



HIGHWAYS COLD WEATHER INFORMATION PACK 2014/2015



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RECORD OF AMENDMENTS

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CONTENTS

	Page Number
Record of Amendments	2
Contents	3
1. Introduction	4
2. Winter Performance Review	4
3. Winter Objectives	5
4. Weather Information	7
5. Salting	8
6. Snow Clearance	9
7. Grit Bins	12
8. Winter Service General	13
9. Communications	14
10. Winter service review after the 2013/14 season	14
Appendices	16

APPENDICES

Annex 1	Cabinet Response to Winter Performance Recommendations
Annex 2	Criteria for Provision and Assessment of Grit Bin
Annex 3	Summary of Footway Snow Clearing Agreements
Annex 4	Maps and Schedules: <ul style="list-style-type: none">• Farmers snow clearing network (Schedule)• Priority Salting Network (Map)

1 INTRODUCTION

- 1.1 The Highways Cold weather Service Information Pack gives details of the means by which Surrey County Council intends to achieve the objectives and standards identified in the Cold Weather Policy and includes schedules for the priority salting network, footways and grit bins together with the arrangements that are in place with the Boroughs, District, Parishes and others including farmers.
- 1.2 **The Surrey Winter Service response will be available from 3 October 2014 to 24 April 2015**
- 1.3 All winter service activities will be undertaken using the Surrey Highways Core Maintenance Contract awarded to Kier. This contract was awarded in 2011 and is in place until 2017.

2 WINTER PERFORMANCE TASK GROUP REPORT

- 2.1 The annual review of the levels of service and associated funding for the various Highway Winter Service activities has been undertaken with full Member input through Cabinet, Environment and Transport Select Committee (ETSC) and the Winter Service Task Group. Following various meetings of the aforementioned Committees the joint Member and Officer Task Group reported to both ETSC and Cabinet on 10 September and 23 September 2014 respectively.
- 2.2 After the severe winter event in 2012/13 we have been experiencing a change in the weather pattern with wintery weather being replaced by rain, winds and floods. The situation has nevertheless continued to be challenging with the ground saturated, regular river flooding, standing water in many places and seepage leading to the high probability of ice forming during cold periods. By the end of the season Kier had completed 59 precautionary salting runs in the east of the county and 44 in the west which is comparable to an “average” (52 runs per season) Surrey winter. Salt supplies have regularly been replaced throughout the winter period in accordance with Cabinet’s agreed recommendations.
- 2.3 Throughout their third year as the Council’s contractor, Kier worked with officers and members on all elements of the winter service to maximise efficiency and reduce costs. This also included the operation to be fully in line with the new Appendix H guidelines with continuous dynamic checks of the spreaders throughout the season resulting in ability to target spread rates more effectively leading to savings on salt usage.
- 2.4 Whilst no major changes are proposed to the winter service a number of improvements have been made to further enhance the service to residents over the coming winter as follows:-
- Minor adjustment to the priority salting network following consultation with Local Committees.
 - Introduction of route based forecast for operations out of Godstone depot.
 - All gritters with latest salt spreading technology maximising efficiency savings in salt usage.
 - Maintaining our preseason salt stocks at 16,000 tonnes, approximately double the quantity required for an average Surrey winter.

- All grit bins tagged providing real time information on grit levels. The grit bins will be filled by October and if necessary we will carry out a second fill over the winter, but with resources deployed on clearing roads and footways, we will not be able to refill during a snow event.
 - Continuing our partnership with district and boroughs provide up to 40 tonnes of salt to helping them to keep key pavements and town centres clear.
 - Continue to supply new grit bins, allowing residence and local community groups to buy a grit bin for four years at a cost of just £1,009
 - Continuing to support localism through the grit bin licensing scheme enabling Parish Councils to maintain their own grit bins on the highway
 - Retain our pool of farmers willing to help out in the toughest of weather conditions (51 farmers)
- 2.5 The recommendations in the Winter Performance Report to Cabinet, together with the responses are included in Annex 1.

3 WINTER OBJECTIVES

3.1 Objectives

- To prevent the formation of ice on the carriageway (precautionary salting)
- To facilitate the removal of ice and snow from carriageways and footways (post-salting) in extreme weather to keep congestion, delays and incidents to a minimum.
- To remove obstructions caused by accumulations of snow from the key areas of the public highway.

Carriageway

- 3.2 As the total highway network cannot be treated simultaneously within the resources reasonably available to the County Council, the following priorities have been established:

Priority 1 – approximately 39% of the County highway network

Precautionary salting will be carried out on all Surrey Priority Network (SPN) 1, 2 and 3 roads within the County. These are the most important roads in terms of the volume of traffic carried, the proportion of large goods vehicles and their strategic function as principal links between major destinations within Surrey and beyond or within settlement hubs or other significant urban areas.

- Surrey Priority Network 1, 2 and 3 (Roads with traffic flows greater than 8,000 vehicles per day)
- main access route to A&E, acute, and some district hospitals, fire stations
- major bus routes (50 per day urban, 25 per day rural) and depots
- roads passing through major shopping centres
- access road/s leading to other hospitals, ambulance stations
- main access route to designated special schools
- Priority 2 meeting 2/3 of the criteria points

The routes can be seen at [Gritting routes in Surrey](#)

Priority 2 – approximately 8% of the County highway network

- roads with traffic flows greater than 5,000 vehicles per day
- main access route to important industrial and secondary education establishments
- single access points to villages
- access road/s leading to railway stations
- roads used by other bus routes
- steep hazardous gradients and over bridges where known local icing conditions occur

The routes can be seen at [Gritting routes in Surrey](#)

Priority 3 – approximately 1% of the County highway network

- main access route to other education establishments

The routes can be seen at [Gritting routes in Surrey](#)

Non-Priority

- all other public highways not covered by the above

Minimum Winter (resilience) Network

Following the 2009/10 salt shortage it has been accepted that the “A” road plus network met with the criteria and is deemed as the minimum statutory requirement. “A” roads plus is made up of the following and represents approximately 17% of the County highway network.

