

KHS Winter Service Review

A report by the Director of Kent Highway Services, to the Highways Advisory Board, on 16th September 2008.

Introduction

1. On 18 September 2007 the Highways Advisory Board supported the Winter Service Policy Statement and Plan for 2006/07 and these were used as the basis for all winter service operations. This report gives information relating to the winter of 2007/08 and seeks approval of the Winter Service Policy and Plan for 2008/09.

The Winter of 2007/08

2. The winter service policy requires precautionary salting on 'A' and 'B' and other busy roads (as defined in the policy statement paragraph 2.1.2) where frost/ice is likely to form on road surfaces. An analysis of winter weather and the action taken by Kent Highway Services (KHS) for 2007/08 is contained in Annex A. A table of forecast accuracy and other performance indicators are given in Annex B. A statistical comparison of winter activities for the 2007/08 winter with the preceding four years is given in Annex C.

3. On all occasions, during the winter of 2007/08, when frost was forecast and frost occurred, precautionary salting had taken place in advance of freezing temperatures. There were instances during the winter service period where a frost was not predicted in the main forecasts issued at 14:00 hrs, but subsequent updates warned that frost was likely. This activated precautionary salting instructions where necessary.

4. Overall the winter was mild but also with some very brief snow interludes. See Appendix A for full details.

Finance

5. The KHS winter service budget for 2007/08 was £2,225,000 and the out turn was £1,822,000. For 2007/8 there was no requirement for funding from the corporate emergency fund for snow emergency cost. The budget for 2008/09 has been set at £2,326,000

Contract Arrangements

6. The KHS winter service contractor for the winter of 2007/08 was Ringway Infrastructure Services, within the alliance partnership agreement formed by Kent Highway Services. Ringway Infrastructure Services will be the service provider for the winter of 2008/09.

Forecast Service

7. The Meteorological Office supplied forecast services for the winter of 2007/08 under a five-year agreement, which the Board agreed in 2003. This agreement has now expired. There are other weather forecast service providers who have emerged

over the last few years that provide a similar service to the Met. Office. These are private companies that have been winning tenders with local authorities in the UK and have gained credibility. An informal price was supplied to KHS by one of these market leaders, for road weather forecasting during the 2008/09 winter season. This indicated a substantial saving could be made. I was therefore decided to formally tender the winter forecasting service for the coming winter. The result of this process should be known by the date of this meeting.

8. The ice prediction service has been provided by Vaisala Ltd in the past and they have performed well again over the past winter season. It is therefore proposed to continue the relationship with Vaisala Ltd. for the coming winter.

Winter Service Policy and Plan 2008/09

9. The Winter Service Policy 2008/09 is given in Appendix D (Any alterations are shown in Italics). There are no significant changes to the policy for the forthcoming winter. Copies of the Winter Service Plan for 2008/09 have been placed in the Members Room.

Pre-Wetted Salt

10. Pre-wetted salt will be operated from our depots at Haysden and Ashford this coming winter. It is the intention to introduce pre-wetted salt at the other new or refurbished depots as they come on stream.

Conclusions:

11. Subject to the views of this Board it is proposed that the Cabinet Member for Environment, Highways and Waste be asked to:

- (i) note the contents of this report, particularly the decision to tender the winter weather forecasting service.
- (ii) approve the Winter Service Policy and Plan for 2008/09
- (iii) agree to continue the arrangement with Vaisala Ltd. for the provision of ice prediction computer services.

Accountable Officer - Peter Lott (01622 696854)

Previous Committee reference: Winter Maintenance Report to the Highways Advisory Board, 18 September 2007.

The Winter of 2007/08

1. October

The month was dominated by high pressure which resulted in a relatively dry month. It was colder between the 19th and 24th with some localised air and more widespread grass frosts, but due to the warm ground there were no road frosts. It was the coolest October for 4 years. Road surface temperatures remained above freezing during the period and precautionary salting was not required.

2. November

Temperatures reached 17.4°C at East Malling on 1st. There were some chilly nights in the first week but it was too mild for frosts. In the second week temperatures were lower with air frosts recorded on the mornings of the 12th and 13th. East Malling recorded minus 3.7 Celsius early on the 16th and there was a report of snow in the county on this day. Low pressure returned from the 18th and the next few days saw rain and showers, often heavy and thundery. On the 23rd as winds turned more northerly again, temperatures dropped. It was a cold start initially over southern England on the 24th but it turned milder with fronts moving in from the north-west for the rest of the month. Precautionary salting took place on 4 nights during November; one of these was a partial run.

