



Bracknell
Forest
Council

Highways winter service plan 2022/2023



HIGHWAYS WINTER SERVICE PLAN

2022 / 2023

Final Version

October 2022

**Highways and Transport
Place, Planning & Regeneration
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BRACKNELL FOREST COUNCIL

HIGHWAYS WINTER SERVICE PLAN 2022/2023

1 INTRODUCTION

- 1.1 Our highways winter service operation is important in terms of the local and national economy and road safety. The Council seeks to maintain safe road surfaces at all times, so far as the resources available permit.
- 1.2 The Highways Act 1980, Section 41 (1A) places a duty on the authority “to ensure, so far as reasonably practicable, that safe passage along a highway is not endangered by snow or ice”.
- 1.3 The highways winter service involves treating the highway in order to:
- Prevent ice from forming, “precautionary salting”
 - Melt ice and snow already formed, “post salting”
 - Remove accumulations of snow
- 1.4 This Plan seeks to ensure compliance with the statutory duty.
- 1.5 The highways winter service period for the winter 2022/23 runs from:
- Monday 31 October 2022 through to Sunday 16 April 2023.**
- 1.6 This Plan supports the Council’s approach to managing extreme weather conditions during Winter. The Council’s priorities for managing severe winter weather events are summarised in Appendix F. The Director: Place, Planning and Regeneration has specific responsibilities in relation to managing the Councils overall response at times of severe weather.

2 SERVICE OBJECTIVES

- 2.1 As the Highway Authority, Bracknell Forest Council has a duty to ensure, “so far as is reasonably practical,” that the highway is not endangered by snow or ice.
- 2.2 This is not an absolute duty, given the qualification of “reasonably practical”. The scale of financial and other resources involved in delivering the highways winter service and the challenges inherent in maintaining high levels of availability of specialist equipment, means it is not practically possible either to:
- Ensure surfaces are kept free of ice or snow at all times, even on the treated parts of the network;
 - Provide the service on all parts of the network.
- 2.3 As a first priority at times of predicted low temperatures the Council aims to provide, as far as is reasonably practical, the safe movement of traffic on all A and B class roads and other pre-defined well trafficked roads throughout the Borough (the Primary routes). Secondary routes tend only to be treated when there is snow, at the discretion of the Council officers taking due account of the resources available at the time.
- 2.4 Pre-salting will be carried out based on information received from the weather forecasting service. In certain circumstances, it may be necessary to apply salt after the formation of ice

due to unforeseen circumstances such as burst water mains for example. For precautionary salting, the response and treatment times are 1 hour and 3 hours respectively.

- 2.5 When snow falls and accumulates on highway surfaces, snow ploughs and other appropriate tools will be used to remove snow where physically practicable and salt will be spread to help melt the snow and to prevent ice forming. Roads will be cleared of snow in descending order of priority, and will continue to be given priority, until such time as all the Primary pre-salting routes are cleared. Snow ploughs cannot be used on streets containing traffic calming speed humps, cushions and tables.
- 2.6 When severe weather occurs efforts will be made to salt the priority footways in town centres, neighbourhood centres, and subway approaches. These areas will be cleared of snow, largely by hand, and post salted as resources permit. These activities are currently undertaken by the Street Cleansing and Grounds Maintenance Contractor.

SALT BINS

- 2.7 Salt bins are provided at predetermined locations where there is a perceived need to undertake regular spot salting of the road or footpaths. The Council also supports 28 salt bins on behalf of the Parish and Town Councils. The following criterion for the provision of additional salt bins has been adopted. Both points have to be met:
 - (i) Salt bins will only be placed along roads where there is a continuous steep and/or hazardous gradient of at least 10% (1 in 10) and where there are buildings in regular occupation nearby.
 - (ii) Salt bins will not be located on a Primary salting route unless intended for use on an adjoining road, which is not on the Primary salting route.
- 2.8 The requests for additional salt bins logged during the winter season will be considered and if found to meet the eligibility criteria will be added to the network as soon as reasonably practicable.
- 2.9 The locations of salt bins are set out in Appendix E.
- 2.10 The contents of salt bins are provided for use on community assets (public roads and paths) and should not be used on private pathways or drives. Evidence of persistent miss-use of the salt may lead to the removal of the salt bin. Salt bins are periodically refilled in response to usage as resources permit.
- 2.11 Salt bins are placed on the network in the weeks leading up to the standby period and will remain on site after end of the winter season. Where possible the bins will be locked outside of the winter season.

3 ANNUAL REVIEW

- 3.1 This Plan is subject to annual review. The review following the 2021/22 winter season has concluded that all routes and processes are still appropriate. One request for an additional salt bin will be investigated prior to placing of the salt bins and if found to meet the set criteria will be added to the list in appendix E. Due to the wear and tear inflicted on the salt bins when removing them at the end of the season, they will be left in situ from 2022 onwards. There may be further amendments to the Town Centre routes as the Town Centre re-development project continues.
- 3.2 In the course of the preparation of this plan the Council has taken into account the DfT's commissioned reports into the "Resilience of England's Transport Systems in Winter" and the UK Roads Liaison Group's Winter Service Guidance documents published in October 2010 and January 2012 and March 2019.
- 3.3 The spread rates used when salting the roads have been updated to reflect the latest guidance issues by the National Winter Service Research Group (NWSRG) which offers greater efficiency.

4 ROAD HIERARCHY

The road hierarchy system currently adopted within the Borough is that recommended in Well Managed Highway Infrastructure; Code of Practice for published in October 2016, as amended.

Category 2: Strategic route – Trunk and some Principal "A" roads between Primary Destinations. Routes for fast moving, long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.

Category 3a: Main Distributor - Major Urban Network and Inter-Primary Links. Short-medium distance traffic. Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.