- Surrey Priority Network 1 (Mainly principal roads, plus some important non-principal (B and C) roads with traffic flows greater than 18,000 vehicles and/or 600 HGV per day)
- main access route to A&E and acute and second tier hospitals
- main access route to large/medium population hubs

These are the most important roads in terms of the volume of traffic carried, the proportion of large goods vehicles and their strategic function as principal links between major destinations within Surrey and beyond or within settlement hubs or other significant urban areas. The routes can be seen at [Gritting routes in Surrey](#)

3.3 Time of Treatment for Frost, Ice And Snow

- **Priority 1:** to be treated, as routine pre-salting, in advance of any forecast frost, ice, or snow.
- **Priority 2:** to be treated only when there is prolonged and persistent frost, ice or snow which is expected to continue, or following snow, but only once Priority 1 routes have been cleared.
- **Priority 3:** to be treated following significant snowfall in combination with the Priority 2 routes. But only once the Priority 1 routes have been cleared.

- **Non-priority:** to be treated following significant snowfall but only once Priority 1, 2 and 3 routes have been cleared with priority then being determined by the Works Delivery Group.
 - In the event of **severe snow condition** when tandem ploughing is required (each route will require 2 gritters, thus reducing our capacity to clear the network on a single run) or salt shortage the Priority 1 salting network will be restricted to the key “A” plus network only.
- 3.4 Response time to mobilise the gritting fleet for precautionary salting (day or night) will be one hour from the time the decision maker has indicated treatment is required. The operational requirement is then to complete the treatment of all pre-defined precautionary salting routes within two hours thirty minutes, following the one-hour response time.

Footways

- 3.5 The discretionary aspect of responsibility for gritting footways allows the Council to focus resources on maintaining the road network as the main priority. It is recognised that footways often clear without specific treatment by the time roads have been fully gritted to an appropriate standard. The County will not be responsible for gritting footways, and will only clear with priority then being given by Works Delivery Group and, through negotiation; Borough and Districts will assist with this function.

4 WEATHER INFORMATION

Weather Information Systems

- 4.1 Surrey Highways, together with Kier, use four main sources of information to forecast and monitor the weather and road conditions around the County. These are as follows:
- Weather forecasts from a forecast provider (Meteo Group)
 - Thermal mapping (Vaisala IceViewer and IceNet)
 - Ice prediction systems (Vaisala IceViewer and IceNet)
 - Regional texts (Met Office Open Road)

Weather Forecasts

- 4.2 Detailed daily weather forecasts and reports specifically dedicated to roads in Surrey will be available during the period 1 October to 30 April each year. Kier is currently obtaining the winter weather forecast through Meteo Group details of which are contained in the Winter Operations Plan.

Duty Manager (Decision Maker)

- 4.3 Responsibility to instruct precautionary salting operations rests with the Service provider Duty Officer. Detailed arrangements for undertaking this function are included in their annual Winter Service Operational Plans.
- 4.4 The Duty Officer is responsible for the following:
- Receiving forecast information from Meteo Group
 - Monitoring current weather conditions
 - Issuing countywide salting instructions for Priority 1 and 2 salting routes
 - Forwarding decisions to the Communications Officer
- 4.5 The Surrey Gritting Update will be issued daily by the Communications Officer containing information about expected weather conditions together with any salting instructions. The Duty Manager will be responsible for issuing forecast updates and any revised salting instructions to the Communications Officer. The Surrey Gritting Update will be sent to members, boroughs, districts, neighbouring authorities and the Highway Authority's contractors.

5 SALTING

Precautionary Salting

- 5.1 Precautionary salting will take place on the Priority 1 salting network on a pre-planned basis to help prevent the formation of ice, frost and/or the accumulations of snow on the carriageway surface.

Post Salting

- 5.2 Post salting will normally take place on the Priority 1 salting network to treat frost, ice and snow that has already formed on the carriageway or footway surfaces. Post salting may also be carried out on roads or sections of roads beyond the scheduled Priority 1 salting network.

Spot Salting

- 5.3 Spot Salting is a non-routine activity carried out after the completion of the Priority 1 salting when, during periods of adverse weather, parts of the Priority 1 network may remain at risk due to the formation of ice/snow. In these instances there may be a need to undertake post treatment of these sections by spot salting. Requests for spot salting are received and managed by the Operations Group.

Spot salting will not be undertaken on the network when it is unlikely to be completed before the ice begins to melt, or road temperatures are expected to rise. Spot salting can be undertaken either by mechanical spreader or by hand.

Additionally whilst the main priority is to keep the Priority 1 network open and free flowing in some instances it may be necessary to close roads and in these cases the diversion route should also be treated to the same standard as the remainder of the Priority 1 network.

6 SNOW CLEARANCE

Emergency Procedure/Local Control

- 6.1 When the potential for widespread and persistent ice and/or snow is forecast that is **likely** to result in action other than just Priority 1 precautionary salting initiated by Kier, the Duty Officer will proactively engage with the Works Delivery Group Manager or designated representative.
- 6.2 Where action involves any works other than Priority 1 precautionary salting, including Priority 2 salting in advance of ice and/or snow, 'Snow Event' will be declared from a particular date and time and **all** decision making and associated resource management for winter activities will pass to the Works Delivery Group representatives until an agreed date and time when 'Snow Event' will cease and decision making passes back to the Kier for Priority 1 precautionary salting.
- 6.3 During periods of 'Snow Event' Kier will continue to publish decision sheets and Works Delivery Group representatives will provide and communicate morning and evening updates through Communications of activities undertaken.
- 6.4 In the event of snow, carriageways will be treated and cleared commencing with the Priority 1 precautionary salting routes. Dependent on conditions it may be necessary to restrict the initial operation to the "A" Road plus network. Other routes will be cleared when resources permit and consideration may be given to treating strategic highway areas, including footways in town centres, shopping precincts and areas leading to hospitals and schools etc. with assistance from Borough, District, Town and Parish Councils.
- 6.5 A number of strategic sections on the network have been identified that will require a concentration of additional resources to ensure that they remain open including the Hogs Back and Reigate Hill. On a number of these routes farmers will support May Gurney.
- 6.6 Management of farmers undertaking any winter service activities will be the sole responsibility of the Works Delivery Group with each district being coordinated through the Maintenance Engineers or by direct contact from the Snow Desk.
- 6.7 Responsibility for carrying out spot salting and emergency response remains with Kier using their routine emergency response crews. Any use of the frontline gritters in these circumstances will be strictly by agreement with the Works Delivery Group, and only under exceptional circumstances, such as a medical emergency.

