BRACKNELL FOREST COUNCIL

HIGHWAYS WINTER SERVICE PLAN
2018/2019
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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 2018/19 runs from:

Monday 15 October 2018 through to 14 April 2019 with our contractor on standby from 29 October 2018 to 31 March 2019.

1.6 This Plan should be read in conjunction with the Council's Corporate Severe Weather Plan should the conditions warrant it (see extract as Appendix L). The Assistant Director: Contract Services has specific responsibilities in relation to managing the Council's overall response at times of severe weather.

SERVICE OBJECTIVE

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 (Primary routes). Secondary routes tend only to be treated when there is a strong possibility of snow falling, 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 is predicted 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 27 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 last winter season have been considered. One was found to meet the eligibility criteria to be added to the network.

2.9 The locations of salt bins are set out in Appendix E. No further salt bins will be provided during the season.

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 are removed into storage at the end of the winter season.

3 ANNUAL REVIEW

3.1 This Plan is subject to annual review. One additional salt bin has been added to the network as a result of the annual review. One road has been upgraded to the primary salting routes and three recently adopted roads have been added to the Secondary salting routes and five further roads added to the Third Tier salting routes. There may be further amendments as the Town Centre re-development project is completed.

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 2011.
4 ROAD HIERARCHY

4.1 The road hierarchy system adopted within the Borough is that recommended in "Well-maintained Highways; Code of Practice for Highway Maintenance Management" published in July 2005, as amended.

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

Category 3a: Main Distributor. 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: Secondary Distributor. Classified "B and C" 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 4a & b: Other roads, being roads providing local access within and between residential and commercial areas.

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 178 kilometres (111 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 The Council has also identified a third tier of roads which, due to their particular location or gradient, will be treated with smaller demountable gritters as resources allow in times of snowfall (Appendix B.2). 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 Asset Management Team 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.

<table>
<thead>
<tr>
<th>Responsibility</th>
<th>Bracknell Forest Council</th>
<th>Contractor</th>
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<tr>
<td>Preparation of Highways</td>
<td>Bracknell Forest Council</td>
<td>Contractors with guidance from the Council</td>
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<td>Winter Service Plan</td>
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<td>Road hierarchy priorities</td>
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<tr>
<td>Routing (salting and snow clearance)</td>
<td>Contractors with guidance from the Council</td>
<td></td>
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<tr>
<td>Vehicles/plant</td>
<td>Contractor</td>
<td></td>
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<tr>
<td>Decision making (primary routes)</td>
<td>Duty Manager (Contractor)</td>
<td></td>
</tr>
</tbody>
</table>
Decision making (secondary routes and other areas)  
Bracknell Forest Council (Highways Asset Management Group)

Decision making (Town Centre first priority route)  
Street Cleansing Contractor

Decision making (Town Centre second priority route)  
Bracknell Forest Council (Highways Asset Management Group)

Day-to-Day operations  
Contractors with co-ordination by officers of Bracknell Forest Council

Performance monitoring  
Bracknell Forest Council

Opening of Emergency Operational 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 Asset Maintenance Group available for client duties. Duty Managers are rostered to be on standby for decision making duties for the winter period from November to March inclusive. The roster, typical details of which are given in Appendix (F), 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 during October in preparation for commencement of operations in November.

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 and the controls marked accordingly for the spread rates listed in Appendix H. 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 Highways Asset 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 the MeteoGroup from their UK HQ in Victoria, 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
(v) 2 – 5/10 day forecast

In addition radar pictures can be obtained when deemed appropriate.

9.2 The 24-hour forecast is issued at approximately 1200 hours each afternoon. 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 1800 hours each evening, a forecast update is issued by MeteoGroup 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 MeteoGroup 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 MeteoGroup 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 provided the Duty Manager will make his/her decision regarding pre-salting as appropriate. To assist with this process, guidance notes are provided together with call out guidelines as shown in Appendices (G) and (H) respectively.

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 Asset Management staff.

12 SALT

12.1 Road de-icing salt will supplied by the Contractor. The contractor is required to have sufficient 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 Asset Management Team in consultation with our contractors.

