

NEC4

Term Maintenance Contract

Annex 02 – Highways and Traffic Emergency and Adverse Weather Plan DN581359

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SOMERSET
County Council

Somerset County Council
Highways & Traffic

Emergency & Adverse Weather Plan

2022/2023

Somerset County Council Highways & Traffic Emergency & Adverse Weather Plan 2022/2023

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Somerset County Council Highways & Traffic Emergency & Adverse Weather Plan 2022/2023

AMENDMENT RECORD

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1.0 INTRODUCTION

This is the Emergency & Adverse Weather Plan for Somerset. It will run from 1 October 2022 to 30 September 2023. The Plan describes the procedures to be followed by those responsible for providing the service under a partnering contract also operational information in relation to the service.

2.0 SOMERSET WINTER AND EMERGENCY SERVICE POLICIES

2.1 Winter Service

2.1.1 Purpose

- **To comply with legal obligations concerning the safety of the travelling public.**

Under the Highways Act 1980 (England and Wales):

Section 41(1A) – "a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice."

Section 150 puts a responsibility on the highway authority to clear snow from the highway, but only if it is causing an obstruction.

A House of Lords ruling (Goodes v East Sussex County Council – 2000) concluded that a highway authority had an absolute duty to keep the fabric of the highway in a good state of repair so as to render it safe for ordinary traffic at all seasons of the year, but that did not include a duty to remove the formation or accumulation of ice and snow on the road.

The Traffic Management Act 2004 (England) requires authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty, authorities should establish contingency plans for dealing promptly and effectively with unplanned events, such as unforeseen weather conditions, as far as is reasonably practicable.

UK Roads Liaison Group – 'Well-managed Highway Infrastructure: A Code of Practice (2016)

Given the scale of financial and other resources involved in delivering the Winter Service it is not reasonable either to – provide the service on all parts

of the network; ensure running surfaces are kept free of ice or snow at all times, even on the treated parts of the network.

- **To prepare a Winter Service Plan to maintain access on roads on a priority network during adverse weather conditions.**

It is for the courts to decide what is reasonably practicable. However, the Department for Transport strongly recommends that local Highway Authorities continue to carry out winter service activities in accordance with section B.7 Appendix H of the Code of Practice for Maintenance Management, "Well-managed Highway Infrastructure; A Code of Practice", which was published in 2016 by the Road Liaison Group. Amongst other recommendations, the Code states that best practice would be for local Highway Authorities to adopt and publish a Winter Service Operational Plan, developed in consultation with key stakeholders and users and reviewed annually to take into account of changing circumstances.

2.1.2 National Standards

National Standards for winter & emergency maintenance are set out in the Winter Service Section of the Code of Practice for Maintenance Management, "Well-managed Highway Infrastructure", which was published in 2016 by the Road Liaison Group. The standards adopted for Somerset are broadly in line with the recommendations in this document, with the following exceptions for emergency.

Activity	National Standard	Local Standard	Reasons
Response Time	1 hour	1.5 hours	Rural nature of Somerset

2.1.3 Trends and Issues

The roads that are to be treated under the resilient Treatment network are shown in Section H-1 of the Emergency & Adverse Weather Plan. The most important routes are pre-salted in anticipation icy conditions are expected.

Criteria have been developed to enable the Resilient Treatment Network to be defined in accordance with the Winter Resilient Network as set out in Well-managed Highway Infrastructure; A Code of Practice. This is required to ensure a consistent approach across the County and achieve a reasonable balance between cost and level of service. During 2022 a review of the pre

salting network was carried out. The following criteria have been adopted to define the Resilient treatment Network:

- Connectivity between major communities;
- Links to the strategic highway network;
- Connectivity across authority boundaries where appropriate (including HE defined diversion routes from A303, A36 and M5 motorway);
- Links to transport interchanges;
- Access to emergency facilities including Fire and Rescue, Police, Ambulance Services, A&E hospitals and Minor Injury Unit hospitals
- Links to critical infrastructure;
- Principal public transport routes, access to rail and bus stations;
- Other locally important facilities (e.g. Yeovilton Air Station, major quarries, major food distribution centres);
- Major settlement (500 addressable properties) links;
- Settlements (50 addressable properties) above 500 feet links;
- Urban (>500 pupils) / rural (>300 pupils) school links; and
- Other sections of the highway network to ensure route continuity.

During extended periods of cold weather or snow (defined as being in existence for longer than 24 hours), roads providing access to other settlements off the resilient treatment network are treated on an “as needs” basis, within the resources available (e.g. labour, plant, salt stocks etc.) once the resilient treatment network is clear. These roads are shown on the Winter Service Plan supplied to Highway Service Managers’ offices and Operational Depots. In assessing this, the Service Provider’s Decision Maker would take into account the forecast/actual temperature graphs and feedback on local conditions from the Control Centre, Highway Service Managers’ offices and Area Superintendents as appropriate. It is likely that a decision to treat will be for individual routes or groups of routes dependent on weather, topography etc. The safety of the gritter crew whilst carrying out this operation will be taken into account when making this decision. This decision will be communicated to the Service Provider by means of one of the following:-

- “All Post Treatment Network roads in Somerset”
- “All Post Treatment Network roads in [named] Highway Maintenance Area(s)”
- Post Treatment Network roads specified on a map issued to the Service Provider.

During extended periods of cold weather, localised treatment of other roads will be carried out in order to deal with safety or access problems. This will be carried out on an "as needs" basis, within the resources available (eg labour, plant, salt stocks etc) once the above networks are clear. In assessing this, the Service Provider's Decision Maker would discuss the situation with the SCC Highways and Traffic Duty Officer and / or the respective Highway Service Manager's office. The SCC's Highways and Traffic Duty Officer and / or the respective Highway Service Manager's office will then make a decision. The safety of the gritter crews whilst carrying out this operation will be taken into account when making this decision. This decision will be communicated to the Service Provider by means of:-

- Roads specified on a map issued to the Service Provider.

Known hazardous situations on footways and cycleways will be treated in a priority order as and when resources permit. As these are not on our priority routes conditions would have to have been in existence for more than 24 hours and be forecast to last for several days. This combined with the level of resources that are available and other demands on them means that most footways are generally unlikely to be treated. All users should take due regard of the conditions that they find and exercise great caution. Any decision to treat will be communicated to the Service Provider by means of:-

- Footways/cycleways specified on a map issued to the Service Provider.

The Service Provider employs 61 operatives full time, with an additional subcontract resource if required. In snow clearance operations, where double manning is required to operate the snowploughs, this number is adequate for 1.5 x12 hour shifts only.

Winter service is the least predictable of all budget expenditure. The South West of England generally has around fifty nights when frost is experienced and it is prudent to prepare for up to one week of moderate snowfall although this may not materialise.

2.1.4 Inventory

The defined pre salting road network for treatment comprises about 21% of the total road network and covers approximately 1,410km of the highway network in Somerset.

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2.1.5 Equipment

Highway plant dedicated to winter operations is owned by the Client and maintained by the Service Provider.

Table 1 – Winter Maintenance Equipment

TYPE	AGE IN YEARS						
	0-5	6-10	11-15	16-20	21-25	26+	Total
MAN/Schmidt 6x6 dedicated gritter	4	0	0	0	0	0	4
MAN/Schmidt 4x4 dedicated gritter	6	13	0	0	0	0	19
Econ demountable units	0	0	5	0	0	0	5
Snowploughs	10	13	5	0	0	0	28
Snowploughs (farmers/contractors)	21	5	8	0	2	63	99
Snowblowers (farmers/contractors)	4	0	2	0	0	9	15
Total items of Plant:	45	31	20	0	2	72	170

Snowploughs and blowers fitted to tractors are provided by the Client to farmers/contractors for use, when directed, in emergencies.

The vehicles in the bulk gritting fleet have sufficient capacity to salt all the pre salting network routes at the frost salting rate without reloading. Hoppers will only be filled to the manufacturer's stated capacity therefore sheeting of the hoppers will not be required.

The Client maintains a maximum stock level of around 7,000 tonnes distributed throughout the County as shown in Table 2. This is enough to provide 100 days of frost salting or 14 days of major snow and ice treatment on the Resilient Treatment Network. If other routes are treated with salt following snow ploughing, the stock will disappear more quickly. Somerset has a Stock Management Agreement with its supplier whereby fresh supplies of salt arrive when required during the season ensuring the County does not run short. The trigger level for routine topping up throughout the season is 50% of barn capacity. Please note however that barns will be replenished to a level deemed appropriate for the forecast weather conditions at that time, rather than automatically back to full capacity.

