

Winter Maintenance FAQ's 2019/20

Question	Response
<p>What will the new Winter Maintenance Plan include?</p>	<p>The Winter Maintenance Plan sets out how we respond to icy and snowy weather during the winter period.</p> <p>The Plans includes details of the new 'Winter Service Network'. This network focuses on areas of local importance and includes roads such as major bus routes, Police Stations, Ambulance Stations, Fire & Rescue stations, hospitals and routes to large industrial establishments.</p> <p>It is important that we focus our efforts on treating these roads during cold weather to reduce the potential for ice forming.</p> <p>Under the new plan, we would continue to keep watch on the winter weather forecasts, ready to deploy gritter's on a priority basis, to keep main routes open and passable with care.</p>
<p>What is the Winter Service Network and how does it differ from the Resilient Winter Network</p>	<p>The Winter Service Network is the network we treat as a precaution to help prevent ice forming. It is a larger network than the Resilient Winter Network. It comprises areas of local importance and includes roads such as major bus routes, Police Stations, Ambulance Stations, Fire & Rescue stations, hospitals and routes to large industrial establishments.</p> <p>https://www.westsussex.gov.uk/roads-and-travel/maintaining-roads-verges-and-pavements/winter-service/gritting-routes/</p> <p>The Resilient Winter Network is a smaller network which is focussed on key roads in periods of severe weather.</p>
<p>What is the Resilient Winter Network?</p>	<p>The Resilient Winter Network This is the extent of the network that will be treated/ploughed in the event of heavy snowfall, 5cm +. This network will be driven in both directions on all roads with only the nearside lane being driven on dual carriageways/multi-lane roads.</p> <p>The Resilient Winter Network is based on the Resilient Network has regard to:</p> <ul style="list-style-type: none"> • Connectivity between major communities; • Links to the strategic highway network; • Connectivity across authority boundaries where appropriate;

	<ul style="list-style-type: none"> • Links to transport interchanges; • Access to emergency facilities including Fire and Rescue, Police, Ambulance Services and Hospitals; • Links to critical infrastructure (ports, power stations, water treatment works etc.); • Principle public transport routes, access to rail and bus stations, and to bus garages and other depots; and • Other locally important facilities.
During a significant snow event how does the new Resilient Winter Network differ to the old Priority 1 & Priority 2 network?	<p>The new Resilient Winter Network is similar to the old priority one and two network so customers will not experience a major change in service during Significant Snow events.</p> <p>Previously during periods of adverse weather the Highway Authority concentrated their Winter Service on the priority 1 and 2 roads (A & B Roads) and only treated the priority 3 roads once the "A" and "B" road network was secured (passable with care).</p>
What was considered when reviewing the gritting routes?	<p>In reviewing historical gritting routes, we have taken into consideration the requirements of the National Code of Practice. A Winter Resilient Network has been developed to ensure that it provides:</p> <ul style="list-style-type: none"> • Connectivity between major communities; • Links to the strategic highway network; • Connectivity across authority boundaries where appropriate; • Links to transport interchanges; • Access to emergency facilities including Fire and Rescue, Police, Ambulance Services and Hospitals; • Links to critical infrastructure (ports, power stations, water treatment works etc.); • Principle public transport routes, access to rail and bus stations, and to bus garages and other depots; and • Other locally important facilities. <p>We have;</p> <ul style="list-style-type: none"> • Focused on A & B road network (The M23, A27 and A23 Trunk Roads are the responsibility of Highways England) • Invested in upgrading weather stations – for more accurate forecasting • More active community support – over 155 Parish & Town Councils supporting their communities. 850 Grit bins. At least 50 farmers/volunteers supporting
Why has my road been removed from the Winter Service	<p>The Code of Practice recognises that it is not practical to provide treatment to all parts of the highway network. It should be recognised that many authorities will have difficulty treating all bus routes as part of their Winter Service salting routes.</p>

