

# **KHS Winter Service Review**

A report by the Director of Kent Highway Services, to the Highways Advisory Board, on 18 September 2007.

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## **Introduction**

1. On 19 September 2006 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 2006/07 and seeks approval of the Winter Service Policy and Plan for 2007/08.

## **The Winter of 2006/07**

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 KHS for 2006/07 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 2006/07 winter with the preceding four years is given in Annex C.
3. On all occasions, during the winter of 2006/07, 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 14:00hrs, but subsequent updates warned that frost was likely. This activated precautionary salting instructions where necessary.
4. Overall the winter was exceptionally mild but also with some very brief snow interludes. See Appendix A for full details.

## **Finance**

5. The KHS winter service budget for 2006/07 was £2,425,000 and the out turn was £2,263,000. Some funding provision was allocated for gully and drain clearance due to higher than average rain fall. The snow emergency cost an additional £29,000 and this has been funded from the corporate emergency fund. The budget for 2007/08 has been set at £2,225,000.

## **Contract Arrangements**

6. The winter service contractor for the winter of 2006/07 was Ringway Infrastructure Services for the whole county. Ringway Infrastructure Services will be the service provider for the coming winter within the alliance partnership agreement formed by Kent Highway Services.

## **Forecast Service**

7. The Meteorological Office supplied forecast services for the winter of 2006/07 under a five-year agreement, which lasts until 2008. The Highways Advisory Board agreed this arrangement in 2003.

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### **Ice Prediction Service**

8. The ice prediction service was provided by Vaisala Ltd and performed well over the season. It is proposed to continue the relationship with Vaisala Ltd. for the coming winter.

### **Winter Service Policy and Plan 2007/08**

9. The Winter Service Policy 2007/08 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 2007/08 have been placed in the Members Room.

### **Pre-Wetted Salt**

10. It was reported to Members last year that pre-wetted salt was to be introduced during the winter of 2007/08. This is on schedule to occur at our operational depot at Haysden but is now unlikely to happen at the other depots until the winter of 2008/09. This is due to delays with the refurbishment and new depot build programme.

### **Salting Route Optimisation**

11. A review of the primary salting routes was carried out in the summer of 2006. It was felt that savings and efficiencies could be made by reviewing the number and size of salting vehicles used against the network to be salted. The review was carried out by KHS staff and is an interim measure pending winter service operations moving to the new depot locations next year. As a result of the exercise the number of routes was reduced from 63 to 55 without any reduction in the network salted. The average length of route has increased from 35k to 45k but all routes are still able to be completed within the times laid down in policy.

### **Conclusions:**

12. Subject to the views of this Board it is proposed that the Cabinet Member for Environment, Highways and Waste be asked to:
  - (i) approve the Winter Service Policy and Plan for 2007/08
  - (ii) agree the continuation of the arrangement with Vaisala Ltd. for the provision of ice prediction computer services.

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Accountable Officer - Peter Lott (01622 221088)

Previous Committee reference: Winter Maintenance Report to the Highways Advisory Board, 19 September 2006.

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### **The Winter of 2006/07**

1. According to Met Office statistics the autumn of 2006 was the warmest on record for the UK, as a whole, and this was followed by the warmest winter on record for the southeast of England. The 2006/07 winter in Kent was extraordinary for the small number of frosts that occurred although there were some brief snow events. The number of precautionary salting runs required were about half of the long term average and the least number experienced for many years.
2. October (16<sup>th</sup> day onwards)  
The weather was generally unsettled with rain fall above average. Some heavy rain fell towards the end of the month (18mm at Edenbridge on the 22<sup>nd</sup> and 19.5mm at Manston on the 26<sup>th</sup>). The month was very mild generally. Road surface temperatures remained above freezing during the period and precautionary salting was not required.
3. November  
After a colder start, with some air frosts, November was another very mild month. Some heavy rain affected the county during the middle of the month but it became drier towards the end. Road surface temperatures remained above freezing during the period and precautionary salting was not required.
4. December  
The first half of the month was dominated by low pressure systems, and the second half by high pressure which gave rise to frosts and persistent fog in the few days up to Christmas. The month ended with strong winds with a gust of 87 mph recorded at Langdon Bay on the 30th. It was a mild, wet and dull month with just 37.5 hours of sunshine recorded at East Malling. Precautionary salting took place on 7 nights during December; one of these was a partial run.
5. January  
January was a very mild month and the warmest over England and Wales since 1916. There was a colder spell in the fourth week but even then temperatures were only just below average. It became windy with the 18<sup>th</sup> being the windiest day since 1990 causing fallen trees and some disruption to road and rail travel. There were some wintry showers on 24<sup>th</sup> and 25<sup>th</sup> with small temporary accumulations.  
Precautionary salting took place on 6 nights during January. Salting was required twice in the same night on three occasions due to predicted and actual snow fall.
6. February  
February was exceptionally wet and also dull. Overall it was mild but it was cold in the second week with some frost and snow and then milder thereafter. A minimum road temperature of -5.5 degrees C. was recorded at Stilebridge on the night of 6/7<sup>th</sup> February. On the morning of the 8<sup>th</sup> February snow fell across Kent with a typical depth of 2cm. The rest of the month was unsettled under the influence of Atlantic weather systems. Precautionary salting took place on 7

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nights during February. Salting was required twice in the same night on 1 occasion due to predicted and actual snow fall.