Table 2 – Salt Stock Distribution

Area	Location	Tonnes
Sedgemoor	Dunball	3,000
	Total:	3,000
Mendip	Frome	1,100
	Glastonbury	1,200
	Total:	2,300
South Somerset	Yeovil	350
	Total:	350
Somerset West and Taunton	Minehead	1,200
	Total:	1,200
	Grand Total:	6,850

Somerset uses rock salt combined with natural agricultural by-product Thawrox+. It is therefore classified as a treated salt as per section 4 in the Code of Practice. Treated salt needs to have a moisture content of 2-3.5% for efficient spreading or it will coagulate and form a tunnel over the distribution belt on the gritter. Salt moisture content will be recorded from the delivery tickets as the material arrives at the barns, and also there will be routine moisture content testing throughout the season. Salt is stored at depots in barns. There are salt barns at all the Somerset County Council owned depots (Dunball, Glastonbury, Frome, Yeovil and Minehead). Salt stocks shall be rotated to ensure that the oldest stock is used first. 6mm nominal size salt to BS3247:2011 + A1:2016 will be used as this is recommended for precautionary salting which is the most frequently carried out operation in Somerset.

2.1.6 Weather Forecasts and Communications

A detailed weather forecasting service is provided by the Weather Forecast Service Provider. The forecast is received daily by computer and comprises:-

- (i) 24 hour road forecast;
- (ii) 2 - 5 day forecast for planning purposes;
- (iii) A weather summary for the previous 24 hours; and
- (iv) 24 hour consultancy service.

Current information from the remote weather stations is available to the Service Provider and the Client at a protected website.

Good communications are essential to provide an effective winter maintenance service. The receipt and transmission of accurate information

regarding road conditions assists the road user and the maintenance authority. All crews involved in winter service activities are issued with mobile telephones to enable central control of the operations and vehicles are tracked by GPS.

2.1.7 Current Somerset Policy

Treatment of Frost

- (i) Treatment will depend on the weather forecast and the information available from the ice detection equipment, thermal maps and road inspections.
- (ii) Action taken may be confined to local areas when the frost is not widespread.
- (iii) The rate of spread of salt shall be in accordance with section N of the Adverse Weather Plan.
- (iv) All dedicated spreading plant is classified as "reasonable" as per Table H1 in the Code of Practice.
- (v) The treatment time, being the time between vehicles commencing and completing of treatment (not depot gate to depot gate) on all pre salting network routes, should not exceed 2½ hours, unless routes are in urban areas where temperatures will be higher, the route will not exceed 3 hours in line with the South West Region Winter Services Group (minimum standards).
- (vi) Precautionary salting treatment should be complete before the formation of ice.
- (vii) Footways and cycle ways will not be treated in anticipation of ice.

Treatment of snow

- (i) Snow clearance is to be carried out on the route network in the priority order defined for frost treatment. In addition, there are maps of each Parish showing the priority of routes for snow clearance by farmers/agricultural contractors.
- (ii) The rate of spread of salt will depend on the condition of the snow and shall be in accordance with Section N of the Adverse Weather Plan.

- (iii) Ploughing will not commence until 50mm of snow is present and deepening.
- (iv) Snow ploughing will ultimately achieve clearance down to the carriageway surface on main routes but a thin layer of hard packed snow is considered acceptable on other routes where grit and/or salt may be spread to aid traction.
- (v) Footways in shopping areas will be cleared at the earliest opportunity if and when resources become available from priority routes.

Roadside Salt

(i) **Grit**

Will only be used by exception to avoid the subsequent safety problems associated with loose grit and the need to clear drains and channels of accumulated debris.

(ii) **Salt bins**

Where requested by a Town or Parish Council, bins shall be sited at locations agreed by the Highway Authority. Factors being taken into account are steep gradients, especially when approaching a junction; known areas of severe surface water run-off. They will be purchased and maintained by the Town or Parish Council. They will be filled at the start of the winter season by the Highway Authority on notification by the Town or Parish Council. Any top-ups by the Highway Authority throughout the winter season will be dependant on salt usage and available resources.

(iii) **Salt Bags**

One tonne dumpy bags of salt shall be provided by the Highway Authority at key locations. Factors being taken into account are steep gradients, especially when approaching a junction; known areas of severe surface water run-off. Any top-ups by the Highway Authority throughout the winter season will be dependant on salt usage and available resources. 20/25kg bags of salt will not be provided by the Highway Authority.

(iv) **Salt / grit heaps**

These will not be provided by the Highway Authority.

“Ice” warning signs

Depots carry a supply of triangular “Ice” warning signs. They may be used in certain circumstances:

- (i) On the Resilient Treatment Network where seepage/run-off is causing a localised ice hazard on the carriageway. Such locations are to be reported by the Service Provider’s Depot Winter Supervisor to SCC Highways and Traffic Duty Officer and the respective SCC Highways Area Office for follow up action during normal working hours to deal with the seepage/run-off or to erect fixed “Ice” warning signs.
- (ii) Off the Resilient Treatment Network where ice is due to special circumstances, such as a water main leak or action by the Fire and Rescue Service.
- (iii) In conjunction with “Road Closed” or “Slippery Road” signs to act as a supplementary plate to inform the road user of the reason for the closure or the slipperiness. This will apply to all roads, both on and off the Resilient Treatment Network.

“Ice” warning signs are not for general use for ice found on the normally untreated network as ice would reasonably be expected to be encountered here at any point.

Removal of “Ice” warning signs is to be instructed by the respective SCC Area Highways Office.

2.2 Emergency Maintenance

2.2.1 Purpose

- **To comply with legal obligations concerning the safety of the travelling public.**

Other emergencies affect the County Council directly as Highway Authority. In these cases the Service Provider acts on behalf of the County Council.

Fallen trees, floods, landslips or accidents blocking the highway may invoke "The duty to clear obstructions" under the Highways Act 1980. Wherever possible, costs are passed on to the person responsible for the obstruction, otherwise these costs have to be met from the appropriate highway maintenance budget.

- **To prepare emergency plans in conjunction with other departments in order to respond to any civil emergency.**

Somerset County Council's Economic & Community Infrastructure Operations (E&CI) Department does not provide a specific emergency service although managerial or technical assistance and equipment may be provided in the event of an emergency. Plans exist for dealing with oil pollution, chemical spillage or other civil and wartime emergencies. The Service Provider plays various roles in conjunction with the E&CI Department and other County Departments in most emergency plans.

2.2.2 National Standards

The powers and responsibilities of the County Council as Highway Authority are covered by the Highways Act 1980. Standards for the signing of traffic hazards are set out in Chapter 8 of the Department for Transport's Traffic Signs Manual. The County's powers and responsibilities in relation to other emergencies are covered by a variety of legislation. The Service Provider may act as the County's agent in these matters.

2.2.3 Trends and Issues

Over the longer term, climate change is leading to fewer instances of extremely cold weather, but this has resulted in a greater number of marginal nights when rainfall and moisture become more significant factors. Another effect of climate change is warmer summer temperatures resulting in more frequent and more intense storms at this time of year. However more traditional weather patterns (e.g. cold, snowy winters, and mild damp summers) do still occur and heavy snow has occurred during 6 of the last 13 winters.

2.2.4 Specific Objectives

To respond to requests for assistance from the Police or other emergency services including Civil Contingencies Unit within 1½ hours where resources permit.

2.2.5 Inventory

Out of hours cover is provided by five gangs across the county. The contract requires that certain road signs, barriers and other equipment are kept available in each depot to be used in the event of an emergency. During normal working hours resources can be directed from other work areas.

2.2.6 Current Somerset Policy

Somerset's policy is to assist the emergency services when requested to do so. Money is allocated from the highway maintenance budget to fund contractual arrangements for the service provision. Additional costs incurred when responding to emergencies have to be funded by transferring money from elsewhere in the budget.

2.3 Lead Local Flood Authority

2.3.1 Background

As the Lead Local Flood Authority (LLFA) as defined under the Flood & Water Management Act 2010, Somerset County Council has a role in overseeing the management of local flood risk, including: surface water runoff, groundwater flooding and Ordinary Watercourses (any watercourse that is not a Main River) outside Internal Drainage Board (IDB) areas.

2.3.2 Imminent Flood Risk to Properties

It is important to note that it is the responsibility of the property owner to protect their own property against flooding.

