

Winter Service Plan 2021/22

Working hard through winter to Keep Nottingham Moving

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ambitious
for the people of Nottingham

Nottingham City Council

Document Control

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Please access www.transportnottingham.com/driving/winter-travel/ to download subsequent updates

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For further information on this document please contact:

Chris Keane
Head of Highways
Highway Services
Resident Services
Nottingham City Council
Eastcroft Depot
London Road
Nottingham
NG2 3AH
chris.keane@nottinghamcity.gov.uk

Kevin Charnley
Highway Maintenance Manager
Highway Services
Resident Services
Nottingham City Council
astcroft Depot
London Road
Nottingham
NG2 3AH
kevin.charnley@nottinghamcity.gov.uk

Richard Dunn
Highway Engineer
Highway Services
Resident Services
Nottingham City Council
Eastcroft Depot
London Road
Nottingham
NG2 3AH
richard.dunn@nottinghamcity.gov.uk



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Foreword

Planning for the winter weather is something that goes un-noticed by most until the bad weather arrives. But behind the scenes, a lot of detailed work goes in year round to ensure that the City Council has a robust plan to deal with winter weather in a sustainable way.

Although we have managed recent winters well, the Council is not complacent and reviews its winter weather service every year.

Our priority is to keep people informed – with daily information provided about road and pavement conditions to other Council service areas and external parties. We also provide advice to help Nottingham people deal with the worst of the winter weather. This includes using social media with regular tweets and Facebook updates on wintry days.

We assist a number of services and provide support when the winter weather arrives to help keep them operating and serving Nottingham.

We know how important it is that in Nottingham people can keep getting out and about, even in bad weather. In times of severe weather, colleagues across our frontline services help to clear snow and ice in areas of high footfall, which include local shopping areas and in and around the City Centre. Access to hospitals, public buildings and public transport are a priority. The Council also works tirelessly to keep bin collections operating successfully throughout the season.

This plan provides an overview of how the Council will respond to adverse weather during the winter period, operating within the resources that are available to us to keep the city moving.



Councillor Rosemary Healy
Portfolio Holder for Highways, Transport and Cleansing Services

Policy Statement

Nottingham City Council aims to provide a Highways Winter Service which, as far as reasonably practicable, allows the safe movements of vehicular traffic on the primary highway network, while minimising delays and accidents directly attributable to adverse weather conditions.

The service will consist of carrying out precautionary salting on the primary network where weather forecasts and ice prediction indicate hazardous conditions. Primary routes shall include all principal roads and selected distributor roads.

The target treatment time for roads to be treated shall be four hours. All primary routes will normally be treated before the start of the working day.

Snow clearing will be carried out throughout the network where appropriate and practicable. Priorities will be determined by prevailing conditions

This document will be accompanied by appendices which include operational plans and procedures in place to deliver the policy along with detailed route plans showing how the roads will be treated.

The services we provide …

Highway & Energy Infrastructure are responsible for providing the winter service for Nottingham City Council, including:

- Implementing the Council's annual highway winter service provision
- Advising the Council on policy issues
- Day-to-day management of operations
- Performance management
- Liaison with adjoining authorities, emergency services and other key stakeholders
- Supporting the Council during severe weather situations

1. Our legal duties and responsibilities

1.1 Introduction

The aim of this document is to describe how the highway winter service is set up to provide for the winter season and how it is expanded to cope with more severe weather.

For operational purposes the winter season will start each October, and end the following April and is split into five separate periods as defined in the table below;

Period	Time	Weather Conditions
Marginal	October	Severe not expected.
Low	November	Severe may occur
High	Dec – Feb	Severe probable
Low	March	Severe may occur
Marginal	April	Severe not expected.

Before the start of the winter season, the following will be checked:

- All of the pre-treatment routes to ensure that they remain appropriate, suitable, and available for treatment;
- Certification from a recognised Vehicle Plant Authority that all vehicles, plant and equipment are fit to perform the Services;
- That the training of operatives is adequate;
- That the training of Supervisors is adequate;
- An appropriate supply of salt is in store;
- That salt bins are serviceable and filled with an appropriate amount of grit/salt.;
- Setting up / ordering / maintaining system for weather forecasting service;
- The decision making process is in place and transmission systems checked;
- Weather forecasts and systems checked;
- Response times and distribution of salt spreading, is understood by staff.