13.3 The start of snow clearing operations will aim to commence within 1 hour of an instruction being issued by the Highways Asset Management Team. 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 L.
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 as detailed in Appendix J 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

Appendix A: Primary Pre-Salting Routes
Appendix B.1: Secondary Salting Routes
Appendix B.2: Third Tier Roads List
Appendix C: Resilient Salting Network
Appendices D: Priority Footways, Record Sheet, Location Plans
Appendix E: Salt Bin Locations
Appendices F: Duty Manager Rosters and Contact List
Appendix G: Guidance Notes for Duty Officers
Appendix H: Call out Guidelines
Appendix I: Justification Form
Appendix J: Notification List
Appendix K: Salting of Footways/Cycleways in Bracknell Town Centre
Appendix L: Extract from Corporate Severe Weather Plan re snow & ice
APPENDIX A

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 Downshire Way Bus Crossing)
Crowthorne Road (Part – Wildridings Road to Rectory Lane)
Crowthorne Road North
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 / Wildrings Road Link Road (Both carriageways)
Nine Mile Ride
Old Wokingham Road
Opladen Way
Park Road
Peacock Lane
Ralphps 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)
Dukes Ride (incl Wokingham BC section through to Wellingtonia Roundabout) (Speed Cushions)
High Street (Speed Tables)
New Wokingham Road
Nine Mile Ride
Old Wokingham Road
Sandhurst 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)
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
Calffridus 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
Manson Drive
Moordale Avenue
Nightingale Crescent
Nuneaton
Oareborough (and Bus link to Mendip Road)
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)
Chaplains Hill
Church Street (Waterloo Road to High Street)
Edgcumbe Park Drive (Dukes Ride to Parkway)
Furze Hill Crescent
Grant Road (Pinehill Road to Edgbarrow School)
Lower Broadmoor Road
Napier Road
Pinehill Road (Sandhurst Road to Grant Road)
School Hill
Upper Broadmoor Road
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
Hebbecastle Down
Horatio Avenue
Huson Road
Julius Hill
Mareshall Avenue
Shakespeare Way
Sopwith Road (Harvest Ride to roundabout)
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

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**Crowthorne**

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**Sandhurst**

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**Warfield**

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<thead>
<tr>
<th>Antony Wall</th>
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<td>Roundabout at Tesco Entrance</td>
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<td>Viola Croft</td>
<td>Julius Hill</td>
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<tr>
<td>Yorkshire Place</td>
<td>County Lane</td>
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</tbody>
</table>
APPENDIX C

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)
APPENDIX D.1

PRIORITY FOOTWAYS

Binfield

Terrace Road North (Forest Road to Binfield House access)

Bracknell Town Centre

Broadway (Library to The Ring)
Charles Square
Footway - from Railway station through Bus Station to Stanley Walk
High Street
Market Street (Railway Station to Time Square)
New temporary pedestrian route from High Street to Broadway through Service Yard C
New temporary pedestrian route from High Street to Waitrose through Service Yard G
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

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<th>Location</th>
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<th>Salted / Gritted</th>
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<th>Time Off Site</th>
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</table>
# SALT BIN LOCATIONS 2018/19

## 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. **Town Square** Near Royal Mail Post Box beside subway ramp
24. **Bus Station** Bracknell – Nr Office
25. **Calfridus Way (P)** O/s The Wayz
26. **Crowthorne Road** Adj Mill Lane footbridge
27. **Greenham Wood** J/w Ringmead
28. **High Street** O/s McDonalds nr The Ring
29. **High Street** Bank Square
30. **Jevington** J/w Ringmead
31. **Juniper** J/w Ringmead
32. **Kimberley** On footpath about 10m from Ringmead
33. **Leppington** Opp entrance to Community Centre
34. **Lingwood** On verge to side of 56 Manston Drive
35. **Liscombe** End of footway at junction with Birch Hill Road
36. **Lynwood Chase** On footway to side of no.10 Avon Grove, opp. no. 16
37. **Neuman Crescent** Adj to LC 11 on grass verge Opp no. 26
38. **Orion** J/w Ringmead
39. **Quintilis (P)** O/s No.69 Quintilis
40. **Sylvanus** J/w Woodenhill
41. **Tawfield** O/s No.13 Tawfield
42. **Wokingham Road** O/s No.14
43. **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. Mickie Hill (East) J/w Longdown Road
68. Mickie 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
# Decision Making by Ringway Infrastructure Services

