



# **LONDON BOROUGH OF BROMLEY**

## **WINTER SERVICE**

### **POLICY AND PLAN FOR 2020/21**

**Colin Brand  
Director of Environment and Public Protection  
London Borough of Bromley,  
Civic Centre, Stockwell Close,  
Bromley, BR1 3UH**

**Contact Officer: Garry Warner  
Tel: 020 8313 4929**

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WINTER SERVICE POLICY AND PLAN FOR 2020-21**

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#### **London Borough of Bromley**

Director of Environment and Public Protection

Head of Neighbourhood Management

Assistant Director (Highways)

Emergency Planning Officer

Winter Service Officer (Operations)

Winter Service Officer (Policy and Communications)

Head of Customer Services

Environmental Campaigns Officer

## **External Authorities**

Kent County Council  
London Borough of Bexley  
London Borough of Greenwich  
London Borough of Lewisham  
London Borough of Croydon  
London Borough of Southwark  
Transport for London  
Bromley Local Liaison Police  
Bromley Local LFB  
Bromley Local Ambulance Service  
Local Bus Coordination Representative

## **Contractors**

JB Riney	Carriageway Operation & Footway Snow Clearance
Veolia	Footway Snow Clearance
Idverde	Footway Snow Clearance

## WINTER SERVICE POLICY & PLAN 2019/20

### 1. INTRODUCTION

- 1.1 This Winter Service Policy and the associated Plan are based on key principles for delivering best value in highway maintenance as recommended in the Department for Transport document - Well-Maintained Highways, Code of Practice for Highway Maintenance Management first published July 2005 and subsequent reissues. (the latest being October 2016)  
A Highways Asset Management Framework (including Winter Service response is due to be published in November 2018)
- 1.2 Under Section 41 of the Highways Act 1980, highway authorities are under a statutory duty to maintain the highway. However, prior to 2003 this duty did not include a duty to remove ice from the highway. In October 2003 a new clause, section 41.1A, was inserted into the Highways Act introducing a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.
- 1.3 It is in the context of **what is reasonably practicable** that the Winter Service attempts to ensure the safe movement of highway users as well as maintaining communications and enabling everyday life to continue.

The Council's Winter Service Policy and Plan sets out its arrangements for taking preventative measures in anticipation of ice and snow and for removal of ice and snow.

## **2. WINTER SERVICE POLICY STATEMENT**

### **2.1 Objectives**

The Council's policy is to provide a Winter Service that so far as reasonably practicable will allow for pre-defined routes of carriageways to be treated in accordance with their priority on the highway network and prevailing weather conditions so as to prevent the formation of ice and also facilitate the removal of ice and snow from carriageways, footways and cycleways. By determining this policy it is the intention to minimise the risk to safety that highway users confront in winter conditions and minimise the non-availability of the highway network through ice and snow. However, this policy recognises that given the scale of financial and other resources involved in delivering the Winter Service it is not practically possible to provide the service on all parts of the highway network, neither is it possible to satisfy the requirements of all those wishing to use the highway

### **2.2 Route Priority**

The Winter Service involves treating the highway in order to:

- (a) Prevent ice from forming (precautionary salting)
- (b) Melt ice and snow already formed (post-treatment)
- (c) Clearance of snow

Priority routes have been defined from a hierarchy of carriageways and footways and take account of both strategic and local needs as follows:

#### Carriageways

- Main Distributor Roads
- Secondary Distributor Roads
- Main bus routes
- Transport Interchanges & routes to them
- Roads leading to hospitals, ambulance, fire stations
- Steep gradients

#### Footways

- Transport interchanges
- Primary and Secondary town centres
- Outside Schools

#### Cycleways

- Those which form part of the carriageway network that is included in the priority route for salting.
- Those which share footways that form part of priority locations for treatment.

## 2.3 Treatment

### Precautionary and post salting (Carriageways)

When potential hazardous road conditions have been forecast, all pre-defined precautionary salting routes on the carriageway network will be treated as necessary within specified times to prevent ice from forming or to melt ice already formed. Depending on the severity of forecast conditions treatment will be extended to non-precautionary priority 2 routes (Secondary Routes).

### Precautionary and post salting (Footways)

Treatment of pre-defined footways was introduced in 2006/7 and will continue this year. Within limited areas and with prior warning, the Street Cleansing, Grounds Maintenance and Highway Works contractors can be diverted from their routine tasks to undertake pretreatment of high usage footways.

When snow is forecast, depending on the severity, precautionary salting of footways subjected to high usage in pre-defined town centres, routes to transport interchanges and areas outside schools will be undertaken when practicable.

When extreme hazardous conditions are predicted or occur due to freezing rainfall, deposits of dew or a light dusting of snow, post salting of footways will commence as soon as possible in town centres, routes to transport interchanges, and areas outside schools.

