

**Putting a winter policy in place –
informing the Council members and the
public, of route plans and web access.**

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Bradford Metropolitan District Council.**

**HIGHWAY MAINTENANCE
WINTER SERVICE OPERATIONAL PLAN 2014
A GUIDE TO HIGHWAY POLICIES AND PROCEDURES**



What people say about us.

“You do a good job.....

but what do you do”?

- We needed to create a Winter Maintenance Policy for Bradford.
- Searched on Google for Winter Maintenance Policies from all over the U.K.
- Found many different document plans and formats.

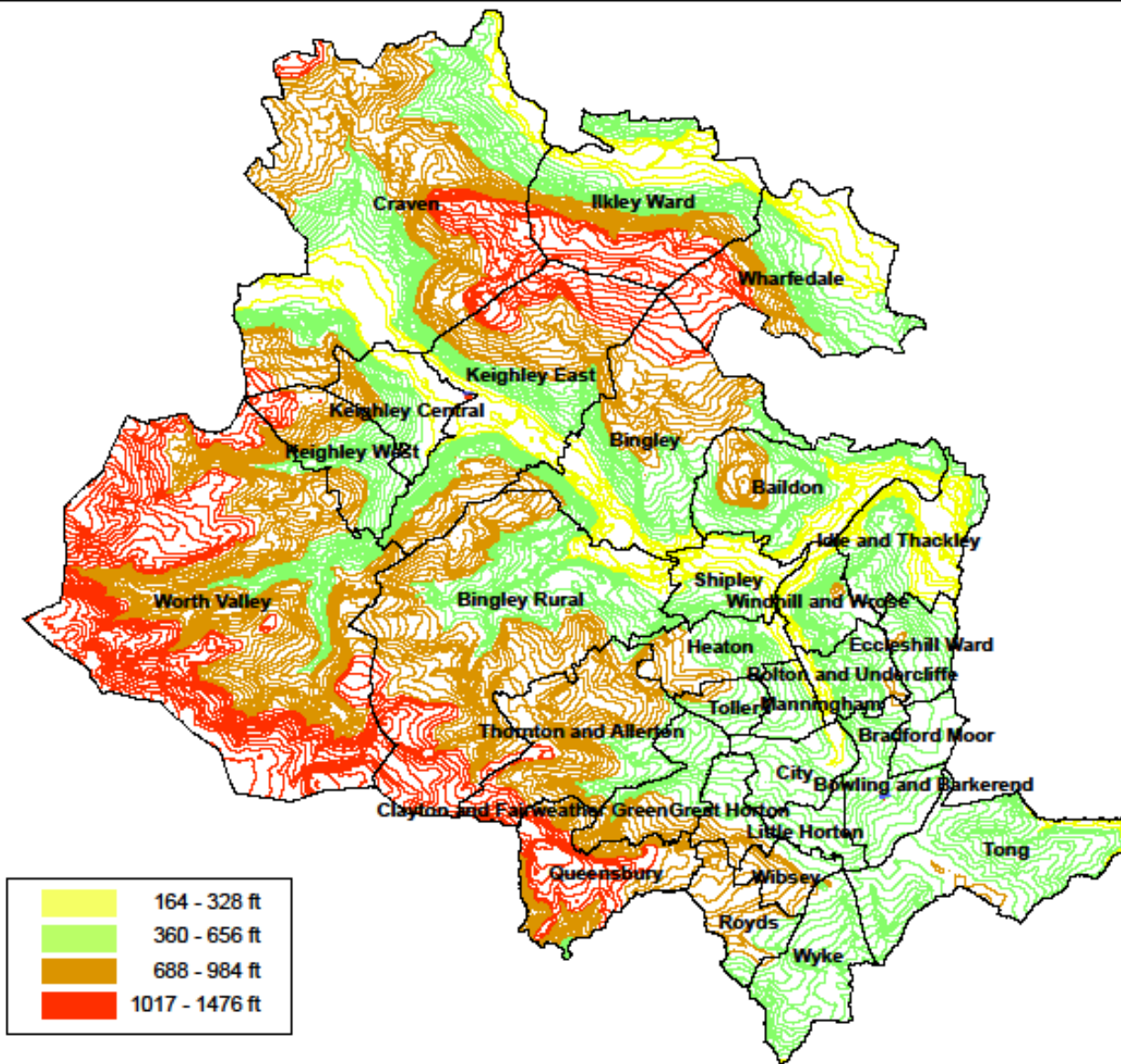
- Quarmby Report 2009 – 2010.
- Brian Smith –RAC – 2013
- Appendix H documents.
- Well Maintained Highways Code of Practice.
- Improve Planning of the winter operation.
- Improve Resilience in Salt Stocks.
- Communications
- Working with other Councils.