## Ringway Infrastructure Services
### Winter Maintenance Duty Manager Roster 2018/19

<table>
<thead>
<tr>
<th>Week Commencing</th>
<th>Duty Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>29 October</td>
<td>Kevin Stephens</td>
</tr>
<tr>
<td>5 November</td>
<td>Linda Gray</td>
</tr>
<tr>
<td>12 November</td>
<td>Chris Edwards</td>
</tr>
<tr>
<td>19 November</td>
<td>Kevin Stephens</td>
</tr>
<tr>
<td>26 November</td>
<td>Linda Gray</td>
</tr>
<tr>
<td>03 December</td>
<td>Chris Edwards</td>
</tr>
<tr>
<td>10 December</td>
<td>Kevin Stephens</td>
</tr>
<tr>
<td>17 December</td>
<td>Linda Gray</td>
</tr>
<tr>
<td>24 December</td>
<td>Chris Edwards</td>
</tr>
<tr>
<td>31 December</td>
<td>Kevin Stephens</td>
</tr>
<tr>
<td>07 January</td>
<td>Linda Gray</td>
</tr>
<tr>
<td>14 January</td>
<td>Chris Edwards</td>
</tr>
<tr>
<td>21 January</td>
<td>Kevin Stephens</td>
</tr>
<tr>
<td>28 January</td>
<td>Linda Gray</td>
</tr>
<tr>
<td>04 February</td>
<td>Chris Edwards</td>
</tr>
<tr>
<td>11 February</td>
<td>Kevin Stephens</td>
</tr>
<tr>
<td>18 February</td>
<td>Linda Gray</td>
</tr>
<tr>
<td>25 February</td>
<td>Chris Edwards</td>
</tr>
<tr>
<td>04 March</td>
<td>Kevin Stephens</td>
</tr>
<tr>
<td>11 March</td>
<td>Linda Gray</td>
</tr>
<tr>
<td>18 March</td>
<td>Chris Edwards</td>
</tr>
<tr>
<td>22 March</td>
<td>Kevin Stephens</td>
</tr>
</tbody>
</table>

### Responsibility

1. Acting as Duty Manager for roads within Bracknell Forest Council
2. Liaison with the Weather Forecaster (Meteogroup)
3. Informing the Council’s Highway Management Team of decisions made
4. Entering the decision upon the Meteogroup Website Message Board
5. Informing the media as required

### Duty Managers:

- Chris Edwards
- Linda Gray
- Kevin Stephens

### Duty Managers Telephone Number:

- Office: 01344 355160
- Fax: 01344 421695

Outside of normal working hours, the Duty Manager can be contacted through Forest Care - dial 01344 786500
APPENDIX F.2

BRACKNELL FOREST COUNCIL

HIGHWAYS ASSET MANAGEMENT GROUP

Inside Office Hours

<table>
<thead>
<tr>
<th>Officer</th>
<th>In Hours Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anthony Radford-Foley</td>
<td>ALL VIA CUSTOMER CONTACT CENTRE 01344 352000</td>
</tr>
<tr>
<td>Sebastian Navaranjan</td>
<td></td>
</tr>
<tr>
<td>Jim Naylor</td>
<td></td>
</tr>
<tr>
<td>Gary Cleaver</td>
<td></td>
</tr>
<tr>
<td>Help Desk</td>
<td></td>
</tr>
</tbody>
</table>

Management Team – Outside Office Hours

<table>
<thead>
<tr>
<th>Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anthony Radford-Foley Highway Asset Manager</td>
</tr>
<tr>
<td>Jim Naylor Engineer (Highway Assets)</td>
</tr>
</tbody>
</table>

BRACKNELL FOREST COUNCIL CALL OUT FACILITIES OUTSIDE OFFICE HOURS

Bracknell Forest Council
Forest Care 01344 786500
GRITTING OPERATION BY RINGWAY INFRASTRUCTURE SERVICES

RINGWAY INFRASTRUCTURE SERVICES
WINTER MAINTENANCE OPERATIONS ROSTER 2018/19

<table>
<thead>
<tr>
<th>Week Commencing</th>
<th>Operations Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>To be confirmed</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>29 October</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>05 November</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>12 November</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>19 November</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>26 November</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>03 December</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>10 December</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>17 December</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>24 December</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>31 December</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>07 January</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>14 January</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>21 January</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>28 January</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>04 February</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>11 February</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>18 February</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>25 February</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>04 March</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>11 March</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>18 March</td>
<td>Paul Christian</td>
</tr>
<tr>
<td>25 March</td>
<td>Paul Christian</td>
</tr>
</tbody>
</table>