Somerset County Council will strive to ensure that it fulfils its duties under Section 19 of the Flood & Water Management Act 2010 and investigate the flooding if appropriate. However, it does not provide an emergency response service and does not operate outside normal office hours.

In the event of an emergency, members of the public should contact the appropriate agency or organisations on the list below. If members of the public require sand bags they should contact their local District Council, as detailed in Section C.

2.3.3 Emergency Contacts

In the event of a flooding emergency and **only if life is at risk** members of the public should call **999**.

Environment Agency

Incident Hotline: 0800 80 70 60 (Freephone, 24 hour service)

Floodline: 0345 988 1188 (24 hour service)

The type talk number for this service is: **0345 602 6340**

Wessex Water

Sewerage Floodline: 0345 600 4 600 (to report flooding in a property)

Leakstoppers: 0800 6920 692 (24 hours)

E-mail: leakstoppers@wessexwater.co.uk

2.3.4 Non-Emergency Contacts

Police (non-emergency): 101

Environment Agency: 03708 506 506

General Enquiries (Mon-Fri 8:00am to 6:00pm)

Somerset County Council

Flood Risk Management Team: 0300 123 2224

(Mon-Fri 9:00am to 5:00pm)

E-mail: flooding@somerset.gov.uk

- (i) SCC's Flooding Information - Advice and Guidance on flooding in Somerset: <https://www.somerset.gov.uk/waste-planning-and-land/flooding-information/>
- (ii) The Flood Online Reporting Tool - <https://swim.geowessex.com/dorset/Report/Splash>
- (iii) Individuals who wish to report flooding directly to us can also email us at Flooding@somerset.gov.uk

Somerset Drainage Boards Consortium: 01278 789 906

National Flood Forum: 01299 403 055

2.4 Treatment Networks

2.4.1 Full Resilient Network

The UK Government's Transport Resilience Review (July 2014) recommended that each Local Highway Authority should identify a Resilient Network to which it will give priority through maintenance and other measures in order to maintain economic activity and access to key services during extreme weather. Further to this the DfT Highways Maintenance Incentive Fund requires Highways Authorities take forward and implement this recommendation.

Somerset's Full Resilient Network covers 21 % of the County's Highway network.

Full Resilient Network plan at section H-1

2.4.2 Interim Resilient Network

The Interim Resilient Network was developed as a contingency in the event that they service were unable to deliver the Full Resilient Network. See Paragraph 3.3.12

The Interim Resilient Network covers 16% of the County Highway network

The Interim Resilient Network Plan Can be found at Section H-2

2.4.3 Minimum Resilient Network

The Minimum Resilient Network was developed as a contingency in the event that they service were unable to deliver the Full Resilient Network or the Interim Network . See Paragraph 3.3.12

The Minimum Resilient Network covers 10% of the County Highway network

The Minimum Resilient Network Plan Can be found at Section H-3

3.0 OPERATIONS

Management of emergency situations is provided via the Service Provider's Central Service Control as per 3.3.1.

3.1 Winter / Emergency Maintenance Roles

Out Of Hours Central Service Control (CSC) Duty Supervisor - Operates 365 days a year.

- Receive emergency information from police
- Decide on appropriate resource and call them out
- Record messages and instigate action

Service Providers Escalation Manager – Available outside office hours via mobile phone.

- Decide on appropriate resource and call them out
- Record messages and action instigated
- Keep up to date with conditions/action taken to provide continuity and information
- Liaise with SCC Highways & Traffic Duty Officer
- Act as Nominated Duty Contact when required
- Approve major changes from planned action

Service Provider's Weather Duty Contact – Available outside office hours via mobile phone

- Receive forecast/weather information inside and outside office hours, weekends and bank holidays
- Decide preliminary action
- Record decisions and reasons for them
- Notify Service Providers Escalation Manager if any major changes to planned action are required.

Service Provider's Depot Winter Supervisor – One per depot excluding Priorswood

- Specify work necessary and direct operatives
- Call out additional operatives if required
- Record feedback from gritter crews and farmers / contractors
- Feedback information to Service Provider's Weather Duty Contact

- Record resources used
- Record actual actions or routes and times of treatment
- Assist Operatives/loading etc
- Take due regard of Health & Safety issues during operations

Service Providers Project Manager – Each Monday morning completes the Salt Provider's Stock Management System.

SOMERSET DIRECT (Tel: 0300 123 2224) – Operates 08:30hrs-17:30hrs, Monday-Friday. Saturday, Sundays and Bank holidays closed. As the main point of contact by telephone for the public and external bodies, Somerset Direct will forward reports of highway conditions across the network to the SCC's Traffic Manager, SCC Highway and Traffic Duty Officer and Highway Service Managers to assist in the making of appropriate decisions.

3.2 Preparations for Winter and Emergencies

3.2.1 Emergency Plans

The Service Provider's Project Manager shall ensure that all staff are familiar with the roles they might be asked to fulfil in the various emergency plans prepared by the County Council. Copies of the appropriate plans are to be kept in the depots and the Highway Service Managers' offices.

Please refer to the Somerset Local Authorities' Civil Contingencies Partnership Joint Corporate Emergency Response and Recovery Plan

3.2.2 Availability of Staff Outside Normal Working Hours

By 1 October each year, the Service Provider's Project Manager shall have satisfied themselves that rotas have been drawn up to plan the availability of staff and that the correct training has been given, or is planned, for personnel.

The Service Providers Escalation Managers, Weather Duty Contact and Depot Winter Supervisors shall be on rotas, which will be made up of suitably trained and qualified staff.

SCC Highways and Traffic Duty Officers shall be on a rota, which will be made up of suitably trained and qualified staff.

3.2.3 Salting Routes

The SCC Project Manager shall define the Resilient Treatment Network.
The Service Providers Project Manager shall design each pre-salting route.
The SCC Project Manager shall arrange for these routes to be programmed into the telemetry units of each gritter prior to the start of the winter season.

Individual salting routes may serve more than one District Council Area.
Routes crossing District Council Area boundaries shall be allocated to a depot and that depot will be responsible for the treatment of the whole of that route in all circumstances, unless otherwise agreed. Routes crossing SCC's boundaries shall be discussed with neighbouring Highway Authorities by SCC's Project Manager with a view to providing a consistent and efficient service.

3.2.4 Depots and Transport

Emergency power generators shall be provided at each establishment to ensure that winter service activities and their control can continue in periods of power cuts.

3.2.5 Winter Service Vehicles

Salting and ploughing operations shall be carried out using a combination of dedicated gritters supplied by the Client, demountable gritters supplied by the Client for mounting on the Service Provider's vehicles and additional contractor's vehicles required for ploughing only.

The Service Provider's Project Manager will ensure that before 1 October all dedicated and demountable gritters have been calibrated as per the manufacturer's instructions and that the certificates are available for presentation on demand. This shall take into account salt treated with agricultural by-products, if used.

The Service Provider's Project Manager is responsible for ensuring that the required vehicles are available and have been correctly fitted to take the Client's demountable gritters and ploughs.

At the end of winter the Service Provider's Project Manager shall arrange to check and overhaul all equipment ready for use in subsequent years.

3.2.6 Staffing Levels

During precautionary salting, vehicles shall normally be operated by one operative. During loading operations at least two operatives shall be present at each depot. When it is anticipated that ploughing is likely to be necessary, additional crew members shall be called in to provide two operatives for each vehicle fitted with a plough, unless the vehicle is suitably equipped and the operator has been trained to operate on his own.

3.2.7 Staff Training and Qualifications

Winter drivers will hold the City & Guilds Winter Operations qualification (units 680 and 613). Winter depot contacts will hold the City & Guilds Winter Supervision qualification (unit 621). Decision makers will hold either IHE Winter Service Decision Making qualification or will have attended the forecast providers intermediate level, or higher, Winter Roads Training course. Records of qualifications held are recorded on the Service Provider's training matrix.

In addition to formal training the Service Provider shall organise Winter Preparedness (Training) Days at the depots in advance of each season. These will include a team briefing, a "dry run" of each pre salting route and will familiarise operatives with the equipment and routes and check that all the equipment fits and is fully operational.

3.2.8 Fuel Supplies

In a prolonged spell of bad weather, some depots remote from the supplying installation may experience delay in the replacement of fuel stocks. Fuel stocks must therefore be maintained at as high a level as possible in anticipation of bad weather.