Category 3b: Secondary Distributor - Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions. In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built-up areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons.

Category 4a & b: Other roads, being roads providing local access within and between residential and commercial areas.

In accordance with the new Code Of Practice, Well Managed Highway Infrastructure, 2016, the road hierarchy is under continuing review and changes to designations may be made during the life of this Winter Service Plan. This is not expected to affect treatment routes during the life of this plan.

- 4.2 The Primary Salting Network comprises all Category 2 and 3a roads and some heavily trafficked Category 3b, 4a and 4b roads, including major bus routes and represents 41% of all highways in the Borough (Appendix A). The total length of the Primary Salting Network is 180 kilometres (112 miles).
- 4.3 The Secondary Salting Network comprises selected (non-primary) Category 4a and 4b residential roads, bus routes, roads leading to schools and lightly trafficked rural roads, which may become hazardous if left untreated during prolonged periods of particularly severe weather conditions. (Appendix B.1.) The total length of the Secondary Salting Network is 56 kilometres (35 miles).
- 4.4 In addition, fourth and fifth tier salting networks have been identified which would only be treated should resources become available and only after the Primary, Secondary and Tertiary Salting Networks are deemed 'clear'.
- 4.5 The Resilient Network comprises strategic routes only. Salting of the Resilient Network will be implemented only in conditions of extreme salt shortages, or as directed by Central Government. At such times no other salting of routes takes place. The Resilient Network is detailed in Appendix (C). The total length of the Resilient Salting Network is 118 kilometres (73 miles).
- 4.6 The Primary Salting Network within the Borough is covered by 3 salting routes. Each route is designed to give a target maximum treatment time of 3 hours. The Secondary salting network is covered by 2 routes. Each route is similarly designed to give a target maximum treatment time of 3 hours. The response time to mobilise salting lorries at any time, night or day, is 1 hour.
- 4.7 Footways/cycleways are categorised as follows:

- Category 1: Main public shopping areas including neighbourhood centres
- Category 2: Medium usage routes including footways leading to local shopping centres, large schools and other essential community services/assets.
- Category 3/4: Other less used footways.

Whilst footways/cycleways are not normally pre-salted, the Category 1 and 2 footways are treated in the same way as the Secondary Salting Networks. These are only salted and/or cleared of accumulations of snow, resources permitting, during particularly severe and prolonged hazardous weather conditions. The Council will re-deploy available landscape operatives and in severe weather conditions other Council contractor employees to clear snow from these priority footways.

A list of priority footways to be cleared of accumulations of snow is included as Appendix (D1). A Daily Record Sheet for treatment of these areas is included as Appendix (D2). Location plans of these priority areas are also available.

- 4.8 There are a number of roads in the Borough which for various reasons are subject to wet conditions. On dry nights when temperatures drop below freezing and frost is not forecast to form on the carriageway then only the wet patches are pre-salted.

4.9 The Highways & Transport Division hold and maintain details of the:

Primary Salting Network
Secondary Salting Network
Resilient Network
Additional roads (Schools, Doctors, inclines, etc.)
Third, Fourth and Fifth tier Salting Networks.
Wet patches – updated periodically throughout the winter season
Priority Footway Salting Network
Subways and footbridges
Drawings associated with the routes
Database of salt bin locations
Salt stocks

5 CLIENT/CONTRACTOR RELATIONSHIP

5.1 The Term Maintenance Works Contract includes for winter maintenance operations. The contractor is Ringway Infrastructure Services (RIS).

5.2 The following table indicates how the principal winter maintenance responsibilities between Bracknell Forest Council and its contractor are split.

Preparation of Highways Winter Service Plan	Bracknell Forest Council
Road Hierarchy Priorities	Bracknell Forest Council
Routing (salting and snow clearance)	Contractor with guidance from Bracknell Forest Council
Vehicles / Plant	Contractor
Decision making (primary routes)	Contractor (Duty Manager)
Decision making (secondary routes and other areas)	Bracknell Forest Council (Traffic Manager or Deputy)
Decision making (Town Centre first priority route)	Street Cleansing Contractor
Decision making (Town Centre second priority route)	Bracknell Forest Council (Traffic Manager or Deputy)
Day-to-day Operations	Contractors with co-ordination by Bracknell Forest Council officers
Performance Monitoring	Bracknell Forest Council
Opening of Emergency Operation Centre in Severe Weather conditions	Bracknell Forest Council
Approval to commence operations in severe snow conditions	Bracknell Forest Council

6 ROSTERING OF SUPERVISORY AND OPERATIONAL STAFF

- 6.1 Bracknell Forest Council has entered into an agreement with the Contractor to utilise their services for the purposes of decision making and the co-ordination of the winter maintenance operation. The Contractor will provide Duty Managers to carry out this activity in relation to the Primary routes.
- 6.2 Bracknell Forest Council has its own Highways & Transport Division available for client duties. Duty Managers are rostered to be on standby for decision making duties for the winter period from October to April inclusive. The roster, typical details of which are given in Appendix (G), is finalised during October.
- 6.3 Each Duty Manager is available 24 hours a day, during his/her period on duty. Outside of normal working hours, the officers can be contacted through Forestcare. During normal office hours all winter service enquiries from members of the public should be directed to Bracknell Forest Council's Customer Service Centre. Contact out of hours is through Forestcare.
- 6.4 When on duty, each Duty Manager will be available to make decisions regarding winter service operations on the Primary salting network. Further information concerning weather forecasts and decision making is provided in sections 9, 10 and 11.
- 6.5 Rosters of the contractors' operational staff involved in winter maintenance are requested at the start of October in preparation for commencement of operations at the end of October.