3. December

The month divided into three parts, an unsettled period for the first ten days followed by a generally anticyclonic spell and a further unsettled weather later in the month. Between 11th and 21st a large high pressure area became established over northern Europe and extended to cover much of the UK. There were widespread overnight air frosts and at East Malling on the morning of 20th and 21st temperatures fell below minus 5 deg Celsius and Sevenoaks recorded the only ice day of 2007. From the 23rd there was a resumption of unsettled and windy weather, but with some drier days in-between. Precautionary salting took place on 13 nights during December.

4. January

It was a mostly mild and unsettled month; indeed at Gravesend the average maximum was higher than the exceptionally mild January last year. There was a short cold snap during the first week and a drier spell towards the end of the month. The month started relatively mild with southerly winds but winds soon turned easterly bringing much colder air with some snow and sleet which later turned to rain on the 3rd. Milder air spread from the west later on the 4th with strengthening southerly winds. The 10/11th and 15th were wet days with 15 to 22mm of rain recorded. There was a frost early on the 17th but generally it was fairly mild, exceptionally so in the period 18th to 20th, with the overnight minimum over the 19th/ 20th the highest on record for January at some localities. High pressure extended north on 26th bringing several days of fine and dry weather for most although with some cool nights and overnight fog. There was heavy rain on the 31st. Precautionary salting took place on 8 nights during January. Salting was required twice in the same night on one occasion due to predicted and actual snow fall.

5. February

This was a dry and sunny month with above average mean temperatures but not as mild as the exceptional February 2007. The month started cold with showers feeding

down from the north-west. A cold front moved southwards on the 3rd, bringing some heavy rain and strong winds for a time. It became fine and very mild with 14.8°C at East Malling on the 10th. Between 11th and 21st it was dry and largely sunny but with widespread overnight frosts and some fog, especially between the 16th and 20th, with -6 deg C on morning of 17th at East Malling and -5.4 the next morning. More generally cloudy conditions spread from the west for the 22nd and 23rd. A cold front then moved south-east on the 24th, bringing the first significant rainfall in nearly two weeks. Precautionary salting took place on 12 nights during February; one of these was a partial run.

6. March

This was the wettest March over England since 1981. Temperatures and sunshine were generally slightly above average. A deep area of low pressure brought gale force winds on the 1st with outbreaks of rain or showers, winds then turned northerly later on the 3rd and during the 4th, bringing colder, but sunnier weather. Strong, westerly winds returned on the 6th with rain or showers. Many places had gales and heavy rain on the 10th and again on the night of the 11th and into the 12th. Heavy rain spread north-eastwards during the 15th, and lasted into the 16th. Any remaining rain across southern England cleared southwards with much colder northerly winds following and clear skies overnight allowed for some sharp frosts. Much colder and very strong northerly winds spread southwards for the Easter Weekend which was the most wintry period of the entire winter. Many places had snow with an area of significant snowfall giving a temporary cover of up to 2 cm across some parts on Easter Sunday morning and this was followed by a sharp overnight frost and further snow on the morning of the Bank Holiday Monday. The weather gradually became milder courtesy of westerly winds. However, it became much more unsettled and at times very windy with outbreaks of rain, heavy in many places later on the 28th and 29th. The final days of the month were quieter with sunshine and scattered heavy showers. Precautionary salting was required on 8 nights. Salting was required twice in the same night on one occasions due to predicted and actual snow fall.

8. April (until 21st day)

This month was a tremendous contrast to the previous April, albeit with temperatures within 0.1 deg of normal as a countrywide average. It was the coldest April since 2001. Snow fell on the 6th to a depth of 5 cm in Maidstone, it slowly melted through the day but some 2 cm was still existed at 0900 on the 7th with 6-7 cm of lying snow the North Downs. Almost all the remaining frosts in the month then followed on successive nights but temperatures remained on the low side until the 15th with minimum at East Malling as low as plus 0.4 deg C. The second half of the month saw temperatures climbing thereby imparting substantial heat below the road surface and no further problems were encountered despite some cooling of the air late in the month. Precautionary salting was required on 4 nights.

Salting was required twice in the same night on one occasion due to predicted and actual snow fall.