7. March

March was mild again but also very sunny with over 140% of normal sunshine. Rainfall was close to the average and there was a brief snow shower on 20<sup>th</sup> in Maidstone. There was a colder snap with temperatures below average in the third week with some sleet and snow showers. Towards the end of the month it became exceptionally mild with 16.8 degrees C. recorded at East Malling on 28<sup>th</sup> (over 6 degrees above normal). Precautionary salting was required on 5 nights with two of these being partial runs. Salting was required twice in the same night on two occasions due to predicted and actual snow fall.

8. April (until 22nd day)

It was an exceptionally dry month with no measurable rain until the 23<sup>rd</sup> and then only small amounts. April was also exceptionally warm and it turned out to be the warmest on record and the driest of 70 years. Prolonged sunshine boosted air and road temperature values. The maximum temperature peaked at 24.3 degrees on the 15<sup>th</sup> at East Malling. Road surface temperatures remained above freezing during the period and precautionary salting was not required.

9. Precautionary salting took place on a total of 25 nights during the operational winter maintenance period. On 6 of these nights, double precautionary salting runs were necessary. This gave rise to a total number of 31 occasions when the primary routes were treated. Of these there were 28 occasions when precautionary salting of primary routes took place countywide with selective treatment taking place on the remaining 3 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 28.8 which is much less than the budgeted figure of 55.

10. Precautionary salting of secondary routes, required because particularly cold weather conditions or snow was forecast, took place on 9 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 14:00hrs every day between 1 November and 31 March inclusive.

12. The table shows that forecast accuracy for the 2006/07 winter service period equals the previous highest value.

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**PERFORMANCE INDICATORS****1. Table of Forecast Accuracy**

	<b>00/01</b>	<b>01/02</b>	<b>02/03</b>	<b>03/04</b>	<b>04/05</b>	<b>05/06</b>	<b>06/07</b>
<b>Correct Forecasts</b>							
(i) No frost predicted No frost occurred	107.5	109.6	112.0	112.0	106.0	98.0	133.0
(ii) Frost predicted Frost occurred	27.8	27.6	31.6	31.0	28.0	37.0	11.0
<b>Incorrect Forecasts</b>							
(i) No frost predicted Frost occurred	6.2	3.9	2.5	1.0	5.0	3.0	2.0
(ii) Frost predicted No frost occurred	9.5	9.9	4.9	8.0	13.0	14.0	6.0
<b>% Correct forecasts</b>	<b>90%</b>	<b>91%</b>	<b>95%</b>	<b>94%</b>	<b>88%</b>	<b>89%</b>	<b>95%</b>

**Note:**

No account is taken in the above table of updated forecasts issued up until midnight. However, when these are taken into account the forecast accuracy remains at **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 45km.

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**WINTER SERVICE STATISTICS**

	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
<u>Precautionary Salting Routes</u>						
Number of primary precautionary salting routes	61	61	62#	63^	63^	55**
<u>Precautionary Salting</u>						
Number of nights primary precautionary salting routes treated	40	39	45	56	65	25
Number of occasions primary precautionary salting routes treated	46	51	59	74	74	31
First full precautionary salting run	09.11.00	08.12.02	27.11.03	13.11.04	17.11.05	08.12.06
Last full precautionary salting run	01.03.01	16.03.03	11.03.04	12.03.05	15.03.06	21.03.07
Expenditure, excluding money spent on snow clearance or persistent ice.	£1,760K	£1,881K	£2,245K*	£2,145K	£2,497K	£2,263K
<u>Snow Clearance</u>						
Number of days of lying snow	0	7	7	14	5	2
Number of days of snow emergency	0	3	0	11	4	1?
Expenditure due to snow emergency	0	£401K	0	£1,200K	£192K	£29K
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	7	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 2007/08**



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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 2007/08 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 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 the Divisional Manager (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 progress. KHS utilises the best weather forecast information currently available allied to the latest in-house 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 reports specifically dedicated to providing forecast information for roads in 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 snowfalls are 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
  - 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 Divisional 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 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 Divisional 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 the Divisional Manager, 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 the Divisional Manager, 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 Divisional 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 Emergencies**

7.2.1 During prolonged periods of severe and persistent icing delegated officers may declare an ice emergency covering all or part of the County.

### **7.3 Snow Emergencies**

7.3.1 In the event of significant snowfalls delegated officers may declare a snow emergency covering all or part of the public highway network. In this event Divisional Managers will implement a course of action to manage the situation.

## **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. Divisional 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 Network Operations centrally but Divisional Managers will hold funds for local salting action and other winter service activities instructed by them.

### **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, managed by the Strategic Director (Resources).

## **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 is aware of and understands 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.