Responsibility:

1. Acting as Operations Manager for Roads within Bracknell Forest Council
2. Liaison with the Duty Manager
3. Mobilising gritters
4. Reporting back to Duty Manager on completion:
   - Start Time
   - Finish Time
   - Rate of Spread
   - Tonnes Used

Operations Managers:

Paul Christian

Operations Managers Telephone number:

Office 01344 355160

Outside of normal working hours, the Operations Manager can be contacted through Forest Care - dial 01344 786500
1. FORECAST INFORMATION

(i) At approximately 1200 hrs obtain and analyse all weather forecast data to assist in making an action decision, if possible.

(ii) At approximately 1800 hrs obtain and analyse updated forecast to assist in making or amending an action decision, if appropriate.

(iii) If a decision can still not be made it may be necessary to consult the forecaster at MeteoGroup.

2. COMMUNICATIONS

(i) It is the responsibility of each Duty Manager to record all action taken on the justification forms (Appendix I), complete the Message Board on the MeteoGroup website, and distribute it immediately in accordance with the Notification List (Appendix J) and file for future reference.
For the purpose of allocating treatments a distinction is made between dry, damp and wet road surfaces. The following definitions should be used when making the treatment decision.

Table H1: Road Surface Wetness

<table>
<thead>
<tr>
<th>Road Surface Wetness</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dry road</td>
<td>A road that shows no signs of water or dampness at the surface but may be just detectably darker (however it may have moisture contained in pores below the surface that is not 'pumped' to the surface by traffic)</td>
</tr>
<tr>
<td>Damp road</td>
<td>A road which is clearly dark but traffic does not generate any spray. This would be typical of a well drained road when there has been no rainfall after 6 hours before the treatment time.</td>
</tr>
<tr>
<td>Wet road</td>
<td>A road on which traffic produces spray but not small water droplets. This would be typical of a well drained road when there has been rainfall up to 3 hours before the treatment time.</td>
</tr>
</tbody>
</table>

Precautionary treatment decision matrix

A decision matrix for precautionary treatments based on road surface conditions and predicted weather conditions is given in Table H2.

Table H2 – Precautionary Treatment Decision Matrix

<table>
<thead>
<tr>
<th>Road Surface Temperature</th>
<th>Precipitation</th>
<th>Predicted Road Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Wet/Damp</td>
</tr>
<tr>
<td>May fall below +1.0°C</td>
<td>No rain</td>
<td>Salt before frost</td>
</tr>
<tr>
<td></td>
<td>No hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No fog</td>
<td></td>
</tr>
<tr>
<td>Expected to fall below +1.0°C</td>
<td>No rain</td>
<td>Salt before frost</td>
</tr>
<tr>
<td></td>
<td>No hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No fog</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expected hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expected fog</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expected rain</td>
<td>Salt after rain stops (see note c)</td>
</tr>
<tr>
<td></td>
<td>BEFORE freezing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expected rain</td>
<td>Salt before frost , as required during rain and after rain stops(see note d)</td>
</tr>
<tr>
<td></td>
<td>DURING freezing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Possible rain</td>
<td>Salt before frost</td>
</tr>
<tr>
<td></td>
<td>Possible hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Possible fog</td>
<td></td>
</tr>
<tr>
<td>Expected snow</td>
<td>No rain</td>
<td>Salt before snow fall</td>
</tr>
</tbody>
</table>

The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt or surface moisture. All decisions should be evidence based, recorded and require continuous monitoring and review.
Notes:

(a) Particular attention should be given to the possibility of water running across carriageways and other running surfaces e.g. off adjacent fields after heavy rains, washing off salt previously deposited. Such locations should be closely monitored and may require treating in the evening and morning and possible other occasions.

(b) When a weather warning contains reference to expected hoar frost, considerable deposits of frost are likely to occur. Hoar frost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset, may be dispersed before it can become effective. Close monitoring is required under this forecast condition which should ideally be treated just as the hoar frost is forming. Such action is usually not practicable and salt may have to be deposited on a dry road prior to and as close as possible to the expected time of the condition. Hoar frost may be forecast at other times in which case the timing of salting operations should be adjusted accordingly.

(c) If, under these conditions, rain has not ceased by early morning, crews should be called out and action initiated as rain ceases.

