areas with an even spread. Large areas can thus be treated quicker with less wastage.

20 grams is in fact a very small amount. You don't need a lot of salt to protect a footway. Use it sparingly. Over salting is damaging to the environment and a waste of a limited resource.

The white board in the above photo is one metre square and has 20 grams of salt / grit spread across it. You will observe that you do not need a lot of salt to protect the footways. Spread it evenly and your salt will last longer and cover a greater area.