Control Hub and Snow Desk

- 6.8 During the Local Control event the Control Hub will act as the focus for Highway management and be jointly managed by the Works Delivery Group and Kier.
- 6.9 Kier and Works Delivery will switch their resources within the Control Hub to the “The Snow Desk” which will be jointly manned with Operations, additional will be provided from Local Delivery. The following table sets out roles and responsibilities.

Role	Lead Officer	Responsibility
Controller	Works Delivery Group Manager or designated deputy.	Overseeing joint setting up of the Snow Desk and actions taken. Chaining Snow Coordination Team meetings, liaison with communications, Local Highway Services and APG
Condition Co-ordinator	Designated Works Delivery Group Officer	Co-ordination of incoming data, maintaining road condition maps. Liaising with Resource Co-ordinator on actions required.
Resource Co-ordinator	Core Maintenance Manager (Service Provider)	Joint setting up and general organisation of Snow Desk. Agreement of action with Condition Co-ordinator, co-ordination of resources and recording actions
District and Borough Co-ordination	Maintenance Engineer	Co-ordinate with District and Borough's on footway clearance and update “Snow Desk” and Area Manager on condition
Farmers Co-ordination	Core Maintenance Manager	Co-ordinate Farmers on P1 salting network with main snow clearing operation
	Maintenance Engineer	Co-ordinate Farmers on side road clearance and update “Snow Desk” and Area Manager on condition
Scouts	Works Delivery Group engineers, Community Highway Officers (CHO)'s Highway Inspectors	Fact finding of current situation on the network at the request of the Snow Desk, or as part of regular controls of designated areas. Provide additional pool resource for Snow Desk and as drivers mates.
Communication officer	Representative from Local Highway Services	Responsible for recording and passing key messages to the website, contact centre and communications team.

Service Provider

- 6.10 The vehicles and plant required for snow clearance will be no different to their normal requirements. In exceptional circumstances Kier may provide additional special snow clearance plant; this may entail special payments to snow clearance contractors.
- 6.11 The normal snow clearance equipment will be open back lorries and vans, JCB's and personnel with brooms and shovels, together with hand operated spreading equipment.
- 6.12 Snow clearance and other winter service activities will be carried out on a priority basis as directed by the Controller or his/her representative.
- 6.13 Snow clearance sub-contractors will be directed to draw salt and grit from depots as appropriate by Kier using the installed weighbridges for record and audit purposes.

Co-ordination of Resources

6.14 Borough, Districts and Parishes

To assist in footway clearance, negotiations have taken place with the Boroughs and Districts to agree a Statement of Understanding whereby they will give priority for gritting/snow clearance when their crews are unable to undertake their primary functions. They will clear agreed priority footways dependent on the availability of grit/salt and manpower.

To assist with the operation, each Borough and District has been provided with hand spreaders and up to 40 tonnes of salt dependent on commitment. The overall responsibility remains with the Council as the highway authority including insurance liability, other than negligence on the part of operatives whilst working or those arising from road traffic accidents involving fleet vehicles whilst on duty.

Through local working arrangements, representatives of a number of Parishes and Chambers of Commerce now operate mechanical hand spreaders to clear pavements in towns and villages in their area. Salt is provided from the overall Borough and District allocation.

As discussions continue with Borough, District, Town and Parish Councils in relation to the provision of additional resources for snow and ice clearance during a weather emergency, the Works Delivery Group, or designated representatives, will be responsible for liaising with these authorities to assess/record their actions and co-ordinate any assistance they may be able to provide.

6.15 Third Parties (Farmers/Contractors)

In some rural areas it may be appropriate to lodge snowplough attachments with farmers equipped with suitable machinery or otherwise hire their equipment and services in extreme events so that they can operate on the public highway with the authority of the Works Delivery Group. They will then be reimbursed at rates agreed by the Works Delivery Group.

Local farmers and plant operators, who are under agreement to Surrey Highways, will carry out snow clearance on certain minor route carriageways using ploughs provided by the Council, agricultural snow ploughs or snow throwers/blowers as directed by the Works Delivery Group.

Snow ploughing will commence as soon as 50 mm (2 in) of snow has fallen on the Specified Route providing snow is persisting unless otherwise directed by the Works Delivery Group. Each farmer will have a designated route or work as a team with the Service Provider or others and report daily on progress.

A number of farmers have spreading capacity and provision has been made for a pre season delivery of approximately 6t of salt to each farmer providing the service.

Temporary signs will be provided to the farmers advising motorists that roads are being ploughed and to take alternative routes.

Snow clearance on other minor routes will be carried out as resources permit. Some minor routes and cul-de-sacs will inevitably have to be left to thaw naturally.

6.16 Members of the public and Liability

Members of the public are unlikely to be held liable, following an incident related to their snow clearance or salt spreading, as long as the condition of the road/footway is no worse than it was before they carried out the work. This information will again be communicated to the public in the winter addition of 'Surrey Matters' and on the winter service web site providing a clear legal position:

"As with all actions taken by members of the public, people should act sensibly and consider the effect their actions might have on other highway users. Provided any salting or snow clearance is carried out responsibly and without creating further hazards which could lead to a passer by injuring themselves, then there would be no liability for such actions."

Spreading grit or salt on the road

During periods of extreme temperature, salt may not immediately improve the situation, most grit bins have therefore been filled with a mix of grit and salt, the grit element providing grip. For best results the snow should be removed prior to the spreading of grit/salt, which should be lightly spread over the area, rather than heaped, as it will go 10 times further and give you the same result.