(d) Under these circumstances rain will freeze on contact with running surfaces and full precautionary treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period.

(e) Where there is any hint of moisture being present, a pessimistic view of the forecast should be taken when considering treatment to negatively textured surfaces.
### Table H3: Spread Rates for Reasonable Spreading Capacity

<table>
<thead>
<tr>
<th>Weather Condition</th>
<th>Salting (g/m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frost or frost forecast RST at or above -2°C</td>
<td>8</td>
</tr>
<tr>
<td>Frost or frost forecast RST below -2°C and above -5°C and dry or damp road conditions</td>
<td>15</td>
</tr>
<tr>
<td>Frost or frost forecast RST below -2°C and above -5°C and wet road conditions</td>
<td>20</td>
</tr>
<tr>
<td>Frost or frost forecast RST at or below -5°C and above -10°C and dry or damp conditions</td>
<td>20</td>
</tr>
<tr>
<td>Frost or frost forecast RST at or below -5°C and above -10°C and wet road conditions</td>
<td>2 x 20</td>
</tr>
<tr>
<td><strong>Snow forecast</strong></td>
<td></td>
</tr>
<tr>
<td>Less than 10mm</td>
<td>20</td>
</tr>
<tr>
<td>10mm or more</td>
<td>2 x 20</td>
</tr>
<tr>
<td>Treatment during snowfall – to provide a debonding layer</td>
<td>20 - Dry Salt (see notes 2 and 3)</td>
</tr>
<tr>
<td>Treatment for slush when freezing conditions forecast</td>
<td>2 x 20 – Dry salt (see note 4)</td>
</tr>
<tr>
<td><strong>Treatments for thin layers of ice &lt; 1mm</strong></td>
<td></td>
</tr>
<tr>
<td>Lower of air or RST &gt; -5°C</td>
<td>2 x 20 - dry salt 2 x 20 – salt/abrasive mix (see notes 5, 6, )</td>
</tr>
<tr>
<td>Lower of air or RST &lt; -5°C</td>
<td>2 x 20 – salt/abrasive mix (see notes 5 and 6)</td>
</tr>
<tr>
<td><strong>Treatment for layers of compacted snow and ice</strong></td>
<td></td>
</tr>
<tr>
<td>Medium layer thickness (1 – 5mm)</td>
<td>Initial treatment 2 x 20 – salt/abrasive mix (see notes 5, 6, 7 and 9)</td>
</tr>
<tr>
<td></td>
<td>Successive treatment 20 – salt/abrasive mix (see notes 5, 6, 7 and 9)</td>
</tr>
<tr>
<td>High layer thickness (greater than 5mm)</td>
<td>Initial treatment 2 x 20 – abrasives only (see notes 5, 6, 8, 9 and 10)</td>
</tr>
<tr>
<td></td>
<td>Successive treatments 20 – abrasives only (see notes 5, 6, 8, 9 and 10)</td>
</tr>
<tr>
<td></td>
<td>After traffic started to break up layer 20 – salt/abrasive mix (see notes 5, 6, 7 and 9)</td>
</tr>
</tbody>
</table>

**DUTY MANAGER TO DETERMINE TIMING OF SALTING RUNS AND RATES OF SPREAD DEPENDING ON FORECAST DETAILS**

**THE ABOVE TABLES ARE FOR GUIDANCE ONLY**

DUTY FORECASTER SHOULD BE CONSULTED AS NECESSARY.
NOTES:

Note 1: Spread rates quoted make an allowance for the network having porous, negative textured and dense surfacing and take into account the spreading capacities of the plant utilised. Spread rates for pre-wetted salting are the combined weight of dry salt and brine combined in proportion 70:30 by weight with brine of concentration 20 to 23%.

Note 2: During and after snowfall, only the ploughed lane should be treated if other lanes have still to be ploughed. The spread width settings should be adjusted accordingly.

Note 3: A de-icer should not be spread alone without abrasives to anything other than a thin layer of ice or compacted snow when snowfall has ceased or future snowfall will be less than 10mm. Applying salt alone to compacted snow and ice can produce dangerously slippery conditions if a weak brine film is formed on top of the ice/snow layer.

Note 4: After snowfall, and when there will be no further ploughing but some slush remains on the road surface, it may be necessary to change the settings normally used for precautionary treatment to ensure a satisfactory distribution is achieved over the target spread width.