Site agents shall ensure that the correct (winter) grade of fuel is ordered and that the stock is in good condition. Depot stocks of fuel may deteriorate with time due to condensation and/or fungal growth. To avoid this, condensation and sediment should be drained from the tank.

During snow clearing operations non-dedicated vehicles are reliant on filling up from commercial outlets.

3.2.9 Spares for Ploughs and Other Dedicated Equipment

The reserve of spare parts for ploughs and other dedicated equipment shall be checked by the Service Provider and any deficit made up before 1 October each year.

3.2.10 Provision of Salt

The Service Provider's Project Manager shall ensure that all salt stocks at depots are at the Normal Stock Level prior to 1 October each year and that replenishment arrangements by the Salt Provider are in place.

The salt stock replacement trigger level is DfT recommended 12 day supply (Circa 83%) of barn capacity. Please note however that barns will be replenished to a level deemed appropriate for the forecast weather conditions at that time, rather than automatically back to full capacity.

3.2.11 Control Rooms

The Service Provider's Project Manager shall prepare plans and make arrangements to set up and continuously resourced control room in each Area in the event of full emergency conditions (see Section 5.1). Telephone and electronic communications shall be available with other offices, depots and mobile vehicles, members of the public and the Emergency Services. Emergency power generators shall be provided at each establishment to cover periods of power cuts.

The SCC may authorise the setting up of the Traffic Control Information Centre in County Hall to act as the central point of contact for highway matters for the duration of the emergency.

Arrangements should be made by the Service Provider's Project Manager to provide and distribute the latest weather forecast information to SCC's Highways & Traffic Duty Officer, Highway Service Managers and the Traffic Manager and also information about road conditions to National Highways, adjoining Highway Authorities, Somerset Local Authorities, SCC Highways & Traffic Duty Officer, the Highway Service Managers and the Traffic Manager.

3.2.12 Farmers / Contractors

The Service Provider shall arrange for the production of a list of farmers / contractors to provide snow clearing services when required. They shall supply this information to the Client by 1st November.

The Client will prepare plans showing the designated areas or routes for respective farmers / contractors to treat when instructed.

All control, direction and record keeping of and for farmers / contractors when engaged in snow ploughing activities shall be by the Service Provider.

The Service Provider shall arrange for ploughs and snow blowers to be issued to farmers / contractors and arrange for those already issued to be serviced ready for use.

The Service Provider will also ensure that the equipment can be fitted to the farmers / contractors' current equipment.

3.3 Winter and Emergency Call-Out Procedure

3.3.1 Out of Hours Call Out

The Service Provider's Central Service Control is the first point of contact for the Police. All calls from members of the public outside office hours are routed via the Police who will then phone the Service Providers Central Service Control. The Service Provider's Central Service Control will then phone the appropriate gang and / or contractor to undertake the appropriate action. If 10 minutes pass without a response, the Service Provider's Central Service Control will telephone the Service Providers Escalation Manager.

In the event of a Major Incident Plan event the Civil Contingency Unit will contact the SCC Highways & Traffic Duty Officer, Traffic Manager (or delegate) and the Area Highway Service Manager, (or his/her Assistant(s), or an adjacent Area Highway Service Manager etc.)

Out of hours reports of ice on the Resilient Treatment Network are to be responded to by contacting the Service Providers Escalation Manager to instruct the appropriate action.

Out of hours reports of ice off the Resilient Treatment Network are generally not to be attended to, as such conditions could be expected to apply also in other locations across the network at that time. However, where conditions or events are unusual, they are to be responded to by contacting the Service Providers Escalation Manager to instruct appropriate treatment.

The Service Providers Escalation Manager must decide the best way to respond to each call. This may mean calling out operatives and/or, the Service

Provider's Depot Winter Supervisor or SCC Highways & Traffic Duty Officer. The Service Providers Escalation Manager shall consider safety implications of the operation when making this decision.

3.3.2 In-Hours callouts for Winter Service

In-hours for winter service are to be instructed by the SCC Project Manager or Highway Service Manager or delegate.

3.3.3 Deployment of Dedicated / Demountable Gritters in Emergency Situations

Any deployment of dedicated / demountable gritters is to be agreed by the Service Providers Escalation Manager and the SCC Highways and Transport Duty Officer.

3.3.4 Lone Working

All Service Provider and Client Staff working outside office hours must operate their respective Lone Working Policies.

3.3.5 Road Traffic Accidents

Normally a Police Officer takes charge at the scene of an accident and the Highway Authority only provides assistance in setting up a diversion or in cleaning the carriageway if requested to by the officer in charge.

Road closures will be "soft closures" using "Road Closed" signs, cones and temporary barriers. "Hard closures" (using for example metal fencing, concrete blocks, water filled barriers) will not be used except in exceptional circumstances (e.g. a bridge collapse).

In certain circumstances SCC Staff may be asked to assist direct with the Police and therefore instruct the Service Provider accordingly.

The Service Provider has call out arrangements with specialist contractors if required. It may be possible to re-charge the cost of any assistance provided at an accident site so it is doubly important that accurate records are kept of resources used.

3.3.6 Emergency Road Closures

Where circumstances mean that a road must be closed to safeguard the travelling public then "Road Closed" signs, barriers and diversion signs may be erected immediately. Such a closure may be directed by the Police. If the closure has to remain in place for more than 24 hours and the incident is no longer under the control of the Police, the Emergency Temporary Traffic Regulation Order procedure shall be used.

The draft Emergency Road Closure Notice is at Section K

3.3.7 Flooding and Flood Gates

The Environment Agency will email flood warnings and severe flood warnings to the Client and the Service Provider.

On receipt of a flood warning the Service Providers Escalation Manager shall take note, but will only attend when assistance is requested by the Police.

On receipt of a severe flood warning the Service Providers Escalation Manager shall take any appropriate action required and contact the SCC Highways & Traffic Duty Officer.

The County Council has positioned flood gates on some parts of the highway network in Somerset that are particularly vulnerable to major flooding. A plan showing the locations is in Section O3. The Strategic Manager and / or the Highway and Traffic Duty Officer will instruct the closure of the flood gates pursuant to Section O1. The operational process is contained in Section O2. It is critical that the communications procedure is followed as set out in Section O4.

When called to a flooding incident it may be possible to free drains manually but often the only assistance we can provide outside office hours is in signing the flood. If property is threatened by flooding the District Council may provide sandbags and advice.

3.3.8 Oil or Chemical Spills

Small spills of engine oil or fuel can be dealt with using suitable absorbent material. In the case of larger spills, or where there is any doubt as to the nature of the material spilt, the Pollution Hazards Plan should be brought into effect. This means the Service Providers Escalation Manager should attend the

site and remain on site until the emergency is over. Their role will be to liaise and keep records of the incident. The Service Provider has call out arrangements with specialist contractors if required.

If Service Provider operatives attend the site their primary role will be traffic control in order to protect the public. Specialist Contractors will attend all chemical spills and arrange and carry out all clearance and disposal. Specialist Contractors may require assistance from the Service Provider's operatives, but only after establishing the risks are low and appropriate PPE is available.

3.3.9 Landslide / embankment failure

Landslides / embankment failures tend to happen when it is wet and windy. Removing the material too quickly from the highway may result in further instability. A judgement needs to be made depending on the volume of traffic that will be affected. Usually it is better to sign the hazard, closing the road if necessary, so that the clear up operation can be planned and takes place in daylight.

3.3.10 Mud on the Road

Somerset County Council and Avon & Somerset Police have an agreed protocol for dealing with incidents of mud on the road.

3.3.11 Fallen Trees

Trees tend to come down when it is wet and windy. The first priority is to sign the hazard and, if necessary, close the road. A judgement needs to be made on how quickly to act, depending on the volume of traffic that will be affected. If the tree has fallen from highway land then its removal should be organised using an approved contractor. If the tree has fallen from private land then the landowner should be asked to remove it. If this is likely to take longer than is acceptable, given the volume of traffic affected, then we should consider the removal of the tree.

3.3.12 Unplanned and / or exceptional events and occurrences

From time to time, situations may arise that are unusual, unprecedented in recent times, or fall outside of the usual scope of this plan. Such events could include amongst other things, but not exclusively, pandemics, volcanic activity, terrorist activity, war, earthquakes, tsunamis, meteor strikes etc. On such

occasions a business continuity plan will be prepared. Mitigation and adaptation measures which maybe considered include; reduced Resilient Treatment Network; additional vehicles; single person working / transportation etc.

