

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Cabinet
<b>Date:</b>	29 November 2010
<b>Title:</b>	Winter Maintenance – Salting Routes Review
<b>Reference:</b>	2251
<b>Report From:</b>	Director of Environment

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## **1. Executive Summary**

1.1. The purpose of this paper is to bring Cabinet up-to-date on the review of the Council's Winter Service, specifically the salting routes:

- Hampshire already has proven and robust priority 1 and 2 salting routes which have been developed over the last 10 years or so to provide an optimum balance between the length of network treated, cost and the benefits to the community and highway users. These routes already accord with national guidance. However, in the wake of last winter's extended snow event, all Priority 1 and 2 routes have been comprehensively reviewed to take into account lessons learned and embrace new opportunities for community benefit. This has resulted in a number of modifications and updates to the existing routes.
- The Environment Department has also developed a number of new mini-salting routes to serve Hampshire schools and other key community facilities during severe weather events or extended freezing conditions. These will be known as Community Routes. These new routes will be designed to run separately or concurrently with the existing primary and secondary salt routes.

1.2. These proposed changes also reflect recommendations arising from the Policy and Resources Select Committee Review of the Severe Winter Weather Experienced in Hampshire in 2009/10, which reported to Cabinet in September.

## **2. Contextual information**

- 2.1. In 2009 and 2010 Hampshire experienced its worst winter weather events for 30 years. These two extended snow events put Council resources under tremendous strain at times and this, combined with a nationwide shortage of de-icing salt, meant that existing plans and procedures were tested to their limit. Fortunately, the Council's Winter Maintenance and Severe Weather Response Plan was resilient enough to ensure that the Highways Winter Service was not compromised, and the number of salting treatments and salt stocks were carefully managed to ensure stocks lasted until replenishment took place and the snow events subsided. However, both weather events did highlight several areas for potential improvements in the current processes and procedures, and for this reason a critical review of the Winter service was commissioned to identify and investigate ways of increasing the Council's resilience and improving the service to Hampshire residents.
- 2.2. The County Council, as Highway Authority, has a statutory obligation under the Highways Act 1980, Section 150 41(1)(A) to ensure, so far as reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

## **3. Finance**

- 3.1. The proposed school/community routes are expected to cost up to an additional £250,000 per annum. Costs will vary from season to season depending on the timing and severity of the winter conditions and would be an additional call on the Winter maintenance budget. This will be met from the existing budget provision for Winter maintenance, which is adjusted on a 4 year rolling average basis. The estimated cost is based on approximately nine new mini-salt spreaders and the lorries required to carry them. This estimate allows for a worst case scenario of running the routes up to 50 times in a season.

## **4. Performance**

- 4.1. With the new school/community routes in place Hampshire County Council will be in a better position to meet its statutory obligations, maintain traffic flows on major routes, maintain access to key community areas and critical infrastructure and also meet the aspirations and expectations of Hampshire residents.

## **5. Salt Route Strategy**

- 5.1. During normal winter weather operations the previous route policy has served the county well, but it is recognised that during extreme weather conditions there is a need to be able to escalate the areas treated and provide more flexibility across the network.

5.2. Current Priority 1 routes serve:

- main traffic routes ('A' class roads);
- main access routes to important industrial and large educational establishments (500+ pupils);
- main access routes to major accident and emergency hospitals and to important emergency service locations;
- roads used as major bus routes (50 per day urban, 25 per day rural);
- roads passing through major shopping centres; and
- other routes busy during peak traffic periods.

5.3. In addition to these, emergency public rest centres, access to main transport hubs and also access to major critical infrastructure have been added for priority 1 'pre-treatment'.

5.4. These routes are reviewed annually as a matter of course but this year's review has been more comprehensive to ensure all of these criteria are captured, to maximise the community and network benefit. This has marginally increased the extent of the priority 1 network treated. (Refer to attached Appendix 1 for 'Schedule of amendments to Priority One Salt Routes 2010 - 2011').

5.5. A book of maps (Book 1) showing the amendments to priority 1 salt routes (green marking on plans) will be displayed at the meeting.