7 PLANT, EQUIPMENT AND SPREAD RATES

- 7.1 The Contractor is responsible for the provision and maintenance of all plant and equipment needed for the performance of this Plan.
- 7.2 To be effective, salt must be spread evenly and at rates to suit prevailing weather conditions. Excessive salt spreading is undesirable on both environmental and economic grounds. To this end, the spreading equipment is calibrated annually by the plant supplier and locally monthly by the contractor, and the controls marked accordingly for the spread rates listed in Appendix I. Any decision to vary this application rate or to use other materials (due to a need to conserve supplies) is a matter for the Council and authority has been given to the Traffic Manager to make such changes having regard to the circumstances.

8 OPERATIONAL COMMUNICATIONS

- 8.1 All winter maintenance vehicles have means of contact with the operational depot in order that instructions can be passed to, and current information relayed back from the vehicles.

9 WEATHER FORECASTS

9.1 During the winter period, the Duty Manager and officers use the 'RoadMaster' forecasting service provided by DTN from their UK HQ, London. The information received each day includes the following:-

- (i) detailed 36-hour forecast
- (ii) evening update forecast
- (iii) site specific temperature graphs (three sites)
- (iv) early morning summary
- (vi) 2 – 5/10 day forecast

In addition, radar pictures can be obtained when deemed appropriate.

9.2 The 24-hour forecast is issued periodically throughout the day at approximately 0500, 1100 & 1700 hours each day. The main features of this forecast are as follows:-

- (i) Alert Levels (Readiness colour)
This is based on the traffic light colours; green, amber or red.
The definitions are:-
 - Green - no snow or ice expected
 - Amber - risk of snow or ice
 - Red - ice, snow or drifting snow expected.
- (ii) Hazards
This section includes the hazards causing the red or amber readiness colours as well as other weather hazards such as heavy rain, high winds or fog, which could accompany a green readiness colour. Where possible a qualifying time is given. For example, icy patches expected after 2300 hours.
- (iii) Minimum temperatures
Minimum air and road temperatures for urban and rural areas are provided.
- (iv) Confidence statements
This consists of high, moderate or low confidence for each of the hazards described above, together with a qualifying statement. For example: low confidence regarding extent of showers this evening but high regarding road temperatures falling below zero.
- (v) 24 hour weather summary
This is a general summary of the forecast for the period from midday to midday.

9.3 At approximately 1700 hours each evening, a forecast update is issued by DTN and can be viewed by the Duty Manager. If further information is required, the Duty Manager can make use of the 24 hour consultancy service provided by DTN when a discussion can be held with the duty forecaster (see section 11 for further information on decision making).

10 THERMAL MAPPING AND ICE PREDICTION

- 10.1 A survey measuring and analysing the thermal characteristics of road surfaces has been undertaken by Vaisala TMI Ltd. The thermal mapping covers approx. 90% of the primary salting network.
- 10.2 The information yielded from thermal mapping is used in conjunction with site specific forecasts to predict accurately the minimum temperature of road surfaces across the road network. This allows accurate decisions to be made not only about whether to salt or not, but whether to salt only those roads that require treatment.
- 10.3 Thermal mapping has been used to produce data, which allows the pre-salting routes to be analysed objectively and to ensure the optimum location of road surface and atmospheric condition sensors. Nine sensors sites have been installed through Berkshire County.
- 10.4 Annual calibration checks on all sensors are undertaken by the appropriate equipment supplier with a full report submitted to West Berkshire Council which currently acts as client manager for the Ice Prediction service on behalf of the Berkshire Unitary Councils.
- 10.5 Every hour, information from these sensors is fed automatically into the Central Processing Unit at Vaisala TMI's offices in Birmingham. The parameters recorded are, air temperature, humidity, precipitation, wind speed and direction, road surface temperature, surface condition (wet or dry) sun-surface temperature and residual salt levels. Forecasts are produced for the Berkshire Unitary Authorities based on this information.

11 DECISION MAKING

- 11.1 Precautionary salting of the Primary network decision making is the responsibility of the Duty Manager. During the winter, the Duty Manager is on standby and has an overview of prevailing conditions in Berkshire. The Duty Manager also has a specific responsibility for liaising directly with the DTN forecaster and for notifying the media and other organisations as described in Section 14.2 of the intention or otherwise to treat the Primary Salting Network.
- 11.2 Using the forecast data along with the national guidance (NWSRG) provided the Duty Manager will make his/her decision regarding pre-salting as appropriate.
- 11.3 The Duty Manager's decision is recorded on the Weather forecasting service website Message board by the Duty Manager at the time of making/amending the decision. The client is responsible for compiling/entering the distribution list upon the message board.
- 11.4 Appropriate training is provided regularly for all Duty Managers particularly with regard to technological improvements in forecasting techniques and the ice prediction system.
- 11.5 Decisions to salt the Secondary salting network and other areas will be made by the Council's Highways & Transport Division staff.

12 SALT

- 12.1 Road de-icing salt will be supplied by the Contractor. The contractor is required to have enough salt in place by 30 September each year to meet the recommended level of resilience recommended by recent reviews of winter service operations. (Quarmby et.al.)
- 12.2 Successful road salting relies on the salt dissolving and lowering the freezing temperature of moisture. Bracknell Forest Council use pre-wetted salt comprising a brine solution of 30% salt and 70% water, spread with dry salt at a ratio of 30% brine to 70% salt. The advantage of this treatment method is that the de-icing action begins to take place almost immediately on contact with the road surface. This in turn reduces the amount of overspill and verge dieback that can occur with the use of dry salt.
- 12.3 Salt bins are normally filled with salt. Footpaths where they are treated may also be treated with salt or a salt/sand mix.