Note 5: Abrasives should ideally be 5-6mm and angular, but gradings down to 1-5mm should be reasonably effective. After abrasives have been used, drainage systems should be checked and cleared if necessary. Recovered material, which will be contaminated with road oil, must be disposed of safely.

Note 6: Care is needed when salt is mixed with abrasives with a high moisture content. Checks should be made that the mixture remains free flowing, does not clump and can be spread effectively.

Note 7: For medium thicknesses of compacted snow and ice, treatments without abrasives should only be used when earlier precautionary treatments have successfully established a debonding layer, and there is sufficient traffic to break up the layer of ice quickly.

Note 8: For high thickness of compacted snow and ice (greater than 5mm), treatments with a significant amount of salt should not be considered because they may leave the surface uneven. Any brine formed on the surface may collect in hollows and deepen them further, which can lead to a very uneven surface.

Note 9: When there are layers of snow, compacted snow, or ice of medium or high thickness on the road surface, it may be necessary to change the settings normally used for precautionary treatment to ensure a satisfactory distribution is achieved over the target spread width.

Note 10: A small amount of salt should be added to the abrasive to prevent freezing of the water within it. If the moisture content of the abrasive is 7%, 25g of salt per tonne of abrasive is sufficient to prevent freezing if thoroughly mixed.
APPENDIX I

BRACKNELL FOREST COUNCIL

DAILY RECORD FORM FOR WINTER MAINTENANCE

DATE: .............................................. TIME DECISION TAKEN ..............................................

1. FORECAST: - RED/AMBER/GREEN

<table>
<thead>
<tr>
<th>HAZARD</th>
<th>YES</th>
<th>NO</th>
<th>POSSIBLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ICE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOARFROST</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SNOW/SLEET</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FOG</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MINIMUM FORECAST TEMPERATURE:-

AIR ............................................................................................................................................

ALL ROADS ................................................................................................................................

URBAN ROADS ............................................................................................................................

2. PROPOSED ACTION

<table>
<thead>
<tr>
<th>ROUTES</th>
<th>NO ACTION</th>
<th>FULL PRESALT</th>
<th>WET AREAS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Time</td>
<td>Rate</td>
</tr>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Centre</td>
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<td></td>
</tr>
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JUSTIFICATION: -

SIGNED ............................................................... MANAGER

(Agents to Bracknell Forest Council)
## APPENDIX J

### NOTIFICATION LIST

<table>
<thead>
<tr>
<th>No</th>
<th>Name</th>
<th>Organisation</th>
<th>Tel.</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bracknell Forest BC</td>
<td>Highways Asset Management Group</td>
<td>01344 352000</td>
<td><a href="mailto:Forest.Care@Bracknell-Forest.gov.uk">Forest.Care@Bracknell-Forest.gov.uk</a></td>
</tr>
<tr>
<td>2</td>
<td>Bracknell Forest BC</td>
<td>Forest Care</td>
<td>01344 786500</td>
<td><a href="mailto:Customer.Services@Bracknell-Forest.gov.uk">Customer.Services@Bracknell-Forest.gov.uk</a></td>
</tr>
<tr>
<td>3</td>
<td>Bracknell Forest BC</td>
<td>Customer Services</td>
<td>01344 352000</td>
<td><a href="mailto:Communications.Marketing@Bracknell-Forest.gov.uk">Communications.Marketing@Bracknell-Forest.gov.uk</a></td>
</tr>
<tr>
<td>4</td>
<td>Bracknell Forest BC</td>
<td>Communications and Marketing Team</td>
<td>01344 352000</td>
<td><a href="mailto:hbi@thamesvalley.pnn.policen">hbi@thamesvalley.pnn.policen</a> sequences.uk</td>
</tr>
<tr>
<td>5</td>
<td>Thames Valley Police</td>
<td></td>
<td>08458 505505</td>
<td><a href="mailto:engineering@rbwm.gov.uk">engineering@rbwm.gov.uk</a> or <a href="mailto:vikki.roberts@rbwm.gov.uk">vikki.roberts@rbwm.gov.uk</a></td>
</tr>
<tr>
<td>6</td>
<td>RBWM</td>
<td>Engineering and Transport</td>
<td>01628 685736</td>
<td><a href="mailto:WBCWinter.maintenance@wokingham.gov.uk">WBCWinter.maintenance@wokingham.gov.uk</a></td>
</tr>
<tr>
<td>7</td>
<td>Wokingham Borough Council</td>
<td>Highways,</td>
<td>0118 908 8301</td>
<td><a href="mailto:WinterService.Area3@enterprisemouchel.com">WinterService.Area3@enterprisemouchel.com</a> and <a href="mailto:area3ncc@enterprisemouchel.com">area3ncc@enterprisemouchel.com</a></td>
</tr>
<tr>
<td>8</td>
<td>Mouchel</td>
<td>Highways Agency Area 3</td>
<td></td>
<td>Via message board</td>
</tr>
<tr>
<td>9</td>
<td>MeteoGroup</td>
<td></td>
<td></td>
<td><a href="mailto:Thamesvalley.news@heart.co.uk">Thamesvalley.news@heart.co.uk</a></td>
</tr>
<tr>
<td>10</td>
<td>Heart FM</td>
<td></td>
<td>0118 928 8800</td>
<td><a href="mailto:Radio.berkshire.news@bbc.co.uk">Radio.berkshire.news@bbc.co.uk</a></td>
</tr>
<tr>
<td>11</td>
<td>BBC Radio Berkshire</td>
<td></td>
<td>0118 946 4200</td>
<td><a href="mailto:wah@surreycc.gov.uk">wah@surreycc.gov.uk</a></td>
</tr>
<tr>
<td>12</td>
<td>Surrey County Council</td>
<td>West Area Highways</td>
<td></td>
<td><a href="mailto:roads@hants.gov.uk">roads@hants.gov.uk</a></td>
</tr>
<tr>
<td>13</td>
<td>Hampshire County Council</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
WINTER SERVICE 2018-2019
FOOTWAYS/CYCLEWAY SALTING
IN BRACKNELL TOWN CENTRE