Safety - As with any activity on or adjacent to a live carriageway, your own safety is paramount so please consider:

- Working in pairs with one on lookout
- Wearing high visibility clothing
- Ensuring your footwear has good grip

7 GRIT BINS

7.1 All grit bins will be checked and filled with a grit/sand mix during September and October with the bins also being labelled and chipped. A further mid season restock will be scheduled following severe weather but no ad hoc filling will be undertaken. The location of the bins can be found at [Grit bin locations in Surrey](#).

7.2 Existing grit bins that do not meet the criteria (score less than 100 points) will remain in situ, until they come to the end of their serviceable life and will then be removed. Local members will be informed and they, or their community, may chose to fund a replacement. Criteria and Assessment included in Annex 2

During the winter season if a replacement grit bin is not funded, provided the bin is not causing an environmental or safety issue the bin will retained until the end of the season at which time it will be removed.

7.3 The four-year cost of a grit bin in Surrey is currently £1,009 irrespective of the source of provision (to be reviewed annually). This cost includes the following elements:

- Initial purchase cost
- Deployment on site, including plant, labour and materials
- Subsequent refill in line with the County cycle, including plant, labour and material
- Annual maintenance of the asset and site as necessary
- Asset inventory and management to replace, or not, after 4 years

7.4 Where Members or other stakeholders wish to pay for a grit bin, as a service, at any safe location the full amount should be paid to Highways, in advance as a commuted sum, for the supply, single annual refill and maintenance of the asset over the four year period with the funding accounted for separately and ring fenced in Highway allocations specifically for this purpose.

7.5 At the end of the first 4 year management period those grit bins that meet with the assessment criteria (scoring 100 points or more) will be transferred to the core winter service. Members and communities can chose whether or not they wish to extend agreements on grit bins that score less than 100 points. With the grit bin already in place the four-year cost will be £709.

Licensed grit bins

7.6 Licensed grit bins – Under agreement Parishes and other statutory bodies are enabled to place and maintain their own grit on the highway but they must adhere to the [guidance](#) and should liaise with the Community Highway Officer before placing them.

Private grit bins

7.7 The advice is that any **non-Council bin should be kept off the highway**. Only Council owned street furniture can be placed on the publicly maintained highway, the placing of private grit bins on the highway would be akin to an encroachment. Their placement on the highway would also raise a number of issues including who would be able to access the grit bin, level of service against the Council standard (perception that it is a Council grit bin), licensing and liability and ongoing maintenance. Additionally if such salt bins cause damage to a person or vehicle, the person suffering damage could look to us firstly in view of the bin being on the highway and not exercising proper control. Any private grit bin will therefore be removed from the highway.

8 WINTER SERVICE GENERAL

Salt Usage

8.1 Pre wet salt is used across the county for precautionary salting and post salting. In the case of severe snow fall the operation can switch to dry salt. The type of decision on precautionary salting will vary depending on various factors including the type and severity of the forecast weather, the likelihood of snow and the amount of residual salt on the roads. The decision will also specify the rate of spread of salt, normally 10g/m² pre-wetted.

- 8.2 Surrey held 14,975t of salt across the five county barns at the end of last season further deliveries during September will bring the pre season total up to a minimum of approximately 16,000t. Through Salt Unions stock control monitoring system deliveries are automatically released as stocks are used. By maintaining stock levels the impact of any national shortage will be reduced.
- 8.3 Salt stocks will be maintained at the maximum level that storage permits through the peak season until mid February when stocks will be allowed to run down to a minimum of 8,000t (equivalent of 6 days of continuous salting), to enable stock rotation, prior to receipt of new supplies.

Vehicles and Infrastructure

- 8.4 A mixed fleet of 35 front line gritters will be deployed on the network with an additional spare spreader in each of the depots, all managed and maintained by Kier on a 24/7 basis, inclusive of call-out cover. Two further small spreaders are also operated on the network to support restricted access areas such as weak bridges and height/width restrictions.
- 8.5 All front line vehicles are fitted with GPS tracking facilities. The records from each gritting run are to be collated with the salting return sheets and passed directly to the Works Delivery Group for retention and future audit as necessary.

9 COMMUNICATIONS

- 9.1 A key element to providing a successful winter service is to ensure that there are organised and timely communications both internally between teams, contractors and borough/district/parish councils and externally to media and directly to members of the public. The dedicated 24/7 communication service was first established in 2011 using social media, the website and linking communications between all operational and customer facing teams. The service has been extended through partnerships with BBC Surrey and the Highways Agency. Gritting decisions and other important operational information will be directly shared via local radio and other media, with the option for any members of the public to receive, if they wish, such information directly.

Register on line for Twitter feed on gritting decisions and other traffic information - <http://twitter.com/surreytravel>

- 9.2 Like last year, additional information will be provided to Members as appropriate, particularly during periods of heavy snow clearance and other severe weather events such as flooding and storm damage.
- 9.3 The County Council's Communications and Media Teams will act as the focal point for Winter Service briefings and media communications during the 2014/15 Winter Service Season. They will be running an advisory campaign in advance of the season.

10 WINTER SERVICE REVIEW AFTER THE 2014/15 SEASON

- 10.1 This review will look at the delivery of continuous improvement during the 2014/15 winter season and update members on performance with recommendations for further improvement and ongoing scrutiny.
- 10.2 The review will also consider the wider “Community Resilience Project” being lead by Emergency Management reviewing our response to major emergencies through the development of an overarching severe weather and emergency response plan taking account of the outcomes from the Flooding Task Group Autumn Report.
- 10.3 The review will include consultations with stakeholders and Local Committees, and involve the Winter Service Performance Task Group. The proposed engagement timetable is as follows:-

Stakeholder and Local Committee feedback on winter service (Agenda item to be included on spring round of Local Committees)	Oct - March
End of season wash up meetings – Local Highway Service Teams, Service Provider, Works Delivery and Asset Planning	March - April
Task Group Review Meeting (including progress on the 2013/14 recommendations)	March - April
Local Committee Chairmen advised of any changes to salting network	May - July
Environment & Transport Select Committee – Winter Service Report & Plan	September
Cabinet – Winter Service Report & Plan	September
Local Committees – Update on winter service arrangements	Autumn meetings
Winter service information pack and communications campaign	September onwards

- 10.4 May the Highway Maintenance and Planned Maintenance Team Leaders will review the previous season’s activities. The de-brief will follow the structure below:
- Discuss feedback from Local Committees and stakeholders
 - Discuss things that went well
 - Discuss things that went not so well
 - Discuss things we would do differently next time
 - Discuss what the Partnership could do differently next time.
 - Changes to the network and implementation
 - Review of latest national guidance and industry innovations
- 10.5 The review will ensure that the service is efficient, delivers value for money and is environmentally sustainable. The review will challenge current practices and draw on innovations in materials and equipment to ensure continuous improvement to the Service.