1.2 Policies and objectives

Nottingham City Council has a statutory obligation under **Section 41** & **150** of **The Highways Act 1980** to maintain the highway. The introduction of legislation in the form of The **Railways and Transport Safety Act 2003**, extends the requirements of Section 41 of the Highways Act, to place a duty on the highway authority to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

Our aim is to provide an effective and efficient winter maintenance service to allow;

- the safe passage of vehicles on priority routes,
- to control delays due to winter weather, and to carry out operations safely.

The Plan has been developed and revised in accordance with the recommendations set within:

- The Code of Practice – Well Managed Highway Infrastructure (Oct 2016)
- The design and practice guide for highway winter maintenance published by ICE (Institution of Civil Engineers) in 2000.
- Midland Service Improvement Group (MSIG) guidance.
- National Winter Service Research Group (NWSRG) guidance.

1.3 Responsibilities

The Highway & Energy Infrastructure section of the City Council is responsible for providing the highway winter service.

This involves the following regular activities throughout the winter season;

- Obtaining and recording weather information and forecasts;
- Prevention of, so far as is practical, the formation of ice on carriageways;
- Prevention of, so far as is practical, the build up of ice on carriageways as soon as is possible;
- The removal of build up frost, snow, and/or ice, so far as is practical, from carriageways and footways.

Our main responsibilities include but are not limited to the following; to:

- Providing and maintaining vehicles such that they are adequate to carry out the salting of all routes within the specified response times;
- Obtaining & storing salt spreading equipment calibration test records (BS 1622) prior to the start of the winter period;
- Providing skilled drivers for salting vehicles, plough, and loading shovels, with skilled and experienced supervisors to manage and complete operations;
- Providing and managing the stock of salt;
- Establishing communication networks to relay decision for action to emergency services, public transport companies, schools and other main stakeholders;
- Updating the Contact Centre on road conditions during severe weather (snow or widespread ice);
- Ensuring that all operatives are appropriately trained in winter service operations;
- To ensure that workshop facilities and appropriate skilled personnel are available on standby during the winter period to repair and maintain vehicles.

The clearance and treatment responsibilities are however, not limited to clearing any snow and ice. The amendment to **Section 41** of **The Highways Act 1980** puts a duty on the highway authority to ensure ‘safe passage is not endangered by snow and ice’ and because of this, preventative, rather than just reactive action, falls within this duty.

However, the Public Highway within the City Council area increases in shape, length and area every year. Any salting treatment must be done within a reasonable time limit, and without a limitless resource of materials, plant and personnel, it is an impossible task to pre-treat the entire highway before every forecasted frost, snow or ice event.

2. Salt treatment process

2.1 Weather Forecasts

The weather is in a constant state of flux, and changes do occur in the type, temperature, water content, direction, speed and amount at any time. Consequently forecasts are a forecast and not a statement of intent.

All forecasts are issued with the following degrees of confidence:

- H for High, in that this weather is most likely to occur;
- L for Low, in that this may occur but is likely subject to later change.

Because action has to be taken before the arrival of the weather event, our decisions for action are based on forecasted events, which are subject to a multitude of possible changes. These decisions for action, and the timings and extent of treatment are subject to a degree of personal interpretation of the possible risk.

The length of time over which a severe weather event is forecasted to take place, and what precedes it and follows, has to be taken into account when planning any treatment, as this will limit its effectiveness as the salt store capacity is finite and there is a limit to the area that can be treated over any period.

Because of this, only the major carriageways (primary routes) will normally be pre-treated when there is the possibility of frost, light ice or snow as forecasted. In the case of snow fall at the start of a period of severe weather, the treatment area may be extended by the inclusion of the snow and a secondary route, unless the weather condition is expected to continue for some considerable time, when the conservation of salt stocks will have to take place.

Once the severe weather has ceased, all other carriageways and areas will be treated reactively when and where possible.

2.2 Primary carriageway routes for pre-treatment

There are five primary routes, identified and listed by colours (Pink, Red, Blue, Yellow and Green) that cover the main roads, main bus routes, and other selected busy roads / hills within the City Area. These are all operated and served by 17t dedicated gritting vehicles.

The Highway Engineer will change and update these routes as necessary due to new constraints imposed on access through traffic calming measures, parking problems or temporary closures etc.

