

BRACKNELL FOREST BOROUGH COUNCIL SALTING ROUTES
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ROAD HIERARCHY – Primary and Secondary Gritting Routes

1. The road hierarchy system within the Borough is defined in the Code of Practice for Maintenance Management July 2005.

Category 2: Principal "A" roads between strategic Primary Destinations for fast moving long distance traffic with little frontage access or pedestrian traffic.

Category 3a: Other important Principal "A" roads in the Borough in terms of volume of traffic carried, the proportion of heavy goods vehicles and their strategic function as principal links between settlements or within major urban areas.

Category 3b: Classified "B" roads and main distributor roads carrying significant volumes of traffic and public transport services. These are important thoroughfares distributing traffic from the strategic routes to residential or commercial areas.

Category 4: All other roads, being roads providing local access within and between residential and commercial areas.

2. The Primary precautionary salting network comprises all Category 2, 3a and 3b roads, and some heavily trafficked Category 4b roads, including major bus routes (exceeding 50 buses/day urban and 25 buses/day rural) and represents 39% of all highways in the Borough. The total length of the Primary salting network is 164 km (102 miles).
3. The Secondary salting network comprises Category 4a residential roads, bus routes, roads leading to schools and lightly trafficked rural roads, which become hazardous if left untreated during prolonged periods of particularly severe weather conditions. The total length of the Secondary salting network is 63 km (39 miles).
4. The primary road network within the Borough of Bracknell Forest is covered by 3 salting routes. Each route is efficiently designed in order to comply with Audit Commission guidelines where possible and to give a maximum treatment time of 3 hours.

The Secondary salting network is broken down into 3 routes.

It should be noted that the response time at any time of night or day is 1 hour.

5. Performance of the contractor in relation to response and treatment times is monitored to ensure satisfactory service delivery and contract compliance, where appropriate.

6. Arrangements have been made with other adjoining Boroughs to treat lengths of road beyond the Council's boundary and vice versa, in order to make salting of complex junctions and bridges at boundaries more efficient.