- | | |
|-------------------|--------------------|
| 1 Haworth | 14 Bingley |
| 2 Oxenhope | 15 Keighley Centre |
| 3 Denholme | 16 Steeton |
| 4 Queensbury | 17 Silsden |
| 5 Clayton | 18 Silsden Moor |
| 6 Halifax Road | 19 Addingham |
| 7 Odsal | 20 Ilkley |
| 8 Bfd City Centre | 21 Burley |
| 9 Undercliffe | 22 Menston |
| 10 Greengates | 23 Ilkley Moor |
| 11 Thackley | |
| 12 Shipley | |
| 13 Lower Baildon | |

Bradford District Elevation Profile



0 1.5 3 6 9 12 15 18 Miles



1. **Winter Risk Period**
2. **Route Planning for Carriageways and Footways**
3. **Weather Prediction and Information**
4. **Organisation Arrangements and Personnel**
5. **Standby Operating Procedures and decision making**
6. **Salt Storage**
7. **Treatment Requirement Including Spread Rates**
8. **Operational Communications**

HISTORY OF GRITTING – LAST 5 YEARS

YEAR	NO. OF GRITTING RUNS	TOTAL OF SALT USED
2009- 2010	106	21,000 TONNES
2010-2011	85	13,300 TONNES
2011-2012	73	12,500 TONNES
2012-2013	117	22,000 TONNES
2013-2014	45	6,300 TONNES

Priority 1 - MAIN ROADS

Priority 2 - SIDE ROADS

Priority 3 - RAPID RESPONSE / PLOUGHING ROUTES

Priority 4 - NIGHT PATROL OR ICE PATROL FUNCTION

Priority 1 – F Footway Routes Including Footbridges and Other High Risk Pedestrian

Priority 2 - F Footways of medium usage routes through local areas, used by the public to access local shopping areas, post offices, medical centres and school routes in busy residential areas and villages