3.3.13 Issuing Instructions and Keeping Records

The Service Providers Escalation Manager shall ensure that the necessary information is recorded on the form in accordance with the checklist 'Recording of Emergency Orders'.

3.3.14 Performance Monitoring

The Service Provider's Project Manager shall ensure that the details recorded on the form are transferred to the performance monitoring spread sheet.

4.0 WINTER SERVICE

4.1 Winter Forecast and Instruction Procedure

4.1.1 Forecast Service

The forecast service runs from 1 October to 30 April each year. Remote monitoring weather stations are located on and adjacent to the carriageway within Somerset.

Table 3 – Weather Stations

Location	E	N	Elevation
Combeshead Cross	294122	132803	335m
A39 Pen Hill	356877	148839	260m
A358 Taunton Obridge	323609	125299	15m
A39 Ashcott	344151	136359	26m
A359 Galhampton	363734	130349	105m
A38 Pleamore Cross	312362	119189	95m
A361 Nunney Catch	373600	144700	140m

Information from these sites can be accessed through the MetDesk system. The Weather Forecast Service Provider is under contract to supply the following weather information to be made available via the System:

- (i) A daily summary of the previous night's weather together with a brief forecast for the next 24 hours and a 2 to 5 day long-term weather forecast by 10:00 each day
- (ii) A full 24-hour text forecast for Somerset using the standard format to be made available by 13:00 daily
- (iii) A 24-hour road surface temperature prediction graph and a site specific text forecast for seven sites within the County also by 13:00

A 24-hour Consultancy Service is also available whereby staff can discuss the weather with the forecaster at any time. Staff are encouraged to make use of this service if there is any doubt as to the interpretation of the forecast.

Update forecasts will also be issued if the situation changes during the forecast period. The method of transmission of updates is described below.

4.1.2 Transmission of Weather Reports During Normal Office Hours

Prior to 10:00 each day, the Weather Forecast Service Provider shall issue a summary of the previous night's weather and a preliminary forecast of the 24 hours ahead.

By 13:00 each day, the Weather Forecast Service Provider shall provide a detailed dedicated weather forecast for the 24 hours ahead. The Service

Provider's Weather Duty Contact and the Service Providers Escalation Manager will consider the forecast and make a decision by 14:00. This decision will be recorded on the Weather Forecast Service Providers website. The decision will be sent by email to Depots, Area Highways Offices, adjoining Highway Authorities, District Councils, and Emergency Services. It is also viewable on the Weather Forecast Service Providers website.

4.1.3 Transmission of Weather Reports Out of Normal Office Hours

By 19:00 each evening, the 24-hour forecast will be updated by the Weather Forecast Service Provider using the forecast website to issue a confirmation that the forecast has not changed based on the latest information. Any update forecast should be made available on the MetDesk system. Where appropriate, the Service Provider's Weather Duty Contact and Service Providers Escalation Manager should issue a revised decision. If the forecast website does not operate at the expected time, the Service Provider's Project Manager shall contact the Duty Forecaster to check the update details.

On days when the office is closed, the Service Provider's Weather Duty Contact shall obtain the forecast and any updates using the internet web site.

If any difficulty is experienced in obtaining the forecast on days when the office is closed, the Service Provider's Weather Duty Contact shall telephone the Weather Forecast Service Provider and record the forecast on the standard blank form (see Section G-4). The Service Provider's Weather Duty Contact will then discuss the situation with the Service Providers Escalation Manager.

If a non-routine update forecast is issued outside office hours, the Weather Forecast Service Provider shall telephone the Service Provider's Weather Duty Contact in accordance with the Cascade Chart in Section G-1. The Duty Forecaster shall also update the forecast on the MetDesk website.

4.1.4 Works Instructions and Feedback

On receipt of the 13:00 forecast, the Service Provider's Weather Duty Contact and Service Providers Escalation Manager shall decide what action is appropriate. On all occasions, an instruction shall be passed to the Service Provider's Depot Winter Supervisor's via telephone and email.

The Service Provider's Depot Winter Supervisors will be expected to discuss their actions with neighbouring Winter Depot Supervisors and the Service Provider's Weather Duty Contact to ensure that the treatment of roads is as uniform as possible. The Service Provider's Weather Duty Contact shall also consult the Duty Forecaster when appropriate. If there is any doubt, or if advice is necessary, the Service Provider's Escalation Manager should be consulted.

4.2 Salting and Ploughing

4.2.1 Precautionary Salting

The standard treatment will be to apply salt to Resilient Treatment Network at a rate in accordance with Section N of the Winter & Emergency Policy Plan.

4.2.2 Post Treatment Salting

To treat areas where frost or ice has already formed and been in existence for at least 24 hours, salt shall be applied at a rate in accordance with Section N of the Winter & Emergency Policy Plan to post treatment routes (if safe to do so). Generally, the pre salting network is to be treated before any post treatment route is started. However, if resources are available, they may be brought into action by the agreement of the Service Providers Project Manager, SCC Project Manager and SCC Highway Service Managers. Out of hours this will be agreed by the Service Providers Escalation Manager and the SCC Highways & Traffic Duty Officer.

4.2.3 Other Roads

Requests for snow clearing on other roads, salting networks, that provide access to key facilities (e.g. hospitals, police stations, bus depots/garages etc.) will be decided by the relevant Area Highway Office following information received.

4.2.4 Snow Clearance

Salt shall be applied to pre salting snow treatment routes at a rate in accordance with Section N of the Winter & Emergency Policy Plan. This will reduce the tendency for compacted snow to adhere to the road surface.

On receipt of instructions from the Service Provider's Depot Winter Supervisor, ploughs shall be fitted to vehicles in readiness for ploughing. Ploughing shall normally commence when snow is 50mm deep and deepening. As snow melts under the action of the salt, ploughing should continue in order to remove the slush.

When prolonged snowfalls are expected, it will be found useful to plough continuously from the onset of the snow to prevent build-up and to prevent compaction by traffic. Such ploughing can be combined with simultaneous salting at a rate in accordance with Section N of the Winter & Emergency Policy Plan so that a wet base is maintained. However, once snow depths of 120mm have been reached, when tackling snowdrifts or where vehicles are operating on gradients, it may be desirable to continue ploughing without salting. The weight of a salt load will aid vehicle traction when ploughing.

The Service Providers Depot Winter Supervisor shall, if required, arrange for farmers or contractors to plough or otherwise clear specific routes or areas and report back on conditions. See paragraph 3.2.11. All record keeping is to be done by the Service Provider. The Service Provider Escalation Manager will keep the SCC Highways & Traffic Duty Officer, updated with progress and conditions.

Very low temperatures do not usually follow immediately after a snowfall and it is therefore very important to apply salt early, plough early, salt again and get the resultant slush off the road before traffic has compacted it.

4.2.5 Snow Clearing at Level Crossings

No snow clearing with machines must be undertaken within 50 metres either side of level crossings without the authority of Network Rail or other Railway Operator. Notice shall be given in advance or by using the site telephone provided at the crossings. Rotary type blowers/ploughs must NEVER be used for this work.

4.2.6 Target Salt Spreading Rates gm/sq.m

See Section N [Table N3](#)

4.2.7 Keeping Salting Vehicles Clean

Immediately after winter service activity, all equipment that has been in contact with salt shall be carefully cleaned. Vehicles must never be parked loaded with salt unless the salt run is imminent.

4.2.8 Emergency Salting

If salt is to be applied as an emergency measure it will be recorded on the call log produced by the Service Providers Central Service Control.

4.2.9 Free Run Sections of the Resilient Treatment Network

The defined Resilient Treatment Network may incorporate sections of free run (travel) where salt is not normally applied.

If, on some occasions, these sections are assessed as to be unsafe to drive on, then it is permissible to omit these sections and salt the route by the shortest available means. Such occurrences are to be reported by the Service Provider's Depot Winter Supervisor to the SCC Highways & Traffic Duty Officer and Highway Service Managers.

4.2.10 Obstructions on the Resilient Treatment Network

The Resilient Treatment Network may at times be obstructed to such an extent that gritters and/or snow ploughs are unable to pass. Treatment of the route shall be suspended at that point and the obstruction reported to the Service Provider's Depot Winter Supervisor to arrange for the placing of "Ice", "Flood" etc signs, as appropriate. Reasonable attempts must be made to complete the remainder of the route from the opposite direction.