Network when it is still an existing bus route?	
Why grit the main roads when drivers can't get out of local residential roads?	<p>The National Code of Practice, Well Managed Highway Infrastructure, requires, in conjunction with legislation that, a highway authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The Code of Practice further states that, "Given the scale of financial and other resources involved in delivering the Winter Service, it is not considered reasonable either to:</p> <ul style="list-style-type: none"> • Provide the service on all parts of the network; and • Ensure carriageways, footways and cycle routes are kept free of ice or snow at all times, even on treated parts of the network." <p>It is, therefore, really important that motorists drive according to the conditions of the road and with extreme caution, regardless of whether the roads have been salted or not.</p>
Why is the road to my school no longer gritted as it will be dangerous for teachers and children to get to school?	<p>Priority is given to the Resilient Network of major and other important roads giving connectivity between major communities, links to the strategic network, links to transport interchanges and access to emergency services and hospitals. Consideration also has to be given to critical infrastructure such as power stations and water treatment works. It is recognised that it is not possible to treat all parts of the highway network or all bus routes.</p> <p>Those who drive on public highways do so in a manner and at a speed that is safe having regard to such matters as the nature of the road, the weather conditions and the traffic conditions. Drivers are first and foremost themselves responsible for their own safety.</p>
Is there provision for the Parish/Town Council to pay WSCC highways gritting contractor for roads to be gritted using precept funds?	<p>This facility isn't currently available winter 2019/20 but the aim is to have a mechanism in place for Parish & Town Councils to engage with the winter Contractor for winter 2020/21 under Improving Local Places & Spaces.</p> <p>A number of other local gritting contractors within the county currently work with Parish & Town Councils to support local Community Winter Plans or Emergency Plans.</p> <ul style="list-style-type: none"> • EFP Gritting https://efpgritting.co.uk/ based in Balcombe • Sussex Gritting Services https://www.sussexgrittingservices.com/contact-us/ based in East Grinstead • Sussex Manures https://sussexmanures.com/gritting_and_winter_services.php based in Findon.

Why have a high number of residential roads in the coastal communities and some towns been removed from the Resilient Network?	<p>The majority of residential roads have never been on a winter service route. Given the scale of financial and other resources involved in delivering the Winter Service, it is not considered reasonable either to:</p> <ul style="list-style-type: none"> • Provide the service on all parts of the network; and <p>Ensure carriageways, footways and cycle routes are kept free of ice or snow at all times, even on treated parts of the network.</p>
---	--

Winter Management Offer 2019/20 Frequently Asked Question's

Question	Answer
Can the existing Winter Plan roll over to this winter?	<p>All existing plans and agreements with local farmers/contractors need to be reviewed annually in case there are changes and resubmitted to WSCC.</p> <p>You will need to review and highlight any changes including:</p> <ul style="list-style-type: none"> • Contact Details of nominated persons. • Gritting and Snow Clearing routes identified in the plans. • Locations of salt bins/bags and highlighting any additional bins or bins that have been removed. • Check with your local farmer/contractor is still happy to support your winter plan.]
What is the pre-arranged financial contribution towards local farmers and contractors?	<p>To be able eligible you must have submitted following information by the 1st Dec 2019:</p> <ul style="list-style-type: none"> • A plan showing the roads that Farmer / Contractor will be gritting or snow ploughing which is agreed by the local Area Highway Manager • Email addresses for 2 key contacts that will receive the winter trigger information – one of whom should be the Farmer/Contractor. • Farmer / Contractor details and contact information • A valid Public Liability Insurance (covering Winter 2019/20) document for the Farmer / Contractor <p>WSCC will enter into an Agreement with the local Farmer / Contractor based on the information provided in your plan.</p>