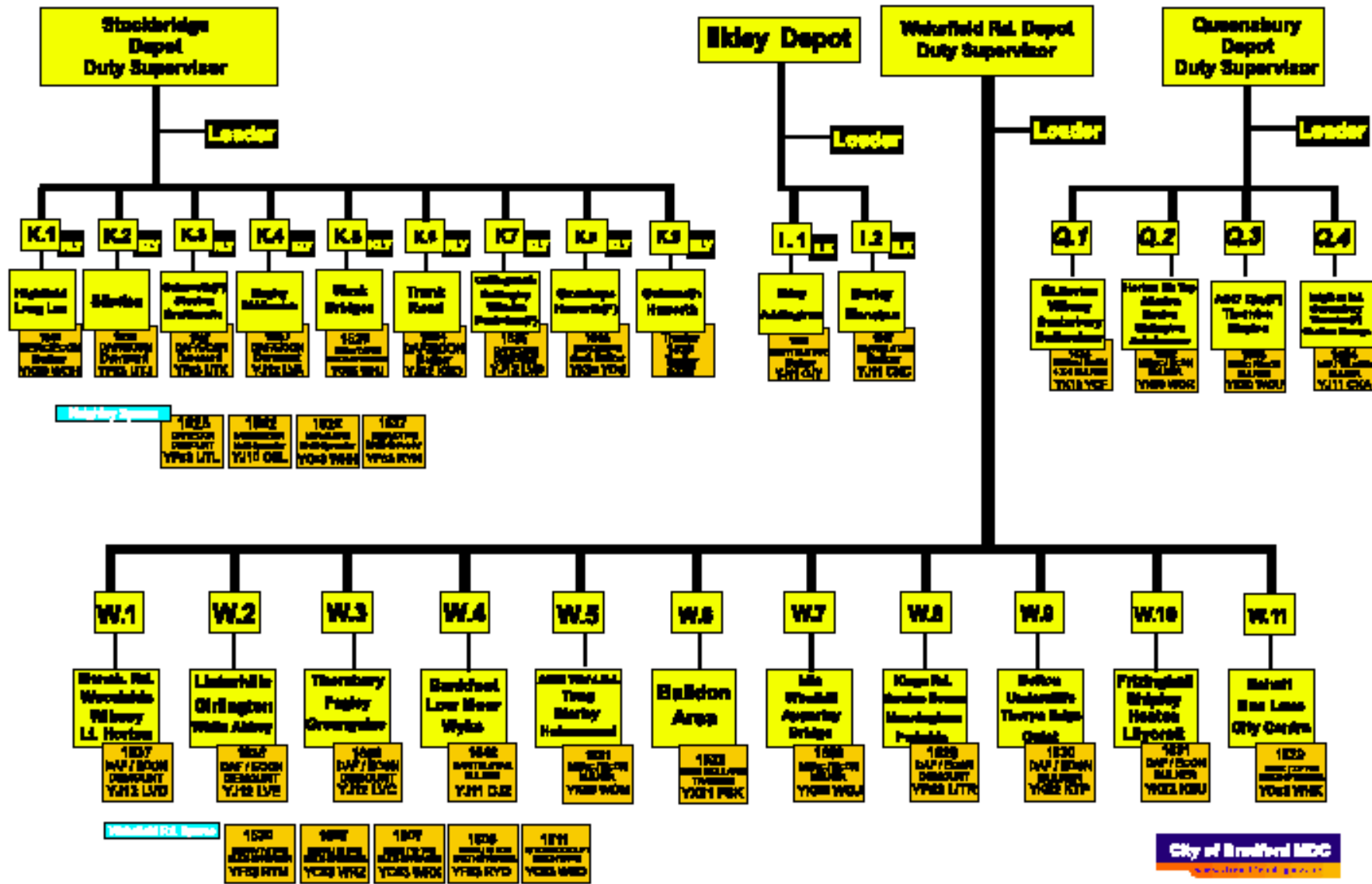
Allocation of Plant, Vehicles, Equipment and Materials to Routes

The Priority 1 Network covering 26 routes are gritted by:

NO OF VEHICLES	TYPE OF VEHICLE
1	20 TONNE BULKER (FIXED GRITTER BODY WITH PLOUGH)
13	17 TONNE BULKERS WITH PLOUGH
10	17 TONNE WITH DEMOUNTABLE GRITTER BACKS AND PLOUGH ATTACHMENTS
2	TRACTOR / TRAILER GRITTERS WITH PLOUGH
9	7.5 TONNE MULTI SPREADER

All the above vehicles are fitted with G.P.S Tracking systems which include information relating to spread rates and spread patterns.

Winter Maintenance Operation 2014 - 2015



Allocation of Plant, Vehicles, Equipment and materials during periods of Severe Weather

The Winter Service Operations Team will call in addition Plant Labour Vehicles from the Private Sector. The list is as follows:

NO. OF VEHICLES	TYPE OF VEHICLE/ DRIVERS
2	SNOW BLOWERS
12	TRACTORS WITH SNOW PLOUGHS
2	BOB CATS
10	JCBs
7	FOOTWAY KUBOTA / TRACTORS
5	BULK GRITTERS
23	GRITTER DRIVERS
41	OPERATIVES – HAND GRITTING – SNOW CLEARANCE

The above contractors are local to the District and will be called in to support the operation in severe weather.

Location and Maintenance of Grit Bins

Over 500 Grit Bins are placed out on the Highways network in Bradford. Below is the list, broken down into the 5 constituency areas.