In the case of natural obstructions, such as fallen trees, landslips, severe flooding etc, these should be reported to the Service Provider's Central Service Control to arrange clearance, if possible. Such occurrences are to be reported by the Service Provider's Depot Winter Supervisor to the SCC Highways & Traffic Duty Officer and Highway Service Managers.

In the case of artificial obstructions, such as parked cars etc, these should be reported by the Service Provider's Depot Winter Supervisor to the SCC Highways & Traffic Duty Officer, Highway Service Managers and the SCC Project Manager. The SCC Project Manager and Highway Service Managers will then engage the co-operation of the local Town/Parish Council and/or the Police to interact with those obstructing the highway to prevent reoccurrences. These sections of Resilient Treatment Network will remain temporally suspended until the issue has been resolved with the residual situation guarded by "Ice" warning signs.

4.2.11 Temporary Road Closures on the Resilient Treatment Network

If a temporary road closure, either planned or emergency, is in place on the Resilient Treatment Network the SCC Project Manager or the SCC Highways & Traffic Duty Officer will instruct the Service Provider's Project Manager and the Service Providers Weather Duty Contact on the temporary arrangements that are to be made in order to accommodate this.

5.0 FULL EMERGENCY PROCEDURES

5.1 Setting Up for an Emergency

The Highways Service Manager, Traffic Manager and Highways and Traffic Duty Officer will be available, as appropriate, to take receipt of weather forecasts and other information from the Civil Contingency Unit and other partner organisations. If the situation warrants it, a Strategic Manager or nominated deputy will authorise the commencement of full emergency procedures. This is to be communicated via email to Civil Contingencies Unit, Senior Leadership Team, Gold Command (if appropriate), Service Provider, Communications Team and Somerset Direct.

The Strategic Manager or nominated deputy may authorise the setting up of the Traffic Control Information Centre to act as the central point of contact for highway matters for the duration of the emergency.

If conditions warrant it, the Traffic Control Information Centre may become operational 24 hours. Typically, this team will comprise Strategic Lead, Operational Lead and Communications Lead.

The Traffic Control Information Centre will liaise closely with Civil Contingencies Gold Command, Service Provider and partner organisations. It will also receive reports of highway conditions and communicate regular updates via press releases, Travel Somerset website and social media.

The Service Provider may establish local operational command points at highway depots to take receipt of instructions from Traffic Control Information Centre and direct the local response.

Any requests for 4x4 vehicle support should be directed to the Rights of Way and AONB teams.

Any requests for aerial assistance should be made to the Civil Contingencies Unit. CCU can access support from Voluntary Agencies. This includes Sky Watch (Civil Air Patrol) with capability to take high quality aerial photos to assist during incidents.

5.1.1 Liaison with Adjoining Authorities

Liaison should be maintained between Highway/Local Authorities in and adjoining Somerset with a view to mutual assistance being arranged when necessary. Details at Sections B, C and D.

5.2 Traffic Management and Liaison with Police

It is important to have a two-way flow of information between the Highway Authority and the Police at both local and Headquarters level.

The Police have been asked to let SCC's Highways & Traffic Duty Officer and the Service Provider's Project Manager, Traffic Manager and Highway Service Managers have as much information as possible regarding road conditions. The Highways & Traffic Duty Officer, Highway Service Managers, Traffic Manager and Somerset Direct must also keep in close touch with the Police and let them know when roads have been cleared.

5.2.1 Road Condition Reports

When information is given on road conditions, it is important that the information be as complete as possible. For instance, where a road is reported blocked, it is necessary to know if it is blocked by snow, by an accident or just by a vehicle which is unable to negotiate a hill. When information is transmitted or recorded the following code should be used:

RED	Completely blocked by SNOW
RED HATCHED	Road ploughed but only accessible to specialist vehicles. Not salted
ORANGE	Road blocked by an accident or vehicles unable to negotiate a hill owing to lack of traction or abandoned vehicles
GREEN HATCHED	One lane salted with passing places
GREEN	Salted and passable with care for two-way traffic

5.2.2 Articulated Vehicles

It is appreciated that articulated vehicles are troublesome during winter conditions and discussions have taken place with the Police regarding restrictions being placed on these vehicles.

The following response has been received: "A constable or person acting under the instructions (whether general or specific) of the Chief Officer of Police has power under Section 67 (signs complying with Section 64) of the Road Traffic Act 1984 to impose restrictions on the movement of traffic, should road conditions warrant it and these powers will be used in appropriate instances". Such a large proportion of the commercial traffic now consists of articulated vehicles that it will be impracticable and unreasonable to impose a general prohibition on their use and therefore everything possible should be done to keep such vehicles moving. Where articulated vehicles are prohibited from using a route and where no alternative is available, it will be necessary to provide pull-off points, preferably where drivers can obtain temporary shelter.

5.3 Clearing up after Full Emergency Conditions

- Gullies and outlets shall be opened up as soon as possible
- Any grit that has been used shall be swept up as necessary
- Bridges and culverts shall be cleared of debris to reduce the risk of flooding
- "Flood", "Uneven Road" etc signs shall be available for use as necessary
- Roads shall be inspected for damage and any necessary patching carried out as soon as possible
- All equipment shall be cleaned, and all necessary repairs carried out

6.0 RESOURCES AND ADMINISTRATION

6.1 Labour

In an emergency SCC's Project Manager may arrange, either directly or through the Service Provider, to employ additional labour. This may include from such bodies as other Somerset County Council Departments, other Local Authorities, builders, quarries or farms. Labour may also be engaged from an appropriate Agency or Approved Tender List. Attention must be paid to adequate training, protective clothing, etc, for all temporary labour employed.

6.2 Road Fund Licence and Insurance of Hire Vehicles and Plant

In an emergency, any vehicle or plant may be used for snow clearing and gritting irrespective of its taxation class or whether or not it is subject to 'O' licence regulations. It must, however, be a vehicle registered with the DVLA and display the appropriate registration number.

6.3 Drivers Hours (Domestic)

Regulations controlling LGV driver's **domestic** hours must be in accordance to current legislation.

In an emergency these limits on driver's hours are suspended and any hours worked during the emergency do not count towards driving or duty time. However, it must be noted that work which could reasonably have been planned cannot be counted as an emergency. If a situation develops whereby the safety of the public is at risk, then a driver may disregard the limit on driver's hours until such time as the emergency has passed. The driver must then ensure that the appropriate rest period is observed, having taken into account only those hours worked prior to the commencement of the emergency. There is, however, a Health and Safety implication regardless of what is permissible under the drivers hours legislation and drivers must not be required or allowed to be on duty to the point where their ability to drive safely is impaired by fatigue.

Whenever a driver is driving under this emergency arrangement it must be recorded in his logbook at the start of the emergency period.

Listed below are examples of situations which could reasonably be considered to be emergencies:

- (i) Any situation requiring an immediate response by the Service Provider (e.g pre salting for ice and snow, salting and/or ploughing, floods, fallen trees etc);
- (ii) Ploughing, salting and gritting snow and dealing with the post-snow situation (e.g. freezing or flooding);

Note: Since drivers could be working shifts etc, it is important that the 'emergency' is not declared 'over' too soon, even though a 'full emergency' situation may have finished;

- (iii) Any situation where more drivers are required than for pre-frost salting of pre salting routes (e.g. a request to salt routes off the pre salting network); and
- (iv) When an order is received from the Service Provider's Project Manager for drivers to be available in their depot at a time which would cause them to break the rules for drivers hours (e.g. a driver who started at normal start-time: 07:30 Day 1, required to be in his/her depot at 04:30 Day 2: if he/she does not finish duty by 16:15 Day 1, he/she will be breaking the drivers hours rules by exceeding 11 hours on duty during the previous 24 hours).

6.4 Damage to Private Property and Insurance

The Highway Authority has a duty to clear snow from the highway. In so doing, damage to private property may occur as follows:-

6.4.1 By the direct action of a plant operator:

Where, under the instruction of the Service Provider's Project Manager, SCC Project Manager or the Highway Service Manager, a fence or wall is removed to assist in removing snow from the highway, the Highway Authority is liable for the cost of the repair work.

6.4.2 By negligence on the part of the plant operator

Where negligence is clearly the cause of the damage to the property, the claimant should make his claim against the Contractor concerned and the Contractor's Insurers will deal with and settle the claim.

Claimants may be advised (a) to have repairs (including temporary works) completed as soon as possible, and (b) to pass all estimates, receipted accounts, etc direct to the insurance company concerned.