5.6. Current priority 2 routes are treated following **prolonged freezing conditions** and serve:

- single access routes to villages;
- roads near other schools;
- roads used as other bus routes;
- roads to other hospitals;
- roads to minor fire and ambulance establishments;
- roads passing through other shopping centres; and
- roads with gradients that make driving hazardous.

5.7. All priority 2 routes have been reviewed, together with their inter-relationship with public transport facilities (including some key private areas). The majority of changes have moved parts of the secondary network onto the priority

network and form part of Appendix 1. Remaining changes to the priority 2 routes are de-minimis.

- 5.8. In order to cover all Hampshire schools and other key local community facilities, an issue highlighted in the Winter Service Scrutiny Review carried out by the Policy and Resources Select Committee (September 2010), it is proposed to introduce new 'Community' routes' using a fleet of mini salt-spreaders. These smaller vehicles will be able to access most of these smaller facilities, which are often sited in locations difficult to reach with larger gritting lorries. The Community routes will pick up the remainder of the small schools, health centres, cemeteries (active) and smaller community facilities not already covered by existing priority routes. The advantage of keeping these routes separate and independently resourced (in terms of plant) from the priority 1 and 2 routes is that gritting and snow clearance here will not detract from the core service in extreme weather conditions. They will significantly increase the Council's flexibility of response and can be mobilised when appropriate. For example, they may not all be needed in school holiday times. They will provide additional vehicles to treat the priority 2 network, if the primary fleet is still engaged on the priority 1 network, and will also facilitate more efficient mechanical 'spot treatments' across the network; hand-spreading can use an excess of salt and there are health and safety implications when spreading salt in this way. The equipment required has been provided by Amey, through the term highways contract.
- 5.9. There are nine new Community route packages in total and these will be run along similar criteria to the existing priority 2 routes, that is, during prolonged freezing conditions. It is not intended that the Community routes will be run for precautionary salting as is done routinely with the priority 1 (pre-treatment) routes. There are 9 community route packages COM1 – COM 9, (Refer to attached Appendix 2 for 'Schedule of Community Salt Routes 2010 - 2011').
- 5.10. A book of maps (Book 2) showing the Community salt routes (yellow markings on maps) will be displayed at the meeting.
- 5.11. Additionally, a map showing the County Council's priority 1, priority 2 and Community salt routes will be displayed at the meeting. These salt routes will be shown in context with key community facilities, including schools and hospitals.
- 5.12. Copies of Books 1 and 2 together with the comprehensive map showing all salting routes have been placed in the Members' rooms.

## **6. Recommendations**

- 6.1. That the 'Community' salt routes be approved.
- 6.2. That the proposed revisions to existing priority 1 and 2 routes be approved.

Rpt/2251/CT

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

DocumentLocation

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|--|------------------------|
| <ul style="list-style-type: none"> <li>▪ Book 1 – Priority Salt Route Amendments 2010-2011</li> <li>▪ Book 2 – Community Salt Routes 2010-2011</li> <li>▪ Plan of all Winter Maintenance Salt Routes 2010- 2011</li> </ul> | Environment Department |
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## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

- 1.1. The proposed salt routes have dealt with equalities in a consistent way across the county. The provision of additional services for access to smaller community facilities will help ensure that more community and other key services are maintained across Hampshire during severe weather.

### **2. Impact on Crime and Disorder:**

- 2.1. No impact.

### **3. Climate Change:**

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

Additional routes will slightly add to the carbon footprint of the winter maintenance service.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The proposal is fully compliant to the longer effects of climate change and helps assist Hampshire communities be more resilient to the effects of severe winter weather, which is more likely to be experienced as part of an overall changing climate.