13 SNOW CLEARING

- 13.1 For the purpose of this Plan, there are two stages for snow clearing:-
- **Stage 1 - Light falls** of undisturbed accumulations of snow reaching a depth less than 10mm.
 - **Stage 2 – Moderate/Heavy falls** of snow exceeding 10mm
- 13.2 In Stage 1 and 2 conditions, snow clearing operations may be undertaken subject to available resources by the Council's contractor and landscape staff. These operations will be controlled by the Highways & Transport Division in consultation with contractors.
- 13.3 The start of snow clearing operations will aim to commence within 1 hour of an instruction being issued by the Highways & Transport Division. During snow clearing operations priority will normally be given to the Primary Routes followed by other routes in priority order as resources permit. During severe weather conditions, snow clearing operations on footways and cycleways may be undertaken during normal working hours, as prevailing conditions and resources permit, after treatment of higher priority routes.
- 13.4 In Stage 2 conditions, the Council's Emergency Operations Centre (EOC) may be opened and manned until conditions abate. If so, then during this time, all incoming calls relating to winter maintenance operations will be directed to the EOC.
- 13.5 Throughout any of the two stages described the Council may decide to establish its own Corporate Severe Weather Management Team to oversee the response.
- 13.6 The Council also have a Corporate Severe Weather Plan, an extract from which, detailing the Council's Priorities for snow clearance, is attached as Appendix F.

14 MEDIA COMMUNICATIONS

- 14.1 Liaison with the news media, particularly the local radio stations, BBC Radio Berkshire and Heart FM is of the utmost importance and will be maintained during periods of snowfall. This contact will normally be directly via the Council's Communications & Marketing Office.
- 14.2 Thames Valley Police, BBC Radio Berkshire, Heart FM and other organisations will be advised by email on those occasions when precautionary salting is to be undertaken. Additional information will also be provided as appropriate to the motoring organisations, particularly during periods of snow clearance when it is essential that the travelling public are advised of current road conditions and cleared routes.

15. LIST OF APPENDICES

- A: Primary Pre-Salting Routes
- B.1: Secondary Salting Routes
- B.2: Third Tier Roads List
- C: Resilient Salting Network
- D: Priority Footways, Record Sheet, Location Plans
- E: Salt Bin Locations
- F: Extract from Corporate Severe Weather Plan re: Snow & Ice

PRIMARY PRE-SALTING ROUTES

Binfield

Binfield Road (B3018)
 Bottle Lane
 Church Hill
 Church Lane
 Forest Road (B3034)
 Howe Lane (end at junction with Westley Mill (north exit))
 John Nike Way
 London Road (B3408) (incl Wokingham BC section through to Coppid Beech Roundabout)
 Popeswood Road
 St. Marks Road (Popeswood Road to Terrace Road South)
 Temple Way
 Terrace Road South
 Terrace Road North
 Twyford Road

Bracknell

Bagshot Road (A322)
 Berkshire Way (A329) (to Borough boundary)
 Binfield Road (B3018)
 Birch Hill Road
 Bracknell Bus Station
 Broad Lane
 Church Road (A3095)
 Crowthorne Road (Part – Wildridings Road to Rectory Lane)
 Crowthorne Road (A3095)
 Deepdale – to bus turn round
 Doncastle Road (West, including Link Road to Berkshire Way)
 Downshire Way (Bagshot Road to Wokingham Road)
 Easthampstead Road
 Ellesfield Avenue
 Ellesfield Avenue Bus Link to Wildridings Road
 Great Hollands Road
 Great Hollands Square bus turn round
 Hanworth Road
 Harmans Water Road
 High Street (The Ring to Skimped Hill Lane)
 London Road (A329)
 Market Street and Bus Station Ramp
 Millennium Way (A329)
 Mill Lane (A3095)
 Mill Lane / Wildridings Road Link Road (Both carriageways)
 Nine Mile Ride
 Old Wokingham Road
 Opladen Way
 Park Road
 Peacock Lane
 Ralphs Ride
 Rectory Lane (Speed Cushions)
 Ringmead (Sump Traps)
 Skimped Hill Lane
 South Hill Road

The Ring (Easthampstead House to High Street including Police Station Loop)
Vigar Way
Warfield Road (A3095)
Western Road (through route only)
Wildridings Road
Wokingham Road (B3408)

Crowthorne

Bracknell Road (B3348)
Chaplains Hill
Dukes Ride (incl Wokingham BC section through to Wellingtonia Roundabout) (Speed Cushions)
High Street (Speed Tables)
Lower Broadmoor Road (Sandhurst Road to Chaplains Hill)
New Wokingham Road (North of Dukes Ride)
Nine Mile Ride
Old Wokingham Road
Sandhurst Road
Upper Broadmoor Road

Sandhurst

College Road (Speed Humps)
Crowthorne Road
Foresters Way (A3095) (Salt in both directions)
High Street (A321)
Laundry Lane (incl Surrey CC section through to A30 London Road)
Marshall Road
Meadows Roundabout (A30/A321) (treated by Surrey CC under agreement)
Owlsmoor Road – Rackstraw Road to Yeovil Road (northbound)
Rackstraw Road
Tank Road
Wokingham Road (A321) (incl Wokingham BC section through to Wellingtonia Roundabout)
Yateley Road (to Hampshire County boundary)
Yorktown Road
Yeovil Road

Warfield

Ascot Road (A330)
Bracknell Road (B3022)
County Lane
Forest Road (B3034)
Harvest Ride
Jigs Lane North
Jigs Lane South (Park Road to Harvest Ride)
Kingscroft Lane
Maidenhead Road (A3095)
Newport Drive
Newell Green (A3095)
Sopwith Road
Warfield Street (B3034)
Westmorland Drive (Speed Cushions)