AREA	NUMBER OF GRIT BINS
Bradford West	46
Bradford South	80
Bradford East	90
Keighley	141
Shipley	161

The list was compiled back in early 2012 and some grit bins may have been removed or in some cases stolen. A more detailed audit will take place before the winter season commences 2014/2015.

Assessment form for Provision of Grit Bins

LOCATION OF SALT BIN	DATE OF ASSESSMENT	ASSESSED BY	
CHARACTERISTIC	SEVERITY	POINT	ASSESSED ACTUAL SCORE
1) Carriageway Gradient	Greater than 1 in 10 1 in 10 to 1 in 30 Less than 1 in 30	75 40 NIL	
2) Altitude	Land over 700ft Land over 500ft Land between 250ft and 500ft	75 50 25	
3) Distance to next Grit Bin	Less than 200m 200m to 400m More than 400m	0 15 20	
4) Close proximity to and falling towards and away from junctions	Heavily trafficked Road Moderately trafficked Road Lightly trafficked Road Not falling	80 60 30 NIL	
5) Number of premises for which this is the only access	Over 100 50-100 20-50 0-20	30 20 10 NIL	
6) High Traffic / Strategic General location and High pedestrian movements	School/Community centres Designated old persons Accommodation Clinics/Doctors Surgeries	25 25 25	
7) Road Priority	On Priority 1 Main Road Gritting Route On Priority 2 Side Road Gritting Route	-50 -50	
		TOTAL	This needs to be over 125 to pass

DRIVERS HOURS REGULATIONS POLICY

GB Domestic Rules apply if:

The maximum permissible weight of your vehicle is over 3.5 Tonnes.

All Gritters are over this weight.

GOODS VEHICLES (GRITTERS)

You must not drive for more than 10 hours in a day.

The daily driving limit applies to time spent at the wheel actually driving on a public road.

Off-road driving counts as duty time.

Daily Duty Limit

The minimum driver's rest period when driving under UK Domestic Rules is 30 minutes in duty time over 6 hours, 45 minutes between 6 hours and 9 hours and 60 minutes for over 9 hours with a maximum 11 hour duty period.

Breaks are to be split evenly over the working day with the last period taken **before** the 10th hour.

Breaks are not included in total duty time.

Drivers are not to drive for more than 6 days in one continuous period.

In the event of weather events which are unusually severe or sustained it may be Necessary to ask drivers to work additional hours or days. It is anticipated that where this falls on rest day that the drivers will work a further three hours and then have a sustained break before working a further three hours.

This policy has been created with the aim of ensuring driver and public safety while complying with the "adequate rest" provision contained in UK Domestic driving rules.

Resilience

The City of Bradford MDC Resilience level is determined as:

Overall Winter Period 1st October to 30th April

Core Winter Period 1st December to 28th February

Days Resilience (Overall Winter Period) 15 Days

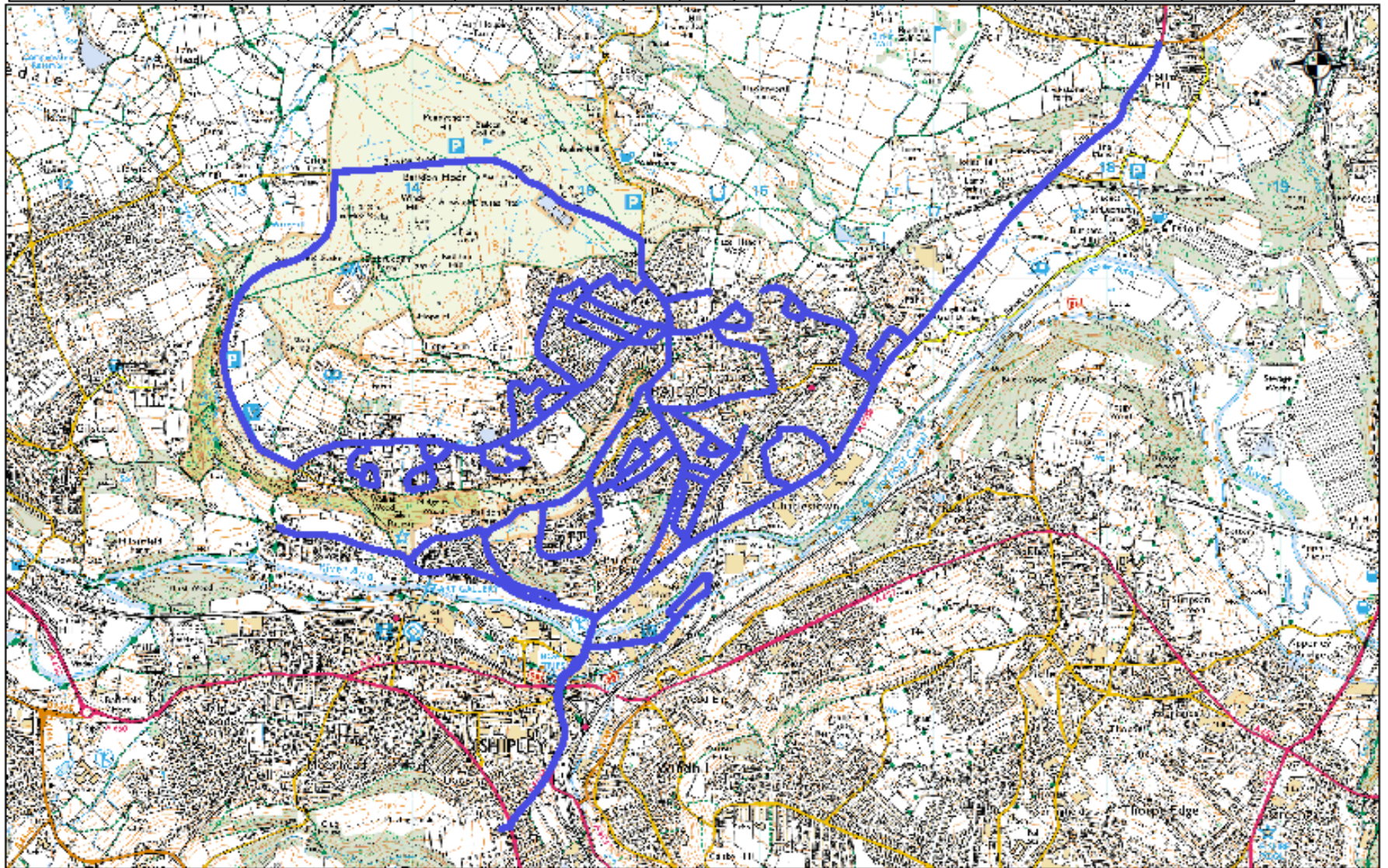
Days Resilience (Core Winter Period) 20 Days

Minimum Salt Stocks					
			Minimum Stock		
ROUTE PRIORITIES	MINIMUM WINTER NETWORK (TONNES/ RUN)	MINIMUM WINTER NETWORK (TONNES/DAY)	OVERALL WINTER PERIOD 15 DAYS RESILIENCE	CORE WINTER PERIOD 20 DAYS RESILIENCE	30 DAYS RESILIENCE
PRIORITY 1	130 X 2	260	7,200	9,600	14,400
PRIORITY 2	100	100	1,500	2,000	3,000
PRIORITY 3	80	80	1,200	1,600	2,400
PRIORITY 4	30	30	450	600	900
FOOTWAYS	20	20	300	400	600
TOTALS		480	10,650	14,200	21,300

