

TONBRIDGE & MALLING BOROUGH COUNCIL

JOINT TRANSPORTATION BOARD

28 November 2011

Report of the Director of Highways and Transportation

Part 1- Public

Matters For Information

1 WINTER SERVICE – OPERATIONAL ARRANGEMENTS

Summary

Winter service arrangements for the coming season are summarised.

1.1 Introduction

1.1.1 Kent Highways and Transportation prepares an annual policy and plan which are used to determine actions that will be taken to manage its winter service operations. On 27 September 2011 the Environment, Highways and Waste Policy Overview and Scrutiny Committee supported the Winter Service Policy Statement and Plan for 2011/12. Additionally local district based plans have been produced as detailed below.

1.2 District based winter service plans

1.2.1 Following successful work last year with district councils arrangements have again been put in place this year whereby labour from Tonbridge and Malling Borough Council can be used during snow days. Additionally KH&T will supply a small quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan that was recently circulated to all Borough and County Council Members. This plan enhances the work that KH&T will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects your area.

1.3 Pavement clearance

1.3.1 Areas for clearing pavements have been identified in the district plans. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

1.4 Salt Bins

1.4.1 Kent Highways and Transportation (KHT) annual policy and plan includes for roadside salt bins 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

1.4.2 Location of Roadside Salt Bins

1.4.3 At hazardous locations, on roads not covered by primary precautionary salting routes, residents or motorists can use salt obtained from roadside salt bins to treat ice or snow on the carriageway or footway. Such hazardous locations are likely to occur on steep gradients, at sharp corners and approaches to junctions and level crossings, particularly where there is poor surface water drainage. In no circumstances shall salt be left on the roadside in open piles.

1.4.4 New Roadside Salt Bins

1.4.5 The current number of salt bins is thought to be sufficient but if priorities on local road networks change Highway Managers may agree to site salt bins at new locations. An assessment criterion for installing a new salt bin has been devised and is shown at **Annex 1**. The form will be used by Highway Operations staff to assess requests. New salt bins will be put in place at the beginning of the winter period and no new bins will be placed during the operational winter season. The Contractor will label the salt bins with wording supplied by the Client. The Contractor will photograph the salt bins in situ and add these to an asset map to be used throughout the season.

1.4.6 Payment for salt bins

1.4.7 Once a salt bin has been approved by the assessment criteria, the cost of installation, filling and maintenance will be borne by KHT.

1.4.8 Member Highway Fund

1.4.9 Members are able to purchase salt bins using their Member Highway Fund in line with the usual application process. All requests will be subject to the same assessment criteria in Annex 1.

1.4.10 Parish councils

1.4.11 Parish councils are permitted to purchase salt bins and place them on the highway once a suitable location has been approved by a qualified engineer from KHT. These salt bins ideally should not be yellow or green and should be clearly identified by a label as being the property of the parish council. KHT will have no obligation to fill or maintain these salt bins. However, the Highways Manager may agree to refill parish-owned salt bins upon request, subject to availability of salt and staff resources and the payment by the parish of an appropriate charge.

1.5 Conclusion

1.5.1 Working in partnership with the district councils will enable KHT to provide an effective winter service across the county.

1.6 Legal Implications

1.6.1 Not applicable.

1.7 Financial and Value for Money Considerations

1.7.1 The service is funded within existing County Council budgets.

1.8 Risk Assessment

1.8.1 Not applicable.

Background papers:

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Nil

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