Winkfield

Bagshot Road (A322 – to borough boundary))
Bagshot Road (B3020) (treated by Surrey under agreement)
Bracknell Road (B3022)
Chavey Down Road (B3017)
Church Road (A330)
Cocks Lane (A330)
Drift Road (North Street to Borough boundary)
Fernbank Road
Forest Road (B3034) (incl RBW&M section through to Hatchet Lane)
Harvest Ride
Hatchet Lane (Forest Road incl RBW&M section through to A330 Lovel Road)
Kings Ride (Swinley road to Borough boundary 80m east of Prince Albert Drive)
Locks Ride (B3017 - Priory Road to Chavey Down Road)
London Road (A329 - end at junction with Gainsborough Drive)
Longhill Road
Lovel Lane
Lovel Road (A330)
Maidens Green (A330)
Mounts Hill (B383) (incl RBW&M section)
New Forest Ride (Salt Martins Heron railway bridge in both directions)
New Road
North Street
Pigeonhouse Lane
Priory Road (B3017)
Sheet Street Road (A332) (end at Borough boundary 650m east of Peanut Roundabout)
Sunninghill Road (B383)
Swinley Road (A332)
Swinley Road (B3017)
Windsor Road (A332) (end at junction with Woodside Road)
Winkfield Lane
Winkfield Road (B383) (end at Borough boundary 500m east of Cranbourne Roundabout)
Winkfield Row (B3017)

SECONDARY SALTING ROUTES

Binfield

Beehive Road
 Benetfeld Road (to Wiggett Grove)
 Billingbear Lane
 Cain Road
 Carters Hill (Church Hill to Billingbear Lane)
 St. Marks Road (London Road to Popeswood Road)
 Turnpike Road

Bracknell

Babbage Way (Inc. full loop)
 Bay Drive
 Bay Road
 Braybrooke Road
 Bull Lane
 Bullbrook Drive
 Calfridus Way
 Cannon Hill
 Crowthorne Road
 Deepfield Road
 Doncastle Road (part)
 Downmill Road
 Downshire Way (Wokingham Road to Binfield Road)
 Dukes Hill Road
 Eastern Road
 Farningham
 Folders Lane
 Holly Spring Lane
 Hopper Vale
 Horsneile Lane (Dukes Hill Road to Shepherds Lane)
 Kennel Lane
 Kingsmere Road
 Lily Hill Road
 Lily Hill Drive
 Longshot Lane (to Civic Amenity Site)
 Longwater Road
 Lovelace Road and Bus Link
 Manston Drive
 Moordale Avenue
 Nightingale Crescent
 Nuneaton
 Oareborough (and Bus link to Mendip Road)
 Old Bracknell Lane West (Downshire Way to Commercial Centre)
 Osprey Avenue
 Pondmoor Road
 Priestwood Avenue
 Reeds Hill
 Redvers Road
 Sandy Lane (Warfield Road to Bull Lane – Key required for gate)
 Shepherds Lane

Bracknell Cont.

South Road (Nine Mile Ride to the Cem & Crem.)
Sparrowhawk Way (Peacock Lane to Osprey Avenue)
Staplehurst
Stoney Road
Turing Drive (Crowthorne Road to Hopper Vale)
Waterloo Road
Wellington Drive
Wildridings Road Link (to Downshire Way)
Windlesham Road
Windmill Road
Woodenhill
Woolhampton Way (Harmans Water Road to Wellington Drive)
Wordsworth

Crowthorne

Brookers Row
Cambridge Road (Crowthorne)
Church Street (Waterloo Road to High Street)
Edgcumbe Park Drive (Dukes Ride to Parkway)
New Wokingham Road (South of Dukes Ride)
Furze Hill Crescent
Grant Road (Pinehill Road to Edgbarrow School)
Lower Broadmoor Road (Chaplains Hill to School Hill)
Napier Road
Pinehill Road (Sandhurst Road to Grant Road)
School Hill
Waterloo Road (Crowthorne)
Wellington Road (Crowthorne)

Sandhurst

Acacia Avenue (Rackstraw Road to Fakenham Way)
Branksome Hill Road
Cambridge Road (Sandhurst)
Cheviot Road
Chiltern Road
Church Road
Fakenham Way
Grampian Road
Harts Leap Road
Harvard Road
High Street (Little Sandhurst)
Longdown Road
Magdalene Road
Mickle Hill
Owlsmoor Road
Scotland Hill
Swan Lane (to County boundary)
Wellington Road (Sandhurst)
York Way

South Ascot

Coronation Road (end junction with Fir Tree Close)

Warfield

All Saints Rise
Atte Lane
Darby Vale
Ellison Road
Hebbecastle Down
Horatio Avenue
Huson Road
Julius Hill
Mareshall Avenue
Shakespeare Way
Sopwith Road
Total Rise

Winkfield

Braziers Lane
Bowland Drive
Church Road
Hatchet Lane (end at junction with Mounts Hill B383)
Hope Avenue (Nuneaton to Bowland Drive)
Locks Ride
Mendip Road
North Road
Savernake Way
Watersplash Lane
Winkfield Row (link)