9. Precautionary salting took place on a total of 49 nights during the operational winter maintenance period. On 3 of these nights, double precautionary salting runs were necessary. This gave rise to a total number of 52 occasions when the primary routes were treated. Of these there were 50 occasions when precautionary salting of primary routes took place countywide with selective treatment taking place on the remaining 2 occasions. Selective treatment was possible as a result of central

decision making based on detailed weather information provided by the Meteorological Office and the County's road weather stations. The cumulative total of whole salting runs equates to 51.1 which is close to the budgeted figure of 55.

10. Precautionary salting of secondary routes, required because particularly cold weather conditions or snow was forecast, took place on 15 occasions. This figure is higher than normal and reflects the incidence of predicted and actual snow falls.

11. A summary of the accuracy of weather forecasts, provided by the Meteorological Office, for the last six winter maintenance periods is given in the Performance Indicator table in Annex B of this report. The figures are based on the 24-hour weather forecasts issued at 14:00 hrs every day between 1 November and 31 March inclusive.

12. The table shows that forecast accuracy for the 2007/08 winter service period is in line with previous years.

Annex B

PERFORMANCE INDICATORS

1. Table of Forecast Accuracy

	01/02	02/03	03/04	04/05	05/06	06/07	07/08
Correct Forecasts							
(i) No frost predicted No frost occurred	109.6	112.0	112.0	106.0	98.0	133.0	121.0
(ii) Frost predicted Frost occurred	27.6	31.6	31.0	28.0	37.0	11.0	20.0
Incorrect Forecasts							
(i) No frost predicted Frost occurred	3.9	2.5	1.0	5.0	3.0	2.0	3.0
(ii) Frost predicted No frost occurred	9.9	4.9	8.0	13.0	14.0	6.0	8.0
% Correct forecasts	91%	95%	94%	88%	89%	95%	93%

Note:

No account is taken in the above table of updated forecasts issued up until midnight. When these are taken into account the forecast accuracy rises to **95%**.

2. Coverage Factor

The primary salting route network length as a percentage of total county maintained road length is 30%.

3. Precautionary Salting Route Length

The average number of kilometres salted per route is 45 km.

WINTER SERVICE STATISTICS

	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
<u>Precautionary Salting Routes</u>						
Number of primary precautionary salting routes	61	62#	63^	63	55**	55
<u>Precautionary Salting</u>						
Number of nights primary precautionary salting routes treated	39	5	56	65	25	49
Number of occasions primary precautionary salting routes treated	51	59	74	74	31	52
First full precautionary salting run	08.12.0 2	27.11.0 3	13.11.0 4	17.11.0 5	08.12.0 6	14.11.0 7
Last full precautionary salting run	16.03.0 3	11.03.0 4	12.03.0 5	15.03.0 6	21.03.0 7	08.04.0 8
Expenditure, excluding money spent on snow clearance or persistent ice.	£1,881K	£2,245K *	£2,145K	£2,497K	£2,263K	£1,822K
<u>Snow Clearance</u>						
Number of days of lying snow	7	7	14	5	2	2
Number of days of snow emergency	3	0	11	4	1	0
Expenditure due to snow emergency	£401K	0	£1,200K	£192K	£29K	£0K
Expenditure due to persistent ice	0	0	0	0	0	0
<u>Snow Fencing Lengths</u>						
County Roads	0m	0m	0m	0m	0m	0m
<u>Salt Bins Numbers</u>						
County roads	1,102	1,102	1,102	1,102	1,102	1,102
<u>Snow Clearing Equipment</u>						
Number of farmers' snow ploughs	250	250	250	250	250	250
Number of snow blowers	7	7	7	12	12	12
Number of snow throwers	4	4	4	4	4	4

Additional route on the A229, top of Bluebell Hill due to new road layout

* Includes money spent on dealing with minor snow events and additional cost of the extra route at the M2/A229 Bluebell Hill junction.

^ Additional route in Shepway to cover de-trunked A259

** Number of routes reduced due to route optimisation

KENT HIGHWAY SERVICES

**WINTER SERVICE
POLICY STATEMENT**

FOR 2008/09

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1. INTRODUCTION

1.1 Winter Service - Statutory Duty

1.1.1 The legal position relating to winter service changed on 31 October 2003 with the introduction of the Railways and Transport Safety Act 2003 (Section 111). This legislation added an additional sentence to section 41(1) of the Highways Act 1980 (c.66) (duty of highway authority to maintain highway). The additional sentence is as follows: -

“(1A) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

(This new legislation overturned the previous ruling by the House of Lords in 2000, which stated that highway authorities did not have a duty under section 41(1) of the Highways Act 1980 to prevent or remove the formation of or accumulation of ice and snow on the road).