W6 Priority 1 Route

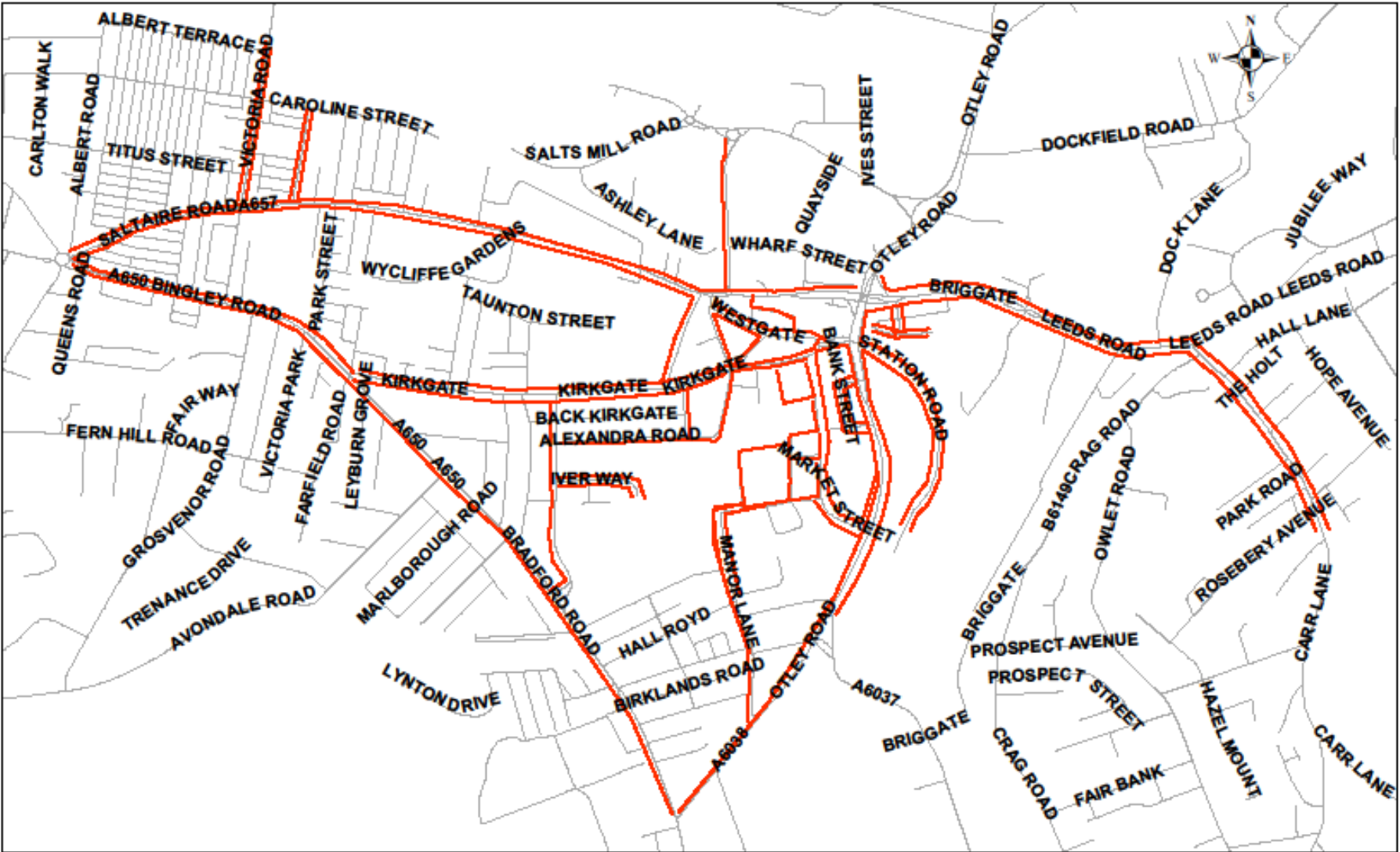
Baldon Area.

0 0.1 0.2 0.4 0.6 0.8 1 1.2 1.4 1.6 1.8 2 2.2 2.4 2.6 2.8 3 3.2 3.4 3.6 3.8 4 4.2 4.4 4.6 Miles