Nottingham City Council has cross boundary agreements with Notts County Council where it is more economical and efficient for one or other Council to grit a road as part of their route. Details of gritting routes can be found here:
https://www.transportnottingham.com/driving/winter-travel/

2.3 Secondary carriageway routes for post-treatment

A secondary salting route has been established and is under constant review to treat roads, hills and junctions during periods of snow and widespread ice predicted to be more than just the short term. This route has flexibility to enable temporary occurrences to be dealt with. The secondary route will be started if prolonged severe weather is forecast and once the primary routes are clear and there is sufficient levels of salt stocks.

In consultation with other service areas, in severe weather additional support can be put in place to cover public access to schools, care homes and for waste or rubbish collection. Should waste collection services be adversely affected in severe weather conditions, vehicles can be deployed – which will specifically treat roads previously identified as difficult for waste collection vehicles to navigate in ice and snow conditions, with a view to ensuring the next day's waste collection services can be successfully completed.

2.4 Ad hoc post-treatment

Two vehicles additional to the pre-treatment vehicles will be available during periods of snow and widespread ice to respond to ad-hoc calls. These will also be used on emergency, secondary and access routes when required. A Multi-Hog tractor fitted with a mini-plough and spreader unit is also available for treating footways, pedestrianised areas and other less accessible routes.

2.5 Other post treatment operations

The 17t vehicles can be fitted with snow ploughs, and should snow clearance be required the ploughs will be called into operation.

It should be noted that ploughing in a city environment is not a good method of managing snow fall and will only be undertaken during a period of very heavy snow, as ploughs do not remove snow; they only move it to one side – covering side roads and access points in the process and causing possible distress to pedestrians or cyclists who may be in the snow's path. Ploughs also have to travel at a minimum speed of around 27mph in order to keep the plough operational and to maintain forward progress, which can prove difficult in traffic and will only remove the top few inches of snow – they do not leave a clean road surface.

In the event of a prolonged severe snow event, the excavators normally used on road construction can be used for ploughing and clearance work on the highway, under the direction of the Highways team.

2.6 Routes for footway treatment

Footways will be mainly treated reactively using frontline staff from other sections, who will swap from their normal duties to ice/snow clearance and treatment, in severe weather, voluntary groups and staff from other services may also be used.

During snow and or periods of prolonged ice formation, Highways & Energy Infrastructure will deploy all of its treatment vehicles where available, plus any vehicles from its Highway's

fleet and those of other sections transferred to ice and or snow clearance.

The footway treatment routes, are listed in the Appendices are composed of selected footpaths, subways, and bridges, and may be put into operation when the threat of severe weather is very certain, and the weather before the event allows the treatment to be effective, i.e. not washed off / blown away. This action is subject to staff availability and any salt conservation action.

2.7 Response and treatment times for carriageway treatments

There will be occasions, when conditions dictate, that the gritting service will be required immediately. The specified times for responding to, and providing service for routes, are as follows;

Carriageways	Pre-treatment Routes	1 Hour
	Secondary Route	1 Hour (see item 3.7.5)
	Snow Route	1 Hour
Footways	Treatment Routes	2 Hours
	Secondary Route	2.5 Hours
	Secondary Route	2.5 Hours

This response time is where salting will be commenced within the above time limit of the order being communicated to the operators.

Treatment time salting will be completed within 4 hours for pre-treatment, and as soon as practicable /possible for post-treatment carriageway work, for footways treatment will aim to have the work completed within 7 hours where practicable.

The treatment of secondary routes for carriageways will not have a treatment time limit as these vehicles may be diverted while on route to deal with emergencies and requests. Footway and cycle way response times are greater as hand spreading takes longer and the crews used are based at other depots, so collection of vehicles and equipment has to take place.

The response times for pre-treatment of secondary routes during severe weather will depend on the availability of resources, and if it is being run alongside the normal treatment routes or as an addition to them.