<p>How much is the pre-arranged financial contribution towards local farmers and contractors?</p>	<p style="text-align: center;">Financial Contribution consists of:</p> <p><u>Financial Contribution can only be claimed for once a Trigger Email has been sent from WSCC Highways advising of a forecasted significant snow event and to put the Winter Maintenance Plan into Action.</u></p> <p>In line with national agreed standards with the NFU and other neighbouring authorities WSCC will:</p> <ul style="list-style-type: none"> • Provide £35 per hr towards farmers/local contractor to carry out precautionary salting to local roads identified in the agreed Local Community Winter Maintenance Plans as a result of a WSCC notification in advance of a significant snow event. • Provide £35 per hr towards farmers/local contractor to clear snow as a result of a significant snow event, from local roads identified in the agreed Local Community Winter Maintenance Plans and whose activities have been activated through the agreed Trigger Mechanism <p>In order to take part in the “Local Farmers and Contractors Agreement” the contractor must be covered by their own Public Liability Insurance at the date they carry out the work.</p>
<p>What is the Trigger Mechanism to activate Winter Maintenance Plans and Farmers/Contractors?</p>	<p>The Winter Management Plan is intended as a response to significant weather events ONLY.</p> <p>WSCC Highways will issue an email directed at the particular areas forecasted to experience significant weather event.</p> <p>Example Email: <i>(Insert Appropriate Location Name)</i> is forecasted to have a significant snow event in the next 3 to 4 days’ time please put your Winter Maintenance Plans into Action.</p> <ul style="list-style-type: none"> • Precautionary Salting: Advisory email of a significant weather event will be the trigger mechanism for paying farmers and/or local contractors to move bulk bags, undertake precautionary salting. • Snow Clearance: Advisory email of a significant weather event will be the trigger mechanism for paying farmers and/or local contractor’s snow clearance is 2” (50mm) of accumulated snow. <p>WSCC have no objections to local councils/community groups using the salt provided at their discretion and cost.</p>
<p>How do we pay the local farmer/contractor for any work relating to our</p>	<p>WSCC will only cover the costs of filling salt bins, precautionary salting and snow clearance when the trigger has been activated.</p>

winter plan?	<p>If the trigger is activated the payment from WSCC will be made directly the local Farmer/Contractor.</p> <p>This will only happen where there is an agreement in place.</p>
Can we request extra bulk bags on top of what they already have stored for filling up their bins?	<p>Communities have the option to purchase any additional salt. Contact active.communities@westsussex.gov.uk and contact the Routine and Cyclical Maintenance Team</p> <p>Local Councils, schools and hospitals that wish to purchase bulk bags in conjunction with an agreed plan may do so:</p> <ul style="list-style-type: none"> • £80 per 1 ton bag: To supply, fill and deliver if part of a programme of countywide bag deliveries. • £150 per 1 ton bag: To supply, fill and deliver as a one off operation (ad hoc)
What are the arrangements to fill the bin this winter?	<ul style="list-style-type: none"> • Salt/Grit held locally: If you have salt/grit stored at a local farmer this needs to be used to fill up the salt/grit bins before requesting further supplies from WSCC. • No salt/grit held locally: WSCC Highways will top up bins less than 75% full and identified through the community audit submitted by end September 2019. No bins will be filled after Nov 2019.
The Parish or Town Council or Community group would like some new bins is this possible?	<p>WSCC will not be supplying any new bins in 2019/20.</p> <p>You will need to obtain agreement to place a salt/grit bin on the highway from the Highway Manager for the area before obtaining a new bin.</p>
Existing Hippo bags – Removed or Moved	<p>WSCC will not remove or move Hippo Bags once they have been delivered.</p> <p>If communities wish to move existing hippo bags they can utilise any local agreements with Farmers/Contractors at their own cost.</p>
Bins/hippos bags where salt has risen to the top, gotten wet or is clumpy.	<p>Salt/Grit mix is still usable if salt has risen to the top or gone clumpy and can be mixed by a stick or shovel/spade to break up.</p> <p>If salt/grit mix has become very wet this should be left to dry and then can be used. Place the hippo bag on a wooden pallet and cover with tarpaulin</p>
How will Daily Decisions by Highways be communicated?	<p>Daily forecast will be monitored between October and April and appropriate action taken. Issue a Daily Decision to all interested parties via @WSHighways sign up here</p>

Salt/grit supplies in the event of either a prolonged or several extreme winter weather events

In the event of a prolonged or several extreme weather events priority will remain to the precautionary salting network and we would have to consider the position of whether any salt/grit would be available more widely at that point on a needs basis e.g the areas that have had snow will get priority.