Development of salting network

- 10.6 It is recognised that changes in the use of the network will continue and evolve over time which in turn will impact on the roads that we treat e.g. bus service amendments and the adoption of new roads etc. Where these occur the priority salting network will be updated to reflect the changes.
- 10.7 Other influence can come from local communities who want to swap one road for another. Provided this does not impact on the strategic network and has been mutually agreed locally (Local Committee) the swapping of roads can be implemented on a “like for like” bases in keeping with the localism agenda.

Monitoring and evaluating the service

- 10.8 Operations Group, together with the Service Provider, will review the Winter Service performance and report the percentage of Priority treatment routes completed on time to the Core Management Team. Other reports that will be completed to demonstrate a successful Winter Service are:
- Production of Snow Conditions Action Plan
 - Accuracy of weather forecast by Met Office
 - Completion of actions within treatment times and unplanned call outs
 - De-icing material stock
 - Third Party claims, accuracy, and compliments
 - Vehicle and plant availability.
- 10.9 These reports will be used to evaluate performance and feed into the annual winter service report.

ANNEX 1

Cabinet response to Winter Performance Recommendations

The recommendations of the Winter Performance Task Group, as agreed by Cabinet and recorded below following the meeting on 23 September 2014, should be implemented as appropriate for the 2014/15 winter season:

- I. The 2013/14 Gritting Route Network be maintained for the 2014/15 winter season while also incorporating minor amendments resulting from member, resident and officer feedback.
- II. Beare Green Depot remains available as a key resource for use during severe weather events.
- III. Communities are permitted to purchase additional grit bins at a total cost of £1,009 for a 4 year period while Parish Councils and other statutory bodies may be licensed to install grit bins on the public highway.
- IV. At the end of the initial 4 year maintenance period transfer those grit bins that meet with the criteria level (100 points plus) to the core winter service and extend agreements for remainder at a total cost of £709 for a 4 year period.
- V. Business case be prepared to support the capital investment in weather stations.
- VI. The Surrey Winter Service Plan 2014/15, included at Annex 1, be approved.
- VII. Approval of any future amendments to the Surrey Winter Service Plan be delegated to the Cabinet Member for Highways, Transport and Flooding and the Assistant Director, Highways and Transport.

Annex 2

Criteria for the Provision and Assessment of Grit Bins

1. The Council has provided grit bins at certain adopted highway locations that are not included on the priority 1 precautionary routes already treated as an aid to road safety.
2. Grit bins are placed in consultation with Area Highway Managers, where they can be positioned safely near the highway, to provide for spot treatments at: -
 - Difficult road junctions,
 - Slopes,
 - Acute bends
 - Concentration of pedestrian commuter use.
 - To assist with service for those in isolated rural communities off the primary and secondary precautionary treated routes

Criteria

3. Grit bins are assessed against a score to ensure those provided meet the criteria of servicing the highest priorities within the scope of budget constraints. The Winter Performance Task Group has endorsed the continued use of the same criteria for the 14/15 winter season.
4. The score allocated must reach a minimum of 100 points for a location to qualify, but priority within limited resources will go to those locations with the highest scores. The decision of the Asset Winter Service Project Manager will be final in deciding on the provision of grit bins.
5. In order to conserve the environmental, salt is not stored on the highway where its concentrated use may damage trees or areas of conservation verge, or would allow dissolved salt to enter adjacent water courses. Salt is stored in waterproof containers to protect the salt from weathering and to help avoid contamination wherever bins are placed from seepage. Salt is normally stored in yellow bins for ease of location during servicing operations. In sensitive areas, green bins may be supplied as an alternative to standard yellow, which are considered to appear less obtrusive.
6. Difficult junctions

Grit bins may be positioned to provide spot treatments at junctions where high-density traffic is being joined at peak times, where the added difficulty of snow or ice make the junction particularly difficult to negotiate safely and the potential for wheel spin exists.

7. Slopes

All slopes are potentially hazardous when snow or ice is present. Drivers are accordingly expected to exercise due caution in extreme winter conditions. Grit bins may be considered at locations where the presence of snow or ice on steep inclines make it almost impossible for drivers to control their vehicles.

8. Bends

All bends are potentially hazardous in snow and ice conditions and drivers are accordingly expected to exercise due caution in extreme winter conditions. Grit bins may be considered at locations where an acute bend exists combined with a slope that make it almost impossible for drivers to control their vehicles.

9. Pedestrian locations

The focus of providing grit bins will be at pedestrian locations subject to commuter use. These will include locations where steps, or ramps exist particularly at subways or footbridges. For convenience bins are placed at each access point, as far as possible to ease salt distribution at these locations.

10. Salt Storage

Salt is stored in waterproof containers to protect the salt from weathering and to help avoid contamination wherever bins are placed from seepage. Salt is normally stored in yellow bins for ease of location during servicing operations. In sensitive areas, green bins may be supplied as an alternative to standard yellow, which are considered to appear less obtrusive.

In order to conserve the environment salt is not stored on the highway where its concentrated use may damage trees or areas of conservation verge, or would allow dissolved salt to enter adjacent water courses. For safe placement of salt bins near trees the following guidance should be applied. Use a radius 12 times trunk diameter away from the tree, or 4 x the trunk circumference away from the tree.