6.4.3 By indirect action of the plant operator

This may occur, for example, when snow is ploughed from the highway by being pushed sideways. This sideways force may cause a fence or wall, completely covered by snow and not apparent to the operator, to be pushed over or damaged. In such cases, the Highway Authority is carrying out its lawful duty imposed by Section 150 of the Highways Act 1980. The County Council cannot be held to be legally liable to pay compensation for damage caused by work which has been carried out under statutory authority of Parliament.

However, in such circumstances and where it is prudent to preserve good public relations with property owners, Highway Service Managers may, at their discretion, effect necessary minor repairs.

The Highway Authority has no right to deposit snow on private land, but where this action is necessary to clear an obstruction, the snow should be placed on private land having due regard to the type of land involved and without being unreasonable.

6.5 Hire of Plant

Plant may be engaged from the Highway Works Contract or other appropriate tenders. Only when sufficient resources cannot be obtained from those tenders, may additional plant be hired from other sources at locally agreed rates.

6.6 School Transport Team

Any instructions/advice necessary to contractors operating school transport should be passed via the following:

School Transport Team 0300 123 2224

Information for Contractors contact Somerset Direct: 0300 123 2224

7.0 DEFINITIONS

- 7.1 CLIENT** – Highway Authority, Somerset County Council.
- 7.2 SERVICE PROVIDER** – Organisation contracted to Somerset County Council to provide highway network management and construction services. For 2021/2022 this is Milestone Infrastructure.
- 7.3 SERVICE PROVIDER'S PROJECT MANAGER** – Member of the Service Provider's staff specifically tasked to manage the Winter & Emergency Project.
- 7.4 SERVICE PROVIDER'S ESCALATION MANAGER** – Member of the Service Providers staff available out of hours to act as the representative of the Service Provider.
- 7.5 SERVICE PROVIDER'S WEATHER DUTY CONTACT** – Member of service provider's staff undertaking weather decision duties.
- 7.6 SERVICE PROVIDER'S DEPOT WINTER SUPERVISOR** – Member of service provider's staff undertaking supervision of depot based winter operations.
- 7.7 SERVICE PROVIDER'S CENTRAL SERVICE CONTROL** – Service provider's control centre operating 365 days a year 24/7 to action Out Of Hours incident response.
- 7.8 HIGHWAYS STRATEGIC MANAGER** - Member of the Clients staff acting as the representative of the Client for the Highway Service for the whole of Somerset.
- 7.9 TRAFFIC MANAGER** – Member of the Client's staff with duties under the Traffic Management Act 2004 to co-ordinate and monitor activities on the public highway such that delays and disruption to the travelling public are minimised and up to date and reliable travel information is publicised.
- 7.10 SCC PROJECT MANAGER** – Member of Somerset County Council's staff specifically tasked to manage the Winter & Emergency Project.
- 7.11 HIGHWAY SERVICE MANAGER** – Member of the Client's staff acting as the local representatives of the client for their respective Area.
- 7.12 SCC HIGHWAYS & TRAFFIC DUTY OFFICER** – Member of the Clients staff available out of hours to act as the representative of the Client.

- 7.13 SOMERSET DIRECT** (Tel: 0300 123 2224) – During office hours our team of Customer Service Specialists are the first point of contact by telephone or email for the public on highway matters.
- 7.14 WEATHER FORECAST SERVICE PROVIDER** – For 2022/2023 is Met Desk
- 7.15 SALT PROVIDER** – For 2022/2023 is Compass Minerals.
- 7.16 RESILIENT NETWORKS** – See section 2.4. and section H

**Somerset County Council Highways & Traffic
Emergency & Adverse Weather Plan 2022/2023**

Section N

Table N1

Table N1 – Precautionary Treatment Decision Guide				
Road Surface Temperature	Precipitation	Predicted Road Conditions		
		Wet	Wet Patches	Dry
May fall below 1°C	No rain No hoar frost No fog	Monitoring of weather by duty officer and or patrol.		
Expected to fall below 1°C	No rain No hoar frost No fog	Salt before frost (see note A)	Monitoring of weather by duty officer and or patrol.	
	Expected hoar frost Expected fog	Salt before frost (see note B)		
	Expected rain BEFORE freezing	Salt after rain stops (see note C)		
	Expected rain DURING freezing	Salt before frost, as required during rain and after rain stops (see note D Table N3)		
	Possible rain Possible hoar frost Possible fog	Salt before frost	Monitor weather conditions.	
Expected snow (See Table N3)		Salt before snow fall		
<p>The decision to undertake precautionary treatments should, if appropriate, be adjusted to take account of residual salt.</p> <p>All decisions should be evidence based, recorded and require continuous monitoring and review.</p> <p>Decision on treatment timing should account for traffic and road surface wetness at time of treatment and after, as well as forecast conditions.</p> <p>Decisions may be taken on a Weather Forecast Domain basis, if appropriate.</p> <p>For road surface temperatures that are expected to fall to between +0.5°C and +0.9°C 'No Action' may be instructed if all the following conditions apply:-</p> <ul style="list-style-type: none">• All weather stations in that particular Weather Forecast Domain are working.• The forecast road surface temperatures are predicted to rise above +4.0°C during the following morning.• Predicted Road Conditions are 'Dry', 'Damp' or 'Wet Patches'.• Forecast confidence levels are classified "HIGH"				

Notes

- (a)** Particular attention should be given to the possibility of water running across or ponding on carriageways and other running surfaces e.g. off adjacent fields after heavy rains, washing off or diluting salt previously deposited. Such locations should be monitored and may require treating in the evening and morning and possibly on other occasions. Such locations shall be classified as a “wet road” in table N2
- (b)** When a weather warning contains reference to expected hoarfrost, considerable deposits of frost may occur. Hoarfrost usually occurs in the early mornings 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 hoarfrost 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. Hoarfrost 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 pre-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. Authorities should be aware of the health safety implications of ice forming during freezing rain events, both to the travelling public and winter maintenance personnel carrying out treatments. They should be prepared to make follow up treatments on any ice that has formed or to take suitable actions such as road closures.
- (e)** During lengthy spells of road surface temperatures being below zero (for example, more than 12 hours) consideration should be given to carrying out additional action's dependant on the circumstances.

**Somerset County Council Highways & Traffic
Emergency & Adverse Weather Plan 2022/2023**

Table N2

Salt – Treated – Matrix C

Salt Distribution is good (GC) Average Wind speed is less than 20 mph
or fair (FC) Average Wind speed greater than 20 mph

Traffic Volume is Medium/Low (MT) Less than 250 Vehicles /hr /carriageway
or Heavy (HT) More than 250 Vehicles /hr /carriageway

Traffic volume	Wet / Dry road	Windy	Matrix c
MT	D	N	K
MT	W	N	K
MT	D	Y	G
MT	W	Y	G
HT	D	N	J
HT	W	N	I
HT	D	Y	F
HT	W	Y	E

Econ	E	F	G	I	J	K
1	10	10	10	10	10	10
2	10	10	10	10	10	10
3	10	15	15	10	10	10
4	15	20	25	15	15	20
5	20	25	20	15	20	15
6	2x15	2x20	2x20	25	30	30

Schmidt	E	F	G	I	J	K
1	7	7	7	7	7	7
2	7	7	8	7	7	7
3	9	11	11	7	9	8
4	15	18	21	11	14	16
5	17	21	20	13	16	15
6	2x14	2x17	2x20	22	27	30

- 1 - RST at or above -2°C and dry or damp road conditions.
- 2 - RST at or above -2°C and wet road conditions.
- 3 - RST below -2°C and above -5°C and dry or damp road conditions.
- 4 - RST below -2°C and above -5°C and wet road conditions.
- 5 - RST at or below -5°C and above -10°C and dry or damp road conditions.
- 6 - RST at or below -5°C and above -10°C and wet road conditions.