2.8 Response and treatment times for footway treatments

The duty supervisor will aim to inform all duty staff of his requirements by providing as much notice as possible. However, there will be occasions, when conditions dictate, that service will be required immediately. The specified times for responding to, and for providing service for the planned routes, are as follows;

- Response time - salting will be commenced within one hour of the order being communicated to all duty staff
- Treatment time - salting on a route will be completed within three hours of

commencement
- The treatment time can be increased depending on the weather conditions and length of routes

2.9 Location and maintenance of salt bins

Salt storage bins, provided for public use, are located on the highway across the city at potential problem locations. They are generally not sited on the primary salting routes. An up to date location map of salt bin locations can be seen and downloaded from the City Council website on https://www.transportnottingham.com/driving/winter-travel/

Before and during the winter season the grit bins will be checked and refilled when required. All grit bins are mapped and set into routes on the Confirm Asset Management Database. Information regarding when grit bins were attended to and what action took place enables resources to be directed to the appropriate location and to assist when reviewing the need for additional grit bins. Refilling grit bins will take place provided there are sufficient levels of salt and personnel available, and salt conservation is not in operation.

When assessing locations for new grit bins the following needs to be considered:

- Salt bins will not obstruct the passage of pedestrians;
- Salt bins will not be provided in or for any private areas;
- Salt bins will not be provided under, or adjacent to trees, or on verges.
- Salt bins for public use will not be provided on a priority footway salting route, except where extreme conditions prevail;
- Salt bins will not be provided within 50 metres of another salt bin, except where extreme conditions prevail.

New salt bin requests passing the above requirements will be entered onto a list, and will be subject to a scoring system, taking into account local conditions and usage to assist in providing a fair comparison between sites so that the best use of finance is made. Any bin requests that fail to be allocated at the time will be retained on the list for the following years.

3. Weather prediction and information

3.1 Forecasting, inspections and other decision support information

Nottingham City Council tenders for highway weather forecasting service. The successful provider supplies a forecast specifically for the Nottingham City area, based on the national conditions and information from our own weather station.

3.2 Timing and circulation of information

Twice daily forecasts are received from the forecasting provider, at approximately midday and 6pm.

The following colour status indicators are used as a guide to the weather conditions only and are not an indication of the need action:

- Green = No frost or ice likely.
- Amber = Frost and ice likely, but may not be in sufficient quantity to form a danger.
- Red = Ice and frost highly likely.

The decision matrix guide provided in the The Code of Practice – Well Managed Highway Infrastructure (Oct 2016) can be found in appendix 10.6.

3.3 The reporting procedure

During the Winter Service Season, a daily bulletin is issued to provide information and guidance. This bulletin is sent out using the Gov Delivery system, where colleagues, Councillors, stakeholders, members of the public and any other person who may find the information useful sign up. Relevant information from the forecaster is added to this bulletin to keep subscribers up to date with forecasts, conditions and any actions taking place.

3.4 Forecast Updating

The weather forecasts are checked and updated at regular intervals by the forecaster provider. The duty supervisor will be informed via the telephone by the forecaster provider of significant forecast changes, so they are aware of any need to change the action or timings if required.

3.5 Weather records

Copies of all forecasts issued are retained by the forecaster provider and are available for use in compiling reports, and to the Duty Supervisor for assisting with the decision.

Copies of all the atmospheric and road surface condition data are also accessible for each day of the year from our weather station, and from stations adjacent to the city area owned by Nottinghamshire County Council. Derby City Council and Highways England. Collaboration with these surrounding authorities enables information from additional weather stations to be accessed and monitored.

4. Organisational arrangements

4.1 Employee duty schedules, rotas and standby arrangements

The Highway Engineer shall provide employee duty schedules, rotas and standby arrangements.

Drivers and Supervisors will be on an on call duty rota, with each on call period lasting 7

days, Monday to Monday. This covers Monday to Friday, 16:00 to 07:30, plus all day Saturday, Sunday and Bank Holidays. Drivers will be on call every one week in three/four (dependent on the number of drivers), and Supervisors one week in three (dependent on the number of supervisors).

In the event of treatment being required outside these hours, the Highways team will use some of its own drivers to cover the routes, as well as drivers from other departments as and when they become available.

In the event of severe weather;

- The Duty Supervisor will receive backup from the Highway Engineer, and any other off duty Supervisors.
- Drivers will be replaced as and when required by off duty drivers, and any additional staff from the Highways team, and other departments.

4.2 Plant and vehicle manning arrangements

The Highway Engineer will ensure that adequate manning and standby requirements are in place to carry out a service for a normal winter.

4.3 Training and development arrangements

The Highway Engineer shall ensure that all drivers of the salt spreading vehicles shall have received proper training and instruction in the safe and efficient operation of the vehicles and their equipment.