1.1.2 The County Council recognises that the winter service is essential in aiding the safe movement of highway users, maintaining communications, reducing delays and enabling everyday life to continue. It is very important to both road safety and the local economy. The winter service that the County Council provides is believed to be sufficient so far as is reasonably practical to discharge the duty imposed by the legislation.

1.1.3 The County Council, as highway authority, takes its winter service responsibilities extremely seriously. However, it is important to recognise that the council has to prioritise its response to deal with winter weather due to the logistics and available resources.

1.1.4 The County Council provides the winter service through Kent Highway Services (KHS) which is an alliance between Kent County Council, Ringway Infrastructure Services and Jacobs Group.

1.2 Winter Service Standards

1.2.1 In order to respond as quickly and efficiently as possible to its responsibilities KHS has adopted policies and standards for each of the winter service activities and these are detailed within this document. In July 2005 the Roads Liaison Group, published ‘Well Maintained Highways’. Section 13 deals with ‘Winter Service’ which updates the same section in the ‘Code of Practice for Maintenance Management’ published in 2001. Our current approach has been reviewed and found to be consistent with the guidance as recommended in the new document. The operational details for the winter service activities in Kent are detailed in the Winter Service Plan 2008/09 that complements this Policy Statement.

1.2.2 KHS provides a winter service which, as far as reasonably possible will:

- Minimise the loss of life and injury to highway users, including pedestrians, and preventing damage to vehicles and other property

- Keep the highway free from obstruction and thereby avoiding unnecessary hindrance to passage

1.3 County Council Maintained Highways

1.3.1 Kent Highway Service (KHS) delivers the winter service on Kent County Council maintained highways.

1.4 Motorways and Trunk Roads

The Department for Transport (DfT) is the highway authority for motorways and all-purpose trunk roads in Kent and the Highways Agency acts for the DfT in this respect. Responsibility for the operational maintenance of motorways and trunk roads lies with the Highways Agency. KHS therefore has no responsibility for winter service activities on these roads. However, close liaison exists between the Highways Agency consultants over action taken during the winter service operational period within respective areas of responsibilities.

2. WINTER SERVICE OBJECTIVES

2.1 Salting

2.1.1 Objectives:

- To prevent the formation of ice on carriageways (precautionary salting)
- To facilitate the removal of ice and snow from carriageways and footways (post salting).

2.1.2 Roads to be Included within Primary Precautionary Salting Routes

Routine precautionary salting will be carried out on pre-determined primary precautionary salting routes covering the following roads:

- Class 'A' and 'B' roads
- Other roads included in the top three tiers of the maintenance hierarchy as defined in the Kent Highway Asset Maintenance Plan. These are termed Major Strategic, Other Strategic and Locally Important roads.
- Other roads identified by Community Delivery Managers (based on local knowledge and experience), that are particularly hazardous in frosty/icy conditions

2.1.3 It would be impractical and financially draining to carry out precautionary salting of footways, pedestrian precincts or cycleways and therefore no provision has been made. However, there will be a certain amount of salt overspill onto footways and cycleways when precautionary salting is being carried out on adjacent carriageways. Post salting of footways and cycleways will be carried out on a priority basis during severe winter weather, as resources permit.

2.2 Snow Clearance

2.2.1 Objectives:

- To prevent injury or damage caused by snow
- To remove obstructions caused by the accumulation of snow (section 150 of the Highways Act 1980)
- To reduce delays and inconvenience caused by snow

2.2.2 Snow clearance on carriageways will be carried out on a priority basis as detailed in paragraph 6.2.

2.2.3 Snow clearance on certain minor route carriageways will be carried out by local farmers and plant operators, who are under agreement to the County Council, using agricultural snow ploughs and snow throwers/blowers. Snow clearance on other minor route carriageways will be carried out as resources permit. Some minor routes and cul-de-sacs will inevitably have to be left to thaw naturally.

2.2.4 Snow clearance on footways and cycleways will be carried out on a priority basis as detailed in paragraph 6.3.

2.3 Snow Fencing

2.3.1 Objective:

- To reduce the number of obstructions caused by the accumulation of snow (Section 102 of the Highways Act 1980)

2.4 Roadside Salt Bins

2.4.1 Objective:

- To provide motorists and pedestrians with the means of salting small areas of carriageway or footway, where ice is causing difficulty, on roads not covered by primary precautionary salting routes.