### Snow

In the event of a snowfall additional resources will be mobilised for clearance once the severity of lying snow and the likely effect of the weather conditions forecast for the next 2-5 days has been established.

### Snow Clearance (Carriageway)

Snow clearance from carriageways will commence as soon as possible in the following priorities and as implemented under the Snow Response Plan.

- All roads covered by Primary salting routes.
- All roads covered by Secondary salting routes
- All sections of road covered by the tertiary (P3) network. The tertiary P3 network shall comprise **steep inclines** on residential streets, rural roads and other adopted Highway.

Requests for ad hoc treatments to roads that do not appear on the P1, P2 & P3 above will be declined unless an emergency situation applies.

Residents living on non prioritised side roads are encouraged to join the Snow Friends scheme and act swiftly to clear the highway within the vicinity of their home so as to create a usable route to the treated network.

## **Snow Clearance (Footways)**

Snow clearance from footways will commence as soon as resources can be mobilised. These resources will be allocated to the priority list of locations on footways shown above in 2.2 and as implemented under the Snow Response Plan.

LBB owned resources will be focused on highly used priority town centres, transport interchanges and outside schools.

Requests for ad hoc treatments to footways that do not appear on the priority list above will be declined unless an emergency situation applies.

The Council's Snow Friends scheme will be promoted and used to enable residents to clear footways that are not being treated by the Authority.

## **Snow Clearance (Cycleways)**

Dependant on the extent of use, it is the intention that snow clearance from cycleways that form part of the carriageway will be accomplished where possible after securing free flow of vehicle traffic. Cycleways that share footways will be cleared in accordance with the priority allocated to footways.

### **2.4 Salt Bins**

Salt bins as a self-help facility have been provided at locations where difficulties are likely to be experienced and which are not covered by precautionary salting routes. This will enable local residents or passing motorists to treat the carriageway and footway within the locality.

Salt bins will not be routinely refilled during a snow event whilst Council resources are fully deployed on other snow clearance activities.

From season 2011/12 the salt bins list will not be added to, the policy on self help has been changed to focus on the residents self help scheme 'Snow Friends'. Ad hoc refills during the season will be at the Assistant Director (Highways) discretion and where there is evidence that salt bins are being regularly abused they may be removed.

### **2.5 Weather Information**

An efficient and effective Winter Service is only possible with information about weather conditions that is reliable, accurate and provided in a timely manner. The Council will continue to use cost effective technology to ensure that decisions can be made with the advantage of having the best weather information available.

From season 2018/19 Bromley Council will subscribe to the Meteo Groups winter service roads forecasting service 'Roadmaster' The two Council owned weather stations will be used by Meteo Group to fine tune their forecasts for the LBB High and Low ground domains.

Bromley owned Weather Stations are maintained and certified by contracted service provider Vaisala

## **2.6 Budgets**

A budget for Winter Service will be provided in addition to other highway maintenance needs. The amount provided will cover all fixed costs and variable costs for an average winter. Budget provision will be reviewed if there is substantial modal shift, particularly to walking and cycling. It may be necessary for the cost of dealing with significant snowfalls to be met from special contingency funds.

## **2.7 Competitive tendering**

With the exception of any service provision considered to be of a specialist nature, the operational aspects of the Winter Service will be subjected to competitive tendering. Additional resources required for severe conditions will be obtained, for the most part, from contractors who have obligations to provide such resources under other contracts with the Council e.g. highway maintenance, street cleansing etc.

## **2.8 Co-ordination with other local authorities & Transport for London**

The Winter Service Operational Plan will aim to ensure that similar standards are adopted for cross boundary roads with neighbouring highway authorities and with Transport for London.

During the winter months details of the proposed action for Bromley will be sent by email to all neighbouring highway authorities including TfL daily.

Whilst Winter Service information regarding treatments is openly shared between neighbouring authorities, LBB will not allow its resources to be used on neighbouring highways without priory agreement (i.e. reciprocal boundary arrangements).

Requests for mutual aid in a snow event will be determined by the Portfolio Holder, Director of Environment and Public Protection and Assistant Director (Highways)

## **2.9 Winter Service Operational Plan**

A Winter Service Operational Plan setting out how these policy objectives are to be achieved will be reviewed annually in consultation with various stakeholders to ensure that consideration can be given to changing circumstances which might affect the performance of the Winter Service.

The blue light emergency services and bus companies will be contacted and offered the opportunity to engage and consult regarding our Winter Service Plan and operations.

Officers will remain open and available to these and other interested parties throughout the Winter Service season.

## **2.10 Performance Monitoring**

Appropriate records are kept so as to provide a clear audit trail of the Winter Service. All documentation relating to the Winter Service Operation will be saved on the Winter Service Sharepoint team site.

Forecast / Observation weather data will also be stored on the Vaisala and Meteo Group websites

In addition, a report will be presented to the Environment Portfolio Holder evaluating the performance of the Winter Service Policy and Operational Plan following severe winters, if required.