GRIT BIN ASSESSMENT FORM

Site Name
Requested by
District team area

Location
Assessed by
Date

Characteristic	Severity	Points weighting	Points allocated
Vehicular Movement			
Is site on Priority One precautionary treatment route	Yes	—————→	Void location rejects application.
	No	—————→	
Is treatment area off priority one routes on which bin will be safely located	Yes	25	
Surface gradient	Less than 1:10	Nil	
	1:10 or over	75	
Difficult junction requiring precise timing to exit, or Within 25m of and falling towards junction with: -	(Exit traffic at peak times)	30	
	Moderate Traffic Light traffic	Nil	
Bends on slope location with moderate traffic	Yes	25	
	No	Nil	
Traffic density at peak times	Moderate Traffic	40	
	Light traffic	Nil	
Pedestrian Movement			
Concentration of use by pedestrian's steps, ramps, footbridge, subway. (Category 1 & 2 Footways)	Yes	100	
	No	Nil	

Bin condition damaged yes / no
Locality density

TOTAL POINTS
Retain/Remove

ANNEX 6

Winter Service – Summary of Footway Snow Clearing Agreements

To assist in the snow clearing operation the County has entered into a Statement of Understanding with each of the Districts and Boroughs, all parties are agreeing to:

- Openly share information and best practice with each other
- Seek to maximise efficiencies and benefits and to get the best deal for local people within the budgets available

District and Borough Winter functions

The agreed footways will be given priority for gritting/snow clearance when the District and Borough Council crews are unable to undertake their normal primary functions. The extent of clearance on these footways will be dependent on the availability of grit/salt and manpower.

Overall responsibility remains with Surrey as the Highway Authority. This includes insurance liability, other than for negligence on the part of operatives whilst working or arising from road traffic accidents involving fleet vehicles whilst on duty.

Resources

Each District and Borough Council has indicated the level of resources that would be available during a winter event and these resources should be sufficient to carry out at least the top priority routes listed. A number of priority routes have been split between the Districts and Boroughs and Surrey.

It is understood that these resources may vary depending on the scale and severity of an event. If waste services are suspended the cleansing operatives would be available to help with hand salting and clearing snow.

The response will be coordinated through the District or Borough representative and the Maintenance Engineer for each area.

To assist with the operation each authority has been provided with hand spreaders and 40t of salt. This salt is in addition to, and does not replace the individual salt stock of the District or Borough and will, therefore, be used primarily for gritting the highway and/or priority footways.

As discussions continue with Borough, District, Town and Parish Councils in relation to the provision of additional resources for snow and ice clearance during a weather emergency, the Maintenance Engineer, or designated representatives, will be responsible for liaising with these authorities to assess/record their actions and co-ordinate any assistance they may be able to provide.

The following schedules show the indicative footways that the Districts and Boroughs will clear provided resources are available to assist. In some instances the responsibility for the initial response has been shared and in these cases the lead authority is detailed in brackets.

1. Elmbridge BC

Elmbridge Borough Council have not officially signed up to the statement of understanding but their street cleansing operatives do assist clearing pavements of snow when they are unable to carry out normal duties.

Footways given priority for gritting/snow clearance			
	Location	Name of Road	Description
Priority One	Cobham	Anyards Road (part) High Street River Hill	Town Centre
	Esher	High Street	Town Centre
	Molesey	Walton Road (part)	Town Centre
	East Molesley	Bridge Road	Town Centre
	Walton	High Street Hersham Road (part) New Zealand Avenue (part) Hepworth Way (part) Church Street	Town Centre
	Weybridge	Church Street High Street Baker Street (part)	Town Centre
Priority Two	Oatlands	Oatlands Drive	Village Centre - St Mary's Road and Vale Road
	Claygate	The Parade	
	Oxshott	High Street	
	Walton	Hersham Road (part)	Halfway outside shops
	Weybridge	Queens Road	York Road to Oatlands Avenue

2. Epsom and Ewell BC

Footways given priority for gritting/snow clearance			
	Location	Name of Road	Description
Priority One	Epsom	High Street Upper High Street (part) South Street (part)	
	Stoneleigh	Stoneleigh Broadway	

Priority Two	Epsom	Waterloo Road Station Approach Pound Lane	Waterloo Road to Station Outside shops
	Ewell	High Street Kingston Road Kingston Road Epsom Hospital	Stoneleigh Parade Service Road 395 to 427
Priority Three		Schools Doctors surgery's	

3. Guildford BC

Footways given priority for gritting/snow clearance			
	Location	Name of Road	Description
Priority One – GBC (not adopted)	Guildford (GBC)	Phoenix Court	High Street to North Street (not adopted but part of town centre network)
		Wey House paths	(Not adopted but part of town centre network)
		Walnut Tree footbridge	Across river Wey (not adopted but part of town centre network. Snowflakes, not salt.)
Priority One	Guildford (GBC)	Lawn Road footpath. Porridge Pot Alley Rail station High Street North Street	Length of Lawn Road. Buryfields to Millbrook. Footpath from station to town centre. Footways. Footways including access to bus station.

4. Mole Valley

Mole Valley District Council provide resources to clear Dorking Town Centre. A number of Parishes also have local arrangements to clear their footways in partnership with SCC.