Operators of loading shovels shall hold a Certificate of Training Achievement issued by the Construction Industry Training Board, or equivalent.

Supervisors will keep up to date with the City And Guilds 6159 Winter Service training as well as receiving annual internal training.

4.4 Health and safety procedures

The Highway Engineer will provide risk and Control of Substances Hazardous to Health (COSHH) assessments for materials and for operations and explain the significance of these to all operatives. Operatives and Supervisors will be issued with all appropriate Personal Protective Equipment (PPE) prior to the start of the winter season.

5. Plant, vehicles and equipment

5.1 Fleet inventory including license requirements and capacity

Prior to the commencement of the winter period the Highway Engineer will ensure that a detailed fleet inventory is recorded and issued to the Highways lead officer and Service

Manager.

The vehicles/plant provided is as follows:

- 5 No. 6 tonne capacity purpose-built ECON spreaders with “low throw spreader units” on a Daf chassis;
- 1 No. 6 tonne capacity demountable ECON spreaders with “low throw spreader units” on a Daf chassis;
- 1 No. JCB Loading shovel (managed by Waste Management at Nottingham City Council). Access to five JCB backhoe loaders (managed by Highways).
- 2 No. 75kg capacity Glasdon hand operated footway machines.
- 12 No. 29kg capacity Premium Performance 2040Pi hand operated footway spreaders;
- 1No. Multi-Hog tractor mini plough and spreader unit

The Service will operate from the Eastcroft Depot, at London Road, Nottingham, NG2 3AH, where the vehicles, plant and materials will be stored and maintained. A small stock of hand-operated equipment will be stored at Woolsthorpe Depot and managed by Streetscene teams.

5.2 Servicing and maintenance arrangements

The vehicles shall be stored and maintained in an efficient and workable condition. They shall be available for inspection by the Highway Engineer at all reasonable times without notice.

5.3 Calibration procedures

The calibration of the salt spreading equipment shall be in accordance with BS 1622. Calibration test record sheets will be provided to the Highway Engineer prior to the start of the Winter Service Season

5.4 Fuel stocks and locations

The Highway Engineer shall ensure that there is access to a guaranteed supply of fuel for the vehicles, and which will be available during prolonged periods of severe weather and during night salting periods.

6. Salt and de-icing materials

6.1 Location and capacity of stocks for salt and other materials

The base of operations is from Eastcroft Depot where the salt store is located and maintained for use on the Public Highway by the Council. This stockpile will vary in size during the Winter Season but shall be available and accessible at all times for delivery or loading/collection.

Three types of loose de-icing material will be stockpiled:

Material	Minimum pre-season stockpile	Replenishment Trigger Level	Storage
6mm natural rock salt	1000 tonnes	525 tonnes (covers 3 runs per day for 7 days)	Under cover in Salt Dome
10mm natural rock salt	300 tonnes	100 tonnes	Outside against walling and sheeted over
6mm & 10mm natural rock salt mixed 60/40 with grit sand	200 tonnes	50 tonnes	Outside against walling and sheeted over

A supply of bagged de-icing materials will also be maintained for use on footways and for emergency supply to the Out of Hours Highway Operatives for Highways use.

- The store will be composed of a minimum of:
    - 10nr 1 tonne bags of Phosphate/salt mix;
    - 10nr 1 tonne bags of 6mm Salt;
    - 400nr 20/25kg Bags of Road Salt.

Investigation into the use of other de-icing materials and coatings will take place as and when the possibility arises, and these will be trialed and documented for use in the service to provide additional support to, or as a replacement for, mineral salt.

6.2 Supply and testing arrangements

The salt that is used on highways during winter is a naturally occurring rock salt, and shall be to the requirements of BS 3247 Salt for Spreading – Coarse Rock Salt (6mm & 10mm nominal particle size). The 6mm salt will be stored under cover in the salt dome to stabilize moisture content, while the 10mm will be stored outside against walling and sheeted over.

6.3 Delivery arrangements

The Highway Engineer will ensure that the necessary mechanical loading shovel, other plant and labour to off load and stack the salt is available. Restocking will normally take place outside the Winter Service period but may be at any time in the year, when the required plant and operator will be hired in.

6.4 Treatment requirements including spread rates

The considerable variable nature of winter conditions both previous too, after, and for the main event itself, makes it difficult to define exact treatments and salt applications that will cover all the possible variants.