THIRD TIER SALTING ROUTES

	From	To
Ascot		
Ranelagh Crescent	Mill Ride	Mill Ride
Rhododendron Walk	New Road	Ascot Heath School gate
St Christopher Gardens	Fernbank Road	End
Binfield		
Springfield Road	Beehive Road	Turning point
Bracknell		
Ambassador	Ringmead	End
Berrycroft	Field Park	End
Bishopdale	Wildridings Road	End of spine road
Boole Heights	Turing Drive	T Junction
Brownrigg Crescent	Bullbrook Drive	Bullbrook Drive
Bywood	Hanworth Road	End
Coningsby	Rectory Lane	Brakenhale School gate
Cotterell Close	Braybrooke Road	End
Crossfell	Wildridings Road	End
Crown Row	Opladen Way	End
Donnybrook	Birch Hill Road	End of spine road
Dryden	Birch Hill Road	End of spine road
Earlswood	Ringmead	End
Epping Way	New Forest Ride	Upshire Gardens
Fitzroy Close	Babbage Way	T-Junction
Frensham	Opladen Way	Junction on right
Garswood	Opladen way	End
Goughs Lane	Hollyspring Lane	End
Grange Road	Warfield Road	End
Hawkins Close	Longhill Road	End
Hazel Hill	Station Roundabout	The Ridgeway
Jameston	Ringmead	End of spine road
Keldholme	Wildridings Road	End
Ladybank	Birch Hill Road	T Junction
Larges Lane	London Road	Gipsy Lane
Leppington	Birch Hill Road	Birch Hill Primary School gate
Ludlow	Birch Hill Road	End
Lydney	Birch Hill Road	End of spine road
Lynwood Chase	Goughs Lane	Old Farm Drive
Makepiece Road	Braybrooke Road	Braybrooke Road
Merryhill Road	Shepherds Lane	Horsneile Lane
Mount Lane	Church Road	Mount Pleasant
Netherton	Crowthorne Road	End
Nutley	Ringmead	2nd Junction on left
Oakengates	Ringmead	T Junction
Octavia	Ringmead	End of spine road
Ollerton		2nd Junction on right
	Ringmead	
Parkland Drive	Bullbrook Drive	End
Pembroke	Hanworth Road	St Margaret Clitheroe School gate
Ploughlands	Kingsmere Road	End
Prescott	Birch Hill Road	End
Ranelagh Drive	Broad Lane	Ranelagh CE School gate

Ringwood	Ringmead	1st Junction on Left
Skimped Hill Lane	High Street	Bond Way
Southlynn Crescent		
Bracknell (Cont.)		
Spinis	Wooden Hill	End of spine road
The Ridgeway	Hazell Hill	End
Turing Drive	Turing Drive	End
Warwick	Nuneaton	End
Westbrook Gardens	Warfield Road	End
Whistley Close	Ralphs Ride	Doctors Surgery on right
Crowthorne		
Byron Drive	Sandhurst Road	Chaucer Road
Heath Hill Road South	High Street	Kings Road
Kingsley Close	Sandhurst Road	T Junction
Sandhurst		
Albion Road	Yorktown Road	Wellington Road
Allendale Close	Grampian Road	End
Ambarrow Lane	Wokingham Road	Lower Sandhurst Road
Balliol Way	Harvard Road	Birbeck Place
Beech Ride	Orchard Gate	Kings Keep
Birkbeck Place	Balliol way	End
Caves Farm Close	High Street	End
Cherry Tree Close	Appletree Way	End
Green Ways	Crowthorne Road	Beech Ride
Harvard Road	Magdelene Road	End
Lower Church Road	A321 High Street	St Michaels Church
Maple Close	Perryhill Drive	End
Nuffield Drive	Harvard Road	T Junction
Perryhill Drive	Church Road	End
Wargrove Drive	Owlsmoor Road	End of spine road
Warren Close	Crowthorne Road	T Junction
Warfield		
Antony Wall	Horatio Avenue	T Junction
Cooke Rise	Mareshall Avenue	End
Gloucestershire Lea	Essex Rise	End
Jigs Lane North	County Lane	Roundabout at Tesco Entrance
Malt Hill	A330	Bracknell Road
Plantagenet Park	Roman Way	End
Rachels Lake View	Walsh Avenue	End
Shropshire Gardens	Norfolk Chase	End
Target Hill	Top Common	End
Viola Croft	Julius Hill	End
Walsh Avenue	Harvest Ride	End
Westwates Close	Field park	End
Yorkshire Place	County Lane	End of spine road

RESILIENT PRE-SALTING ROUTES

Binfield

Binfield Road (B3018)
 Church Hill (B3018)
 Church Lane (B3018)
 Forest Road (B3034)
 London Road (B3408) (**incl Wokingham BC section through to Coppid Beech Roundabout**)
 Twyford Road B3018)

Bracknell

Bagshot Road (A322)
 Berkshire Way (A329) (to Borough boundary)
 Binfield Road (B3018)
 Church Road (A3095)
 Crowthorne Road (A3095)
 Doncastle Road (West, including Link Road to Berkshire Way)
 Downshire Way (A322)(Bagshot Road to Berkshire Way)
 Ellesfield Avenue
 High Street (The Ring to Skimped Hill Lane)
 London Road (A329)
 Market Street and Bus Station Ramp
 Millennium Way (A329)
 Mill Lane (A3095)
 Nine Mile Ride (B3430)
 Skimped Hill Lane (A329)
 The Ring (Easthampstead House to High Street including Police Station Loop)
 Warfield Road (A3095)
 Wokingham Road (B3408)

Crowthorne

Bracknell Road (B3348)
 Dukes Ride (B3348) (**incl Wokingham BC section through to Wellingtonia Roundabout**) (Speed Cushions)
 High Street (Speed Tables)
 Nine Mile Ride (B3430)
 Sandhurst Road

Sandhurst

Crowthorne Road
 Foresters Way (A3095)
 High Street (A321)
 Marshall Road (A321)
 Meadows Roundabout (A30/A321) (**treated by Surrey CC under agreement**)
 Rackstraw Road (A3095)
 Wokingham Road (A321) (**incl Wokingham BC section through to Wellingtonia Roundabout**)
 Yorktown Road (A321)

Warfield

Ascot Road (A330)
County Lane (Harvest Ride to Jigs Lane north)
Forest Road (B3034)
Harvest Ride (Warfield Road to County Lane)
Kingscroft Lane (A330)
Maidenhead Road (A3095)
Newell Green (A3095)
Warfield Street (B3034)