### Schedule of Amendments to Priority One Salt Routes 2010 – 11

Salt Route Reference	Location of change	Change	Detail
P4	Marchwood	Road length added	Long Lane
P5	Charford	Road length added	Forest Road
P8	Hamble-le-Rice	Road length added	Copse Lane to Hamble point
P9	Lock Heath and Whiteley	Roads added	Hunts Pond Road, Primate Road, Church Road, Centre Way, Locks Road, Abshot Road and Park Road
P10	Fareham	Roads added	Hilson Drive, Wynton Way, Fareham Park Road, Gudge Heath Lane, Blackbrook Road, Maylings Farm Road, Millers Drive, Longmynd Drive, Greyshott Avenue, Bishopsfield Road, St Michael's Grove, Redlands Lane, access to Knowle
P11	Gosport	Roads added	Turks Avenue, Nobes Avenue, Green Crescent (part), Rowallen Avenue, Grange Lane, Nimrod Drive, Home Road, Eastbourne Avenue, Palmyra Road, Vale Grove, San Diego Road, Melville Road, Albemarle Avenue, Anne's Hill Road, Jellicoe Avenue
P13	Hayling/Havant	Roads added	Treloar Road, Penner Road, Southmoor Lane, Rowan Road, Elder Road, Stanbridge Road, Downley Road
P14	Waterlooville	Roads added	Watterberry Drive, Aston Road, Aysgarth Road, Arnside Road, Stratford Road, link from Hulbert Road roundabout to community area
P17	Clanfield	Roads added	Green Lane, Merchistoun Road and New Road
P18	Alresford	Roads added	Titchbourne Down, Sun Lane

Salt Route Reference	Location of change	Change	Detail
P20	Winchester	Road added	Imber Road, Firmstone Road
P22	Andover	Roads removed	Croye Close, Alexandra Road. These roads form a short 'culs de sac' approach to a school. As the school is now closed the roads do not meet the requirements for treatment.
P26	Petersfield	Roads added	Moggs Mead, Durford Road, Harrier Way, Rival Moor Road (part)
P27	Liphook	Road added	Station Road
P29	Alton	Road added	Chawton Park Road
P31	Basingstoke	Road transferred to route P33	Kenilworth Road
P32	Odiham	Road added	Churchill Avenue
P33	Basingstoke	Road transferred from P31	Kenilworth Road
P34	Fleet	Roads added	Tavistock Road (part), Merivale, Lea Wood Road
P41	Basingstoke	Roads added	Stanford Road
P45a	Portchester	Roads added	Linden Lea, Westlands Grove
P45b	Winchester	Roads added	Wavell Way, Minden Way, Ranelagh Road, Cromwell Road, Bradley Road, Fromond Road, Taplings Road, Berewecke Avenue (part)
P46	Appleshaw	Road added	From A342 to Appleshaw schools

### Schedule of Community Salt Routes 2010 – 11

Community Salt Route Reference	Location	General Area
COM1	New Forest and Test Valley	Beaulieu, Holbury, Hythe, Dibden Purlieu, Totton, and Romsey
COM2	New Forest and Test Valley	Sway, South Baddesley, Norleywood, Pilley, Boldre, Tiptoe, Wootton, Milton, Sopley, Ringwood, North Poulner, Rockford, Hyde, Damerham, Hale and West Wellow
COM3	Eastleigh and Winchester	Bursledon, Netley, Hound, Sarisbury, Warsash, Locks Heath, Whiteley, Hedge End, Curdridge, Bishops Waltham, Eastleigh, Colden Common, and Bishopstoke
COM4	Fareham and Gosport and Winchester	Alverstoke, Rowner, Newtown, Privett, Lee-on-the Solent, Bridgemary, Stubbington, West End, Hill Park, Fareham, Portchester and Wickham
COM5	Havant, East Hampshire and Winchester	Purbrook, Leigh Park, West Leigh, Stockheath, Emsworth, Waterlooville, Cowplain, Horndean, Lovedean and Hambledon
COM6	East Hampshire and Winchester	Grayshott, Alresford, Blackmoor, Sheet, Steep, High Cross, Stroud, East Meon, West Meon, Meonstoke and Droxford
COM7	East Hampshire and Winchester	Alton, Anstey, Newtown, Chawton, Four Marks, Ropley, Cheriton, Compton, Stanmore, St Cross, Harestock, Westgate, Highcliffe and Compton
COM8	Basingstoke and Hart	Sherborne St John, Popley, Oakridge, South View, Winklebury, Buckskin, Kempshott, Brighton Hill, Eastrop, Kings Furlong, Cranbourne, Cliddesden, Hartley Wintney and Odiham

COM9	Hart and Rushmoor	Yateley, Frogmore, Fox Lane, Hill Corner, West Heath, Southwood, Rafborough, Farnborough Green, Farnborough Street, Elvetham Heath, Dogmersfield, Church Crookham, North Camp, South Farnborough, Aldershot and North Town
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