Typical guidance on the appropriate spread rates are given below:

For pre-treatment salting

- 10g/m2 is the normal rate, increased to 15-20g/m2 in damp/wet conditions;
- 20 to 40 g/m2 if freezing conditions are expected after rain;
- 20 to 40 g/m2 if continuous snow is forecast according to the anticipated severity of the snowfall.
- 40 g/m2 for priority footways for all conditions

For treatment of settled snow/ice:

- 20 to 40gms/m2 for ice depending on the amount and temperature;
- 20 to 40 gms/m2 for moderate snowfalls;
- 40gms/m2 for prolonged snowfalls;

Successive treatments of 20 to 40gms/m2 for hard packed snow/ice mixing with Grit Sand or other available abrasives if necessary.

It is to be noted that below -11^{o}C rock salt treatment is ineffective. For use in these conditions, a stock of sand/salt mix may be used on carriageways, and bagged Potash/Salt Mix (effective down to -18^{o}C), is kept in 1 tonne bags for emergencies only.

6.5 Purchasing arrangements for supplies

Stocks are to be monitored, and are to be topped up to maximum storage for the start of the season and maintained through the season at a level agreed.

Salt is purchased through the APSE Framework, with the current primary contractor being :

Cleveland Potash Limited (Part of the ICL Group)
Boulby Salt Mine
Loftus,
Saltburn-by-the Sea,
Cleveland,
TS13 4UZ

In addition, the Highway Engineer may purchase

- 1 tonne bagged 6mm Salt;
- 20 – 25kg bagged Rock Salt
- Potassium Nitrate and
- Grit Sand
- 6/10mm nominal size stone chippings (for use as abrasives).

7. Operational communications

7.1 Technical systems information

It is important that good communications are maintained during the winter period to ensure that the response to poor weather conditions is effective.

At all times the Duty Supervisor should be available by a dedicated mobile phone. Contact between vehicle operators and the Supervisors is to be maintained at all times during winter service operations, so that salting progress can be monitored and to provide a rapid and efficient response in emergency situations.

During normal working hours the Highway Engineer will be available via their office and mobile phone if away from the office. Confirmation of verbal instructions and change of decision will be issued by the Duty Supervisor or the Highway Engineer via email.

During periods of severe weather (snow and widespread ice) problem areas may be identified by phone calls received from the Police and members of the public via the Contact Centre. They will act as a liaison to the Highway Engineer and Lead Officer Highway Services, and will log these calls via the Confirm Highway Asset Management System.

7.2 Reporting arrangements and protocols

The daily decision email will be circulated to over 7000 partners including:

- Corporate Director Commercial & Operations;
- Directors in Commercial & Operations;
- Service Managers in Commercial & Operations;
- Local MPs;
- Local Ward Councillors;
- Adjacent Winter Maintenance Services - Nottinghamshire County Council, Highways England's contractor;
- Police, Fire, and Ambulance authorities ;
- Nottinghamshire County Council;
- Traffic & Safety (Traffic Management, Road Safety and Network Management);
- Network Rail, Nottingham City Transport, NET;
- All Nottingham City Schools.

The daily decision email, sent via the GovDelivery system (Nottingham City Stay Connected) confirms the action that is proposed, along with a weather forecast. This message will also appear on Nottingham City Council's Facebook page and the Winter Service Twitter feed.

In the event of the Duty Supervisor having to stand down for a rest period, sickness etc. the Highway Engineer or another Supervisor will stand in for them. During this period the On Call telephone will be diverted to the replacement Supervisor's mobile telephone.

8. Information and publicity

8.1 Local press and broadcast contact information

Nottingham City's Internet site will update information on Winter Service matters, and link to a Public Self Help Guidance Note see Chapter 10 (Appendices)
https://www.nottinghamcity.gov.uk/

A daily snow' bulletin may be issued during periods of extreme winter weather to provide information and guidance via Email. https://www.nottinghamcity.gov.uk/snow

Where appropriate Nottingham City Council will release information to press/broadcasters.

Regular updates will also be given through:

- Twitter @nttmcitygrit
- Keep Nottingham Moving https://www.transportnottingham.com/driving/winter-travel/
- Facebook Nottingham City Gritting

8.2 Other key local and national contact information

Contact details for transport operators and emergency services are detailed Chapter 10 (Appendices) and is confidential information.