Winkfield

Bagshot Road (A322 – to borough boundary))
Chavey Down Road (B3017)
Church Road (A330)
Cocks Lane (A330)
Forest Road (B3034) (**incl RBW&M section through to Hatchet Lane**)
Hatchet Lane (**Forest Road incl RBW&M section through to A330 Lovel Road**)
Kings Ride (Swinley road to Borough boundary **80m east of Prince Albert Drive**)
Locks Ride (B3017 - Priory Road to Chavey Down Road)
London Road (A329 - **end at junction with Gainsborough Drive**)
Longhill Road
Lovel Lane
Lovel Road (A330)
Maidens Green (A330)
Mounts Hill (B383) (**incl RBW&M section**)
New Forest Ride
Pigeonhouse Lane (A330)
Sheet Street Road (A332) (**end at Borough boundary 650m east of Peanut Roundabout**)
Sunninghill Road (B383)
Swinley Road (A332)
Windsor Road (A332) (**end at junction with Woodside Road**)
Winkfield Road (B383) (**end at Borough boundary 500m east of Cranbourne Roundabout**)

PRIORITY FOOTWAYS

Binfield

Terrace Road North (Forest Road to Binfield House access)

Bracknell Town Centre

Broadway (Library to The Ring)

Braccan Walk

Footway - from Railway station through Bus Station to Stanley Walk

High Street

Market Street (Railway Station to Time Square)

Stanley Walk

Station Road (Market Street to Stanley Walk)

Subway Approaches as shown on Town Centre Plan

Bracknell

Bay Road, Bullbrook, Shop frontages

Birch Hill Road, Ladybank to Birch Hill shops

Birch Hill Shops

Bywood, Hanworth Road

Deepdale, Wildridings

Great Hollands Road, Great Hollands Square to Ringmead

Great Hollands Square

Crown Row, Opladen Way, Crown Wood

Priestwood Square, Windlesham Road

Harmans Water Road / Ralphs Ride (Oareborough to Lowbury)

Rectory Row

Whitton Road, Martins Heron (New Forest Ride to Community Centre)

Crowthorne

High Street

Church Street (shops)

Dukes Ride (shopping areas)

North Ascot

Fernbank Road Fronting shops

New Road – Fronting Shops

Warren Row

Sandhurst

Old Mill Parade, High Street

Yorktown Road (Swan Lane to Railway Station)

Yorktown Road (Swan Lane to The Broadway)

Yorktown Road (College Road to RMA)

Yeovil Road (Shop fronts and Victoria Road to Cambridge Road)

Priority Footways Checklist

Plan No.	Location	Snow Cleared	Salted / Gritted	Time		Name
				On Site	Off Site	
	Bracknell Town Centre					
	Primary Route					
	Secondary Route					
	<u>Binfield</u>					
	Terrace Road North					
	<u>Bracknell</u>					
	Bullbrook Row, Bay Road					
	Birch Hill Road and Shops					
	Bywood					
	Wildridings Square, Deepdale					
	Great Hollands Square					
	Crown Row, Opladen Way					
	Priestwood Square, Windlesham Road					
	Harmans Water Square					
	Harmans Water Road/Ralphs Ride					
	Rectory Row, Rectory Lane					
	Whitton Road					
	<u>Crowthorne</u>					
	High Street / Church Street					
	Station Parade, Dukes Ride					
	<u>North Ascot</u>					
	Fernbank Road					
	New Road					
	Warren Row					
	<u>Sandhurst</u>					
	Old Mill Parade, High Street					
	Yorktown Road					
	Swan lane to Railway Station					
	Swan lane to The Broadway					
	College Road to RMA					
	Yeovil Road					

SALT BIN LOCATIONS 2022/23

Binfield

1.	Beehive Road (P)	J/w Beehive Lane
2.	Boltons Lane (P)	J/w Dunfold Place
3.	Chase Gardens (P)	J/w Terrace Road North
4.	Cressex Close (P)	Opp. 7 Cressex Close
5.	Emmets Nest (P)	To the side of 1 Albert Cottage
6.	Emmets Park (P)	J/w Forest Road
7.	Fletcher Gardens (P)	Opp No.2
8.	Knox Green (P)	J/w Terrace Road North
9.	Mill Green (P)	Opp. Samian Place
10.	Murrell Hill Lane (P)	J/w Foxley Lane
11.	Nash Park (P)	Nash Park entrance
12.	Red Rose	J/w Rose Hill
13.	Stevenson Drive (P)	Adj to field gate near No.65
14.	Tilehurst Lane (P)	J/w Terrace Road
15.	Tilehurst Lane (P)	Opp. Coote Close
16.	Turnpike Road (P)	J/w Farley Copse
17.	Wiggett Grove (P)	On Benetfeld Road opp. junction
18.	York Road (P)	J/w Forest Road

Bracknell

19.	Arncliffe	Opp No.66 on footpath
20.	Avebury	Opp No.38 Avebury
21.	Babbage Way	On Central island opp junction by nos.31/38
22.	Beech Glen	J/w Crowthorne Road
23.	Broadway	Near Royal Mail Post Box beside subway ramp
24.	Bus Station	Bracknell – Nr Office
25.	Calfridus Way (P)	O/s The Wayz
26.	The Cardinals	J/w Rectory Lane
27.	Crowthorne Road	Adj Mill Lane footbridge
28.	Greenham Wood	J/w Ringmead
29.	High Street	O/s McDonalds nr The Ring
30.	High Street	Bank Square
31.	Jevington	J/w Ringmead
32.	Juniper	J/w Ringmead
33.	Kimberley	On footpath about 10m from Ringmead
34.	Leppington	Opp entrance to Community Centre
35.	Lingwood	On verge to side of 56 Manston Drive
36.	Liscombe	End of footway at junction with Birch Hill Road
37.	Lynwood Chase	On footway to side of no.10 Avon Grove, opp. no. 16
38.	Neuman Crescent	Adj to LC 11 on grass verge Opp no. 26
39.	Octavia (P)	J/w Ringmead
40.	Orion	J/w Ringmead
41.	Quintilis (P)	O/s No.69 Quintilis
42.	Sylvanus	J/w Woodenhill
43.	Tawfield	O/s No.13 Tawfield
44.	Wokingham Road	O/s No.14
45.	Worlds End Hill	Opp No.50