1.0 General Procedure

1.1 The Council aims to provide a winter service enabling, as far as is reasonably practicable, the safe movement of pedestrian and cycle traffic on the first and second priority routes within the town centre.

1.2 Town centre footways and cycleways will not be pre-salted. They will be salted and/or cleared of accumulations of snow during particularly severe and prolonged hazardous weather conditions. Salt will be applied after the formation of ice on the footway and cycleway surface.

1.3 The area comprising the Town Centre first priority salting route shall be checked at day break and not later than 0630 hours Monday to Saturday and 0730 hours on Sunday for the presence of surface icing. Treatment of ice patching or general icing over the whole area shall be completed by 0745 hours Monday to Saturday and by 0845 Sunday.

1.4 The area comprising the second priority salting routes shall be treated on the instruction of Highway Asset Management staff. Treatment of the Second priority areas will generally comprise post treatment following reports of the deposition of snow.

2.0 Plant

2.1 All plant and vehicles used to perform the winter service shall be provided and maintained by the Contractor.

3.0 Decision Making

3.1 Whilst the forecast used to make the decision to salt the main highway network treatment routes may indicate the formation of ice overnight, the temperature conditions within the Town Centre may vary. The decision to treat the Town Centre first priority salting routes shall be made by the contractor responsible for treatment of the Town Centre only on the basis that the early morning inspections of the prescribed areas reveal the presence of surface icing.

3.2 The Contractor shall inform the client of the decision to salt the prescribed routes by 12 noon each day using Appendix I above.

3.3 Decisions to salt the Town Centre Secondary salting network and other areas will be made by the Council’s Highways Asset Management staff. Areas for salting in the Town Centre may be subject to amendment as the Town Centre re-development progresses.

4.0 De-icing materials

4.1 When choosing de-icing materials for use in the Town Centre consideration needs to be given to the surface material being treated.
Extract from the Corporate Severe Weather Plan re Snow & Ice

These priorities have been established as a result of learning from previous year’s 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 and Easthampstead House 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.

Independent of the above priorities Leisure centre sites will be cleared by the Downshire golf tractor capability.

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 management team will undertake day to day coordination directly with the contractor representatives to task activities and deploy resources.
16. CIRCULATION LIST

16.1 Internal

Highways Asset Management
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 Highways Agency's Agents

Mouchel

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


ii) Highways Act 1980

iii) Lessons from the Severe Weather February 2009. UKRLG


v) Winter Service Guidance for Local Authority Practitioners – Recommended Precautionary Treatments and Post Treatments Including Revised Salt Spread Rates. (January 2011)