Footways given priority for gritting/snow clearance			
	Location	Name of Road	Description
Priority One	Dorking (MVDC)	High Street South Street West Street	
	Leatherhead (SCC)	High Street North Street Church Street Bridge Street	High Street to Library

		Kings Head Alley	High Street to Car Park
Priority Two	Ashstead (SCC)	The Street Woodfield Lane Rectory Lane Craddock Avenue Woodfield Lane	Outside shops The Street to Car Park Outside shops Outside shops Craddock Avenue to Station
	Bookham (SCC)	High Street Church Street Lower Road	Lower Road to Post House Lane High Street to Car Park
	Dorking (MVDC)	London Road/Station Approach Church Pavement St Pauls Road Station Road Ranmore Road Randalls Road	High Street to Car Park High Street to Back Alley Station Road to Station (new) Station Approach to Bull Hill (new)
	Fetcham (SCC)	Cobham Road The Street	The Street to Pound Crescent Outside shops
	Leatherhead (SCC)	Station Road Station Approach	
Priority Three	Bookham (SCC)	Lower Shott Leatherhead Road	Grove Corner to High Street Outside shops east of Eastwick Lane
	Leatherhead (SCC)	Elm Road The Crescent Bull Hill	
Priority Four	Beare Green (SCC)	Old Horsham Road Horsham Road	Outside shops Subway ramps and approach to school
	Betchworth (Betchworth PC)	Reigate Road Station Road The Street	Within limits of village Reigate Road to Church Street
	Brockham (Brockham PC)	Middle Street Brockham Green Wheelers Lane	Borough Bridge to Middle Green Middle Street to Dodds Park
	Capel (Capel PC)	The Street Vicarage Lane	Within limits of village The Street to Village Hall
	Charlwood (Charlwood PC)	The Street Ifield Road Chapel Road Swan Lane Perrylands	The Street to Chambers Close

	Seawill Close Willow Corner	
Newdigate (Newdigate PC)	Village Street Church Lane Kingland Winfield Gardens	Within limits of village Within limits of village

5. Reigate and Banstead

Footways given priority for gritting/snow clearance			
	Location	Name of Road	Description
Priority One	Horley	Victoria Rd High Street Princess Precinct Station Road Massetts Road	Kings Road to Horley Station forecourt Albert Road to Yattendon Road Including footbridges to High Street Victoria Road to Car Park entrance
	Redhill	High Street Station Road London Road Cromwell Road	Reading Arch Roundabout to Station Road Queensway to Redhill Station Station Road to Queensway High Street to Huntington Road NB: Two 'walkways' will be cleared/gritted along each side of the pedestrian precinct to allow safe access to shops. No attempt will be made to grit the entire precinct.
	Reigate	Bell Street High Street Church Street	Lesbourne Road to High Street Bell Street to London Road Castlefield Road to Bell Street
	Banstead	High Street	Park Road to Bolters Lane
Priority Two	Redhill	Cromwell Road Queensway Marketfield Way Princess Way Brighton Road	Around the perimeter of the town centre including immediate approaches to Redhill railway station. High Street to Mill Street (new)
	Reigate	Bancroft Road West Street Tunnel Road London Road Holmesdale Road to Station	Including access to Library Outside shops west of London Road High Street to Castlefield Road Castlefield Road to Holmesdale Road

6. Runnymede

Footways given priority for gritting/snow clearance
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	Location	Name of Road	Description
Priority One	Addlestone	Station Road	Town Centre Shops and link to Aviator Park
	Chertsey	London Street	Town Centre Shops, Gogmoor Lane to Heriot Road
		Guildford Street	Town Centre Shops
Egham	High Street	Town Centre Shops	
	Station Road North (new)	Town Centre Shops	
Priority Two	Addlestone	High Street	Station Road to Chapel Grove
	Chertsey	Guildford Road (new)	Bell Bridge to Heriot Road
		Fox Lane North (new)	Fox Lane North to Guildford Road
		Pycroft Road (new)	
	Egham	Church Road	Access to town centre car parks Shops and Residential
		Station Road	
Englefield Green	St Jude's Road	Shops and Residential St Jude's Road to Blays Lane	
	Bond Street		
New Haw	The Broadway Woodham Lane	Shops Shops	
Virginia Water	Station Approach Station Parade Christchurch Road	Outside shops Outside shops Opposite Station Approach	
Priority Three	Addlestone	Green Lane/High Street	Marsh Lane to Chapel Grove
	Chertsey	Windsor Street	Town Centre Shops and Residential Heriot Road to Pound Road Access to town centre car parks Outside Medical Centre
		London Street	
		Heriot Road Stepgates	
	Egham	The Causeway	Sainsburys to Staines Bridge roundabout including bridge Egham By Pass to Church Road Church Road to Vicarage Road
High Street High Street			
Englefield Green	St Jude's Road	Bond Street to Barley Mow Road Access to school Barley Mow Road to Victoria Street St Jude's Road to Harvest Road Access to schools Outside schools	
	Barley Mow Road		
	Harvest Road		
	Victoria Street Bagshot Road Corby Drive		
Virginia Water	Trumps Green Road	Outside shops	

	Ottershaw	Brox Road	Shops and Residential
	Pooley Green	Thorpe Lea Road	Shops, schools and residential

7. Spelthorne

Footways given priority for gritting/snow clearance			
	Location	Name of Road	Description
Priority One	Staines	High Street High Street/Clarence Street	Pedestrian Area Thames Street to Staines Bridge (new)
	Ashford	Church Road Station Approach Clarendon Road Station Road Woodthorpe Road	Railway Bridge to Town Tree Road Woodthorpe Road to Station Around Day Centre Station Road to "Edison"
	Shepperton	High Street Glebeland Gdns	Memorial – T Lights Greeno Day Centre
Priority Two	Staines	Kingston Road Station Approach Station Path Thames Street Elmleigh Road Friends Walk	High Street to Station Approach High Street to Station (new)
	Sunbury	Parade, Staines Rd West Crossway Staines Road/M3	Outside Parade of shops Roundabout and link to Station (new)
Priority Three (SBC)	Ashford	Stanwell Road Stanwell Road Stanwell Road Station Crescent	Railway Bridge St James School Thomas Knyvett College Outside school (new)
	Sunbury	Laytons Lane Nursery Road The Ridings Green Street Laytons Lane	Outside Bishop Wand School Outside Sunbury Manor School & Springfield School Outside St Pauls School Outside St Ignatius School (new) Outside school
	Stanwell	Town Lane High Street	O/S Ashford Hospital Oaks Road → End of Shops

Priority Three (SCC)	Staines	Kingston Road Horton Road Park Avenue Burgess Way	Outside Matthew Arnold School Outside shops Outside schools Outside school
	Shepperton	Manygate Lane Laleham Road Squires Bridge Road Rectory Close Briar Road	Green Lane - Thamesmead High Street to Shepperton Close Outside school Outside school Outside school