**Somerset County Council Highways & Traffic
Emergency & Adverse Weather Plan 2022/2023**

Table N3

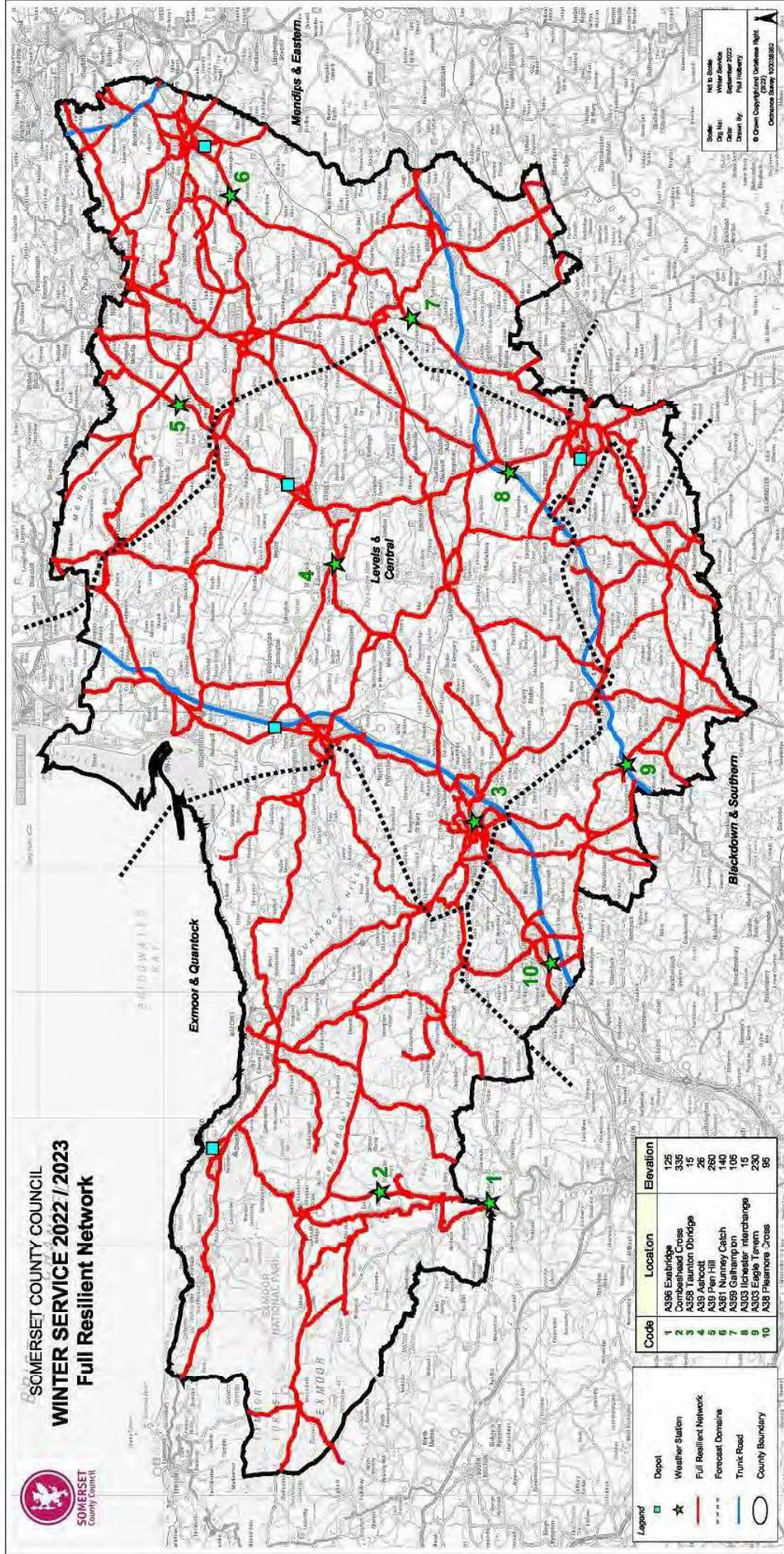
Salt – Snow

Event	Snow		Traffic
Pre-Treatment	Light	Moderate / Heavy	Light / Medium (LM) or Heavy (H)
	30	30	LM
	15	30	H

	Schmidt	Econ	Traffic
During Snowfall	18	20	n/a
Slush when freezing conditions forecast	36	40	n/a

Treatment for Thin Layers of Ice			
	Lower of air or road surface temperature		Traffic
Thin Layers of Ice (Less than 1mm)	Higher than -5°C	Lower than -5°C	Light/ Medium (LM) or Heavy (H)
	(36 - Schmidt) (40 - Econ)	40 (50:50 Salt / Abrasive Mix)	LM
	(18 - Schmidt) (20 - Econ)	40 (50:50 Salt / Abrasive Mix)	H

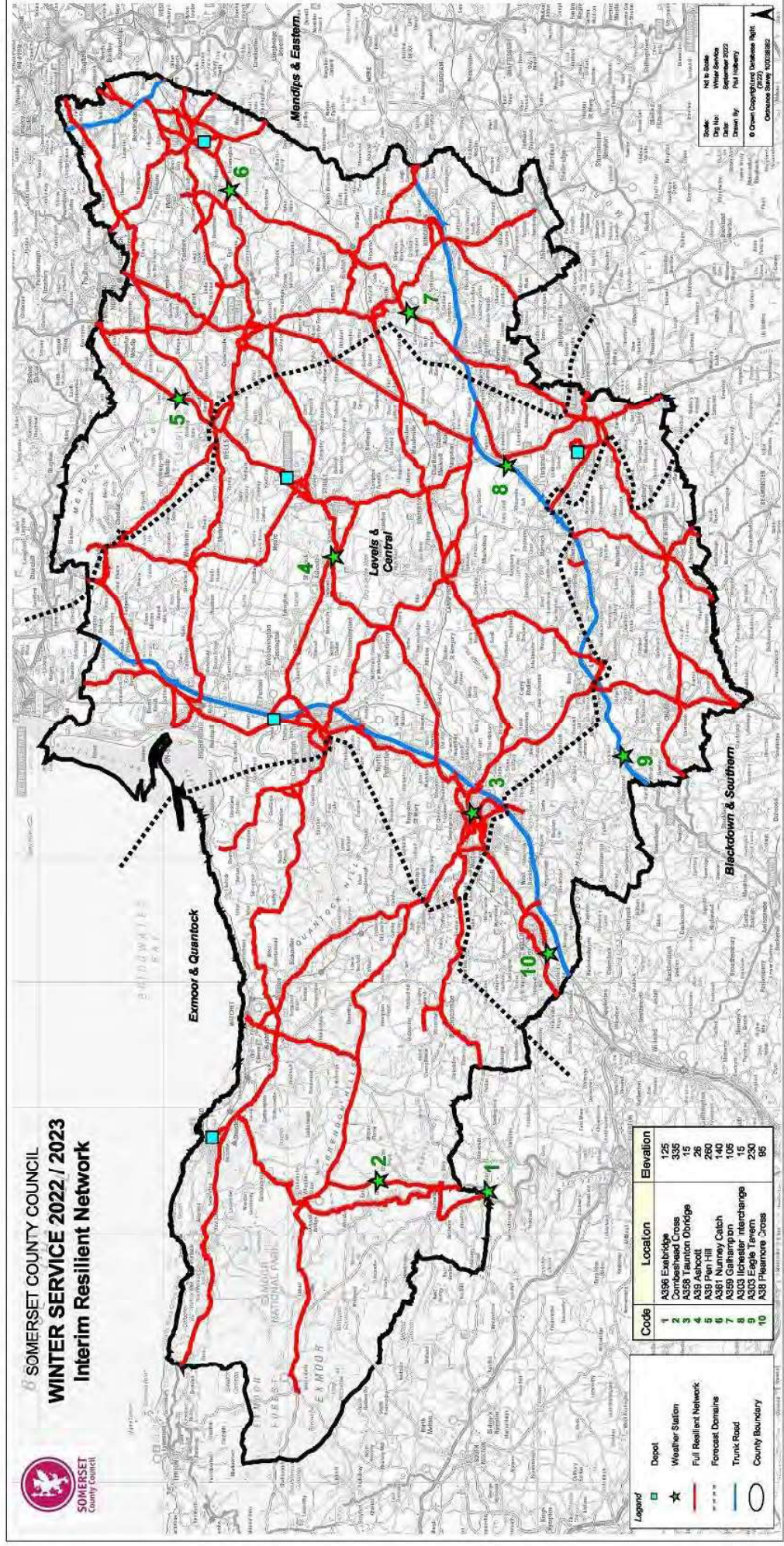
Treatment for layers of compacted Snow & Ice	
Medium Layer Thickness (1 to 5mm)	40 then 20 of salt / abrasive mix (50:50)
Higher Layer Thickness (> 5mm)	40 then 20 of salt / abrasive mix (50:50)
Freezing Rain	30 or 2 x 15



Winter & Emergency Service 2022-23

Operations Directory

Section H



Map of County Salting Routes

Winter & Emergency Service 2022-23

Operations Directory

Section H