3. WINTER SERVICE GENERAL

3.1 Winter Service Contracts

3.1.1 Winter service in Kent is included within the Term Maintenance Contract awarded to Ringway Infrastructure Services. This contract was awarded in 2006 and will last for five years.

3.2 Winter Service Season

3.2.1 In Kent the weather can be unpredictable and the occurrence and severity of winter conditions varies considerably through the season, and from year to year. Severe winter weather is most likely to be experienced in December, January and February but ice and snow can occur earlier or later. To take account of all possible winter weather the County Council's Operational Winter

Service Period runs from mid October to mid April. Exact dates for the coming winter are given in the Winter Service Plan.

3.3 Alternatives to Salt

3.3.1 A number of alternative materials to salt are now available which can be used for the precautionary and post treatment of ice and snow. The cost of these is extremely high and there are also environmental disadvantages associated with most of them. Salt will therefore, for the time being, remain in use throughout Kent for the precautionary and post treatment of snow and ice.

4. WEATHER INFORMATION

4.1 Weather Information Systems

4.1.1 An effective and efficient winter service is only possible with reliable and accurate information about weather conditions, at the appropriate times in the decision making process. KHS utilises the best weather forecast information currently available allied to the latest computer technology to ensure that decisions are based on the most accurate data available at the time.

4.2 Weather Reports

4.2.1 During the operational winter service period Kent Highway Services will procure detailed daily weather forecasts and reports specifically dedicated to roads within Kent.

4.3 Principal Winter Service Duty Officers

4.3.1 Experienced members of staff from Kent Highway Services will act as Principal Winter Service Duty Officers, throughout the operational winter service period, on a rota basis. The Officer on duty is responsible for the following: -

- Receiving forecast information from the forecasting agency
- Monitoring current weather conditions
- Issuing countywide salting instructions for primary and secondary routes
- Issuing the Kent Road Weather Forecast

4.3.2 The Kent Road Weather Forecast will be issued daily containing information about expected weather conditions together with any salting instructions. The Principal Winter Service Duty Officer will also be responsible for issuing forecast updates and any revised salting instructions when necessary. The Kent Road Weather Forecast will be sent to alliance members, contractors, neighbouring highway authorities, and other relevant agencies.

5. SALTING

5.1 Planning of Precautionary Salting Routes

5.1.1 Primary precautionary salting routes will be developed from those lengths of highway that qualify for treatment, whenever ice, frost or snowfall is expected. Each primary precautionary salting route will have a vehicle assigned which is

capable of having a snowplough fixed to it, when required. Secondary precautionary salting routes will also be developed from other important highways for treatment during severe winter weather conditions.

5.2 Precautionary Salting

5.2.1 Precautionary salting will take place on scheduled precautionary salting routes on a pre-planned basis to help prevent formation of ice, frost, and/or the accumulation of snow on carriageway surfaces.

5.3 Post Salting

5.3.1 Post salting will normally take place on scheduled precautionary salting routes to treat frost, ice and snow that has already formed on carriageway or footway surfaces. Post salting may also be carried out on roads or sections of road beyond the scheduled precautionary salting routes.

5.4 Spot Salting

5.4.1 Spot salting will normally take place on parts or sections of scheduled precautionary salting routes either to help prevent formation of ice, frost and/or the accumulation of snow or as treatment to ice, frost and the accumulation of snow that has already formed on carriageway or footway surfaces. Spot salting may also be required on roads and footways, or sections thereof, beyond the scheduled precautionary salting routes.

5.5 Instructions for Salting of Primary Routes

5.5.1 Instructions for precautionary salting of primary routes will be issued if road surface temperatures are expected to fall below freezing unless:

- Road surfaces are expected to be dry and frost is not expected to form on the road surface
- Residual salt on the road surface is expected to provide adequate protection against ice or frost forming

5.5.2 Instructions for precautionary salting of primary routes will also be issued if snowfall is expected.

5.5.3 The Principal Winter Service Duty Officer will issue routine instructions for precautionary salting of primary routes, for the whole of Kent, by means of the Kent Road Weather Forecast.

5.5.4 The Principal Winter Service Duty Officer or Community Delivery Managers may issue instructions for post salting and spot salting.

5.6 Instructions for Salting of Secondary Routes

5.6.1 The Principal Winter Service Duty Officer will issue instructions for precautionary salting of secondary routes if heavy frost, widespread ice, or snow, is expected.