Chavey Down

46. Church Road J/w Longhill Road adj. One Way Sign o/s Bakehouse Ct
47. North Road J/w Priory Road

Crowthorne

48. Byron Drive (P) Footway adj. to Give Way sign 59 yds ahead
49. Grant Road J/w Pinehill Road on verge
50. Pine Hill Road (P) Outside No.74
51. South Meadow (P) South verge opp first garage block
52. South Meadow At junction on verge o/s 77 next to LC
53. Furze Hill Crescent J/w Cambridge Road

North Ascot

54. Bracken Bank Side of No.55 Bracken Bank
55. Fernbank Place On central Island j/w Bracken Bank
56. Mill Ride (P) J/w Whitelands Drive
57. The Grove J/w Asher Drive

Sandhurst

58. Owlsmoor Road (P) Owlsmoor Road between Rackstraw Road and Fakenham
Way by Bus stop
59. Grampion Rd O/s New Scotland School
60. Greenways J/w Broom Acres
61. Harts Leap Close J/w Crowthorne Rd
62. High Street J/w Edgbarrow Rise, Little Sandhurst adj. LC14
63. High Street Railway bridge embankment at end of barrier opp. No.8
Laurel Terrace
64. Hone Hill J/w York Way
65. Humber Way (P) Against fence inside playing field adj to LC No.2
66. Long Mickle At Jnc, o/s No.12 Long Mickle
67. Mickle Hill (East) J/w Longdown Road
68. Mickle Hill (West) J/w Longdown Road
69. Moffats Close J/w Crowthorne Rd
70. Mountbatten Rise J/w High Street
71. Pinehill Rise (P) Top of hill adj to Robin Lane street name plate
72. School Hill J/w High Street
73. Scotland Hill Opp J/w Cock-a-Dobby
74. Scotland Hill J/w A321 High Street
75. St Helens Crescent Side of No.2

Warfield

76. Juliet Gardens J/w Shakespeare Way
77. Dorset Vale At end of footway at side of No.6 Wiltshire Grove

Winkfield

78. Micheldever Way (P) Adj. LP 4 on verge opposite Woodmancott Close

Notes:

- (P) Salt bin sponsored by Parish or Town Council

Extract from the Corporate Severe Weather Plan Vs 8 2018

These priorities have been established as a result of learning from previous years snow events and would relate to similar severe cold weather / snow situations. This plan comes into effect and resources will be redeployed when contractor services such as Landscape and Waste Collection cannot or are at risk of not being able to operate as normal.

The corporate aim is to seek to ensure the overarching principles of (1) ensuring movement and public health (2) employment and (3) leisure within the borough and in that order.

Priority One

- Maintaining an operational priority road network (the Highways Contractor will already be doing this as part of the Highways Winter Service plan).
- Clearing sufficient access to the Depot site (to allow access and egress of Contractors vehicles).
- Clearing sufficient access to Time Square car parks / main entrances (to be undertaken from 6.30am whilst crews are waiting further direction).
- Footpath clearance and adequate access to neighbourhood shopping areas (as part of the Highways Winter Service Plan).

Priority Two

- Ensure that waste collections continue.
- Sufficient access to the Cemetery and Crematorium site and Longshot Lane waste disposal site.
- Sufficient access to Council owned residential care homes.

Priority Three

- Sufficient access to Council owned schools (drop off points only).
- Sufficient access to fee earning Council buildings and car parks.

Priority Four

- Sufficient access to non fee earning Council car parks.
- Support to non BFC community facilities including Doctors surgeries.

Where the severe weather plan is in operation to respond to a snow event, all relevant services and contractors will attend the corporate severe weather management team. The main point of contact with the Highways & Transport Division will undertake day to day co-ordination directly with the contractor representatives to task activities and deploy resources.

16. CIRCULATION LIST

16.1 Internal

Highways & Transport Division
Customer Services
Forest Care
Communications
Departmental Directors
Ringway Infrastructure Services
Environmental Services

16.2 Adjoining Councils

Hampshire County Council
Royal Borough of Windsor & Maidenhead
Surrey County Council
Wokingham Borough Council

16.3 National Highways Agents

Kier Highways Ltd

16.4 Emergency Services

Thames Valley Police
Royal Berkshire Fire and Rescue
South Central Ambulance Service

16.5 Parish and Town Councils

Binfield Parish Council
Bracknell Town Council
Crowthorne Parish Council
Sandhurst Town Council
Warfield Parish Council
Winkfield Parish Council

16.5 Media Organisation

BBC Radio Berkshire
Heart FM

17. REFERENCES

- i) Well-maintained Highways - Code of Practice for Maintenance Management July 2005, as amended. (18 September 2013)
- ii) Highways Act 1980
- iii) Lessons from the Severe Weather February 2009. UKRLG
- iv) The Resilience of England's Transport Systems in Winter – An Independent Review – Report October 2010.
- v) Winter Service Guidance for Local Authority Practitioners – Recommended Precautionary Treatments and Post Treatments Including Revised Salt Spread Rates. (January 2011) .