Priority 1F Route.
Shipley

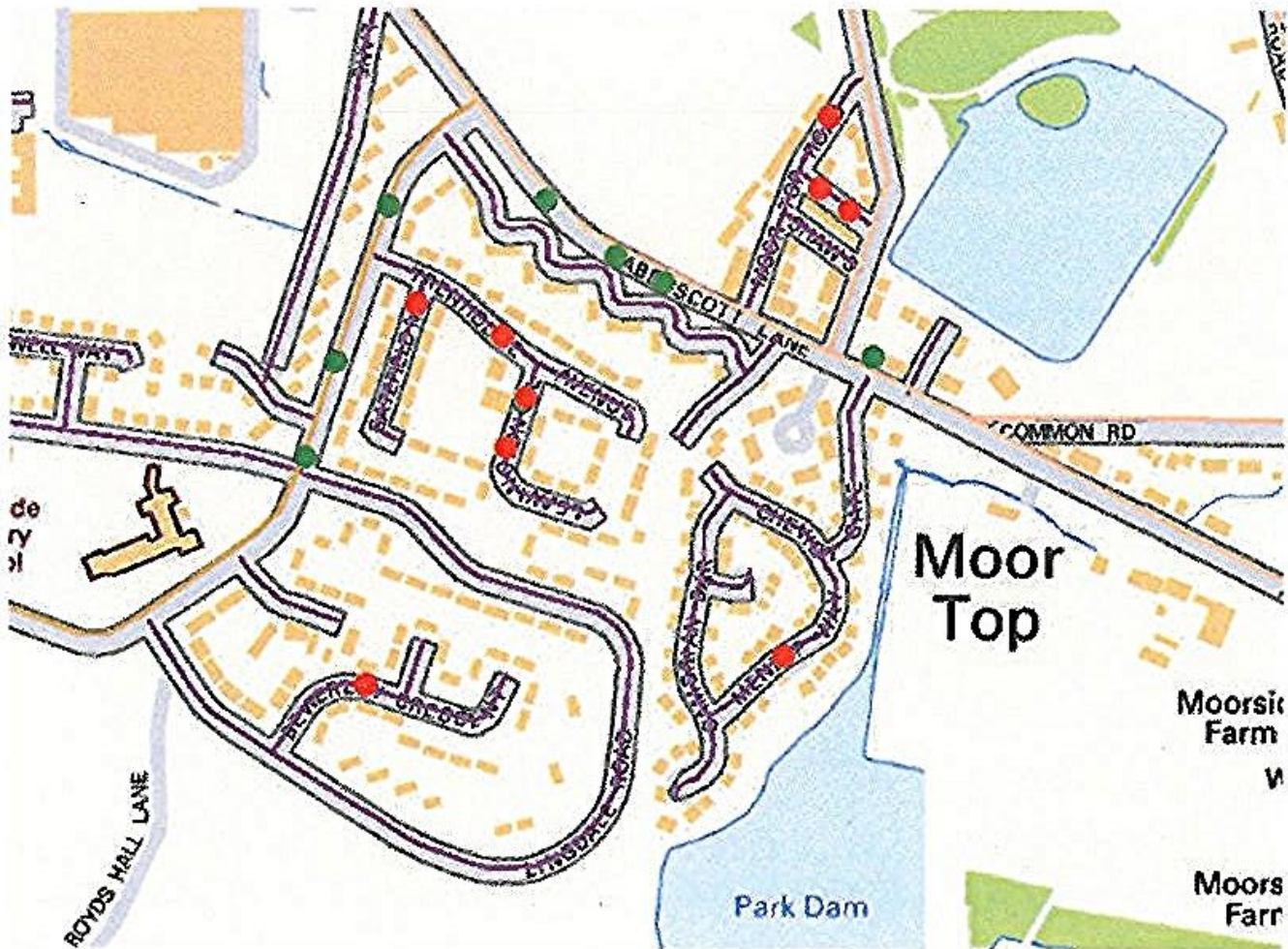
0 0.075 0.15 0.3 0.45 0.6 0.75 0.9 1.05 1.2 Miles



Requests for Gritting Received and Plotted

Greens are requests on streets which are on a route.

Reds are requests for streets not on a route.







Future Strategy

- Liquid Spraying
- Existing Footway Treatment is expensive
I.E. 2 x Tractors + 1 Man/Pickup.
- Airports use it.
- Good enough for us.
- Salt Barn case.