6. SNOW CLEARANCE

6.1 Instructions for Snow Clearance

6.1.1 The Principal Winter Service Duty Officer and/or the Community Delivery Managers nominated representatives are responsible for issuing snow clearance instructions. Snow clearance will initially take place on scheduled primary precautionary salting routes, based on the priorities given in para. 6.2.1. Subsequently, snow clearance will take place on secondary salting routes and other roads, and footways, on a priority basis.

6.1.2 Snow ploughing shall not take place on carriageways where there are physical restrictions due to traffic calming measures, unless it has been deemed safe to do so following a formal risk assessment and a safe method of operation documented.

6.2 Snow Clearance Priorities on Carriageways

6.2.1 Snow clearance on carriageways should be based on the priorities given below: -

- A229 between M20 and M2, A249 between M20 and M2, A299 and A289;
- Other "A" class roads;
- All other roads included within primary precautionary salting routes;
- One link to other urban centres, villages and hamlets with priority given to bus routes;
- Links to hospitals and police, fire and ambulance stations;
- Links to schools (in term time), stations, medical centres, doctor's surgeries, old people's homes, cemeteries, crematoria and industrial, commercial and shopping centres;
- With the approval of Community Delivery Managers, other routes as resources permit.

6.3 Snow Clearance Priorities on Footways

6.3.1 Snow clearance on footways should be based on the priorities given below:

- One footway in and around shopping centres, and on routes to schools (in term time), stations, bus stops, hospitals, medical centres, doctor's surgeries, old people's homes, industrial and commercial centres and on steep gradients elsewhere;
- One footway on main arteries in residential areas and the second footway in and around local shopping centres;
- With the approval of Community Delivery Managers, other footways, walking bus routes and cycleways as resources permit.

6.4 Agricultural Snowploughs for Snow Clearance

6.4.1 Agreements will be entered into by whereby snowploughs provided and maintained by KHS are assigned to local farmers and plant operators for snow clearance operations, generally on the more rural parts of the highway.

6.5 Snow Throwers/Blowers for Snow Clearance

6.5.1 KHS also has a number of snow throwers/blowers, which are allocated to operators on a similar basis to the arrangements for agricultural snowploughs.

7. SEVERE WEATHER CONDITIONS

7.1 Persistent Ice on Minor Roads

7.1.1 During longer periods of cold weather Community Delivery Managers may instruct salting action to deal with persistent ice on minor roads which are not included within the precautionary salting routes.

7.2 Ice and Snow Emergencies

7.2.1 During prolonged periods of severe and persistent icing, or significant snow fall, delegated officers may declare an ice or snow emergency covering all or part of the County. In this event Community Delivery Managers will implement a course of action to manage the situation in either of these events.

8. ROADSIDE SALT BINS

8.1 Provision of Roadside Salt Bins

8.1.1 Roadside salt bins can be sited at potentially hazardous locations for use by the public, to treat ice and snow on small areas of the carriageway or footway.

9. SNOW FENCING

9.1 Erection of Snow Fencing

9.1.1 Snow fencing is expensive, but in exceptional circumstances can be very useful at a limited number of sites that regularly experience severe problems with drifting snow. Community Delivery Managers can make arrangements with landowners to allow the erection of snow fencing, but without payment.

10. BUDGETS

10.1 Winter Service Budget

10.1.1 The budget for the annual operational winter service period is based on salting the primary precautionary salting routes on 55 occasions. The main budget is managed by the Head of Community Operations as a countywide budget.

10.2 Ice and Snow Emergencies

10.2.1 There is no specific budget allocation within KHS for ice or snow emergencies. The cost of dealing with periods of icy conditions or significant snowfalls will be met by virement from other planned programmes of work on the highway or from special contingency funds for emergencies.

11. PUBLIC AND MEDIA COMMUNICATIONS

11.1 Neighbouring Authorities and other Agencies

11.1.1 The Kent Road Weather Forecast containing details of the winter service action for Kent will be transmitted daily to neighbouring highway authorities and other agencies so that activities can be co-ordinated regionally.

11.2 The Media

11.2.1 Local media organisations will be informed when instructions for salting of primary precautionary salting are issued.

11.3 Pre-Season Publicity

11.3.1 It is important that the public are aware of and understand the KHS approach to winter service. A leaflet for drivers and other road users relating to winter service is available.

11.4. Publicity during Ice or Snow Emergencies

11.4.1 Liaison with the news media, particularly local radio stations, is of the utmost importance and links will be established and maintained particularly during ice or snow emergencies.