8.3 Responsibilities and guidance for providing information

Information sheets will be developed as appropriate.

Those included within this Plan are as follows;

- Self-Care - Guidelines for highway users during winter
- Salt Bins - Guidelines for their use.
- Public Self Help Guidance Note
- Nottingham City Schools – daily update of weather information & our decision.

8.4 Contacting Nottingham City Council

Telephone us on: 0115 915 2000

You can contact via:

- Email: winter.service@nottinghamcity.gov.uk
- Facebook at: Nottingham City Gritting
- Twitter: @nttmcitygrit
- Online: www.mynottingham.gov.uk/reportit

9. Improvement Actions

A key aspect of this Plan is to facilitate a process of continuous improvement. This Winter Service Plan includes a number of improvement actions.

9.1 Delivery of improvements

During the life of the Plan, it is anticipated that improvements will continue to be identified, assessed and scheduled. Some improvements will be short-term, some may take longer to enact. It is important that the action plan allows for capturing all of these.

Improvement actions will be programmed and monitored by the following activities:

Improvement Programme	A meeting will be held at the end of the winter season
Winter Service Plan	A formal review and updating of this plan will take place annually.

The responsibility for the delivery of the Improvement Programme will be the Highway Engineer.

9.2 Plan Review and updating

The following frequencies of updating of the documentation will be adopted:

Chapter / Appendix	Contents	Frequency of Review:
1 - 9	Winter Service Plan	Annually
10.1 – 10.17	Winter Service Appendices	Annually

9.3 Issues and improvement actions

Below are listed all the issues and improvement actions needed to ensure that the Plan is current and reflects the current position and processes within Nottingham City. The following section includes a Plan for implementation of these Improvement Actions .

Improvement Action No.	Action Officer	Issues	Improvement Actions
IA1 – Review Grit Bin Assessments	**Richard Dunn**	The current grit bin requests assessment form is overly complicated.	Review and simplify the assessment forms. Reassess existing grit bin requests. **Target completion date**: **2021/22** ↗ **Updated and simplified grit bin request form. Ongoing review of previous requests.**
IA2 – Vehicle Replacement Programme	**Richard Dunn / Kevin Charnley**	Vehicle replacement programme	Five gritting vehicles were replaced during the 2012/13 gritting season. Additional gritting vehicle replaced 2016/17. One further replacement planned. Consideration needed for alternatives (e.g. leasing etc.) **Ongoing** ↗
IA3 – Salt Barn	**Richard Dunn**	The salt barn is over 15 years old and no maintenance has taken place.	Carry out assessment and any necessary maintenance. **Ongoing** ↗ **Initial assessment has taken place. Awaiting detailed report on any recommended improvements/repairs.**
IA4 – Winter Service Plan Review	**Richard Dunn**	Following the change to the Code of Practice a full review of the Winter Service Plan is necessary.	Some recommendations from NWSRG have been issued. Awaiting full recommendations before a review can begin. **Target completion date**: **2022** ↗

Improvement Action No.	Action Officer	Issues	Improvement Actions
IA5 – Resilience Route (Minimum Winter Network)	**Richard Dunn**	A resilience route is part of the carriageway network normally treated in extreme winter weather which provides a minimum essential service.	To produce a resilience route. This would be enacted in the event of a national salt shortage. **Target completion date**: 2021/22 ➔
IA6 – Secondary Route Review	**Richard Dunn**	A secondary salting route has long been established to treat roads, hills and junctions during periods of snow and widespread ice predicted to be more than just the short term.	Carry out assessment of secondary route – is it fit for purpose? **Target completion date**: 2021/22 ➔
IA7 – Route Mapping	**Richard Dunn**	Routes alterations are difficult to carry out and need an outside company to carry them out.	Carry out a review of the process. Speak to Exactrak regarding updates for the current system. Carry out alterations to routes so that sat-navs are up to date and fit for purpose. ➔ **Sat-nav system updated. Will be part of the fleet review.**
IA8 – Primary Route Review	**Richard Dunn**	There are five primary routes that cover the main roads, main bus routes, and other selected busy roads. A comprehensive review has not been undertaken of these for over ten years.	To review the primary gritting routes. **Target completion date**: 2021/22 ➔

Key
↗ On track
➔ Further works required to achieve outcome
↓ Performance not in desired direction