8. Surrey Heath

Footways given priority for gritting/snow clearance			
	Location	Name of Road	Description
SHBC - Car Park Access/Services	Hill Routes (SHBC)	Various	Gang in support of refuge collection
	Camberley (SHBC)	Pembroke Broadway	Main Square Car Park - Approach road
		Knoll Road - Access Road & Car Park surface area Knowll Road - Access Road & Car Park surface area	Knoll Road Car Park - Between Camberley Theatre & Christ Church Surrey Heath House Car park Car park at the rear of the Council Office, next to the library.
	Bagshot (SHBC)	Access Road & Car Park surface area	Bagshot Car Park - Off High Street
	Frimley (SHBC)	Burrell Road and car park surface area. Frimley Road and car park surface area.	Burrell Road Car Park Watchetts Car Park
Chobham (SHBC)	High Street and car park surface area.	Chobham Car Park	
Priority One	Camberley (SHBC)	High Street Pembroke Broadway Princess Way Obelisk Way Park Street (part) London Road (Service Road) New South Road	
Priority Two	Camberley (SHBC)	Knowll Road London Road Frimley Road	Section from The Avenue to Blackwater Valley Road, Shop Fronts Shop Fronts and in front of Health Centre

	Frimley (SHBC)	High Street Frimley Green Mytchett Road	Outside shops (inc area outside Rose & Thistle P.H.) Outside shops
	Chobham (SCC)	High St Windsor Rd Chertsey Rd Station Rd	Outside shops Outside shops Outside shops
	Bagshot (Windlesham PC)	Town Centre	
	Lightwater (Windlesham PC)	Village Centre	
Priority Three	Camberley (SHBC)	Cumberland Road Deane Parade	Heatherside Shopping Centre Shopping Parade
	Frimley (SHBC)	Ansell Road Deepcut Bridge Road Farm Road Frimley Park Hospital	Outside shops Outside shops Outside shops Approaches and bus stops
	West End (SCC)	Guildford Road Gosden Road	Outside shops Outside shops
	Windlesham (Windlesham PC)	Village Centre	
Priority Four	Bisley (SCC)	Guildford Rd	Outside shops

9. Tandridge

Tandridge District Council coordinates snow clearing in partnership with Parish Councils and Chambers of Commerce.

Footways given priority for gritting/snow clearance			
	Location	Name of Road	Description
Priority One	Caterham	Station Approach Station Avenue The Square Godstone Road (part) Croydon Road (part)	The Square to Clairville Road The Square to Caterham Chapel
	Caterham on the Hill	High Street Chaldon Road Town End	High Street to Westway Chaldon Road to Petrol Station
	Oxted	Station Road East Station Road West Station Approach Grensham Road	Including access to Elice Road Car Park Station Road East to Granville Road
Priority Two	Caterham on the Hill	Coulsdon Road Westway	Outside shops Coulsdon Road to Money Road
	Lingfield	Plaistow Street East Grinstead Road (part) High Street Godstone Road (part)	High Street to end of Shopping Parade Headland Way to Plainstow Street
	Warlingham	The Green Limpsfield Road Limpsfield Road Westhall Road Fairleigh Road	Chapel Road to The Green The Green to Library The Green to public toilets The Green to PH
	Whyteleafe	Godstone Road (part)	Whytefeafe Hill to Station Road
Priority Three	Bletchingley	Overdale High Street Castle Street	High Street to Overdale
	Caterham (SCC)	Markfield Road	Godstone Road to School
	Caterham on the Hill (SCC)	Chaldon Road (part) Westway Town End Burntwood Lane (part)	Westway to Coulsdon Road Petrol Station to Burntwood Lane Town End to De Stafford School

		Whyteleafe Road (part) Church Road	Burntwood Lane to Audley Primary School
	Godstone	High Street Bletchingley Road Godstone Green	Salisbury Road to White Hart PH One Way System to end of green
	South Godstone	Station Road Hardcourt Way Hunters Close (part)	Railway Bridge to Hardcourt Way Hardcourt Way to School
	Hurst Green	Holland Road Pollards Oak Road (part) Greenhurst Lane Hurstlands (part) Wolfs Wood	Outside Holland Junior School Outside shops Hurstland to Station Car Park Pollard Oak Road to Greenhurst Lane Outside Hurst Green School to Pollards Oak Road
	Oxted (SCC)	Bluehouse Lane (part) Silkham Road (part) Chichele Road Barrow Green Road (part) Hoskins Road (part)	Station Approach to Oxted School Chichele Road to Woodland Court Chichele Road to Bluehouse Lane Access road to Leisure Centre
	Warlingham (SCC)	Tithepit Shaw Lane	Limpsfield Road to Hamsey Green Infant School
	Whyteleafe	Whyteleafe Hill (part) Hillbury Road (part) Station Approach Station Road	Church Road to Godstone Road Godstone Road to Whyteleafe Recreation Car Park
Priority Four	Blindly Heath	Eastbourne Road	Featherstone to Ray Lane
	Dormansland	Dormans Road Dormans High Street Newhache Clinton Hill Ladbrokehurst	West Street to High Street Dormand Road to New Farthingdale
	Limpsfield	Westerham Road Westerham Road Detillens Lane High Street	High Street to Limpsfield CofE Infant School Detillens Lane to Snatts Hill Westerham Road to Village Hall
	Nutfield	A25 High Street	100m west of Mid Street to Queens Head PH

	South Nutfield	South Station Approach Oakwood Close North Station Approach Mid Street (part) The Avenue (part) Morris Road Kings Mead Trindles Road Kentwyns Rise Braes Mead	The Avenue to North Station Approach Station Approach South to Mid Street
	Smallfield	Weatherhill Road Redehall Road Broadbridge Lane Wheelers Lane	Redhall Road to Broadbridge Lane The Acorns to Weatherhill Road Wheelers Lane to Weatherhill Road
	Tatsfield	Westmore Road Ship Hill Lusted Hall Lane Paynesfield Road The Square Shipfield Close Crossways The Path over the Green	Approach Road to Crossways Approach Road to end of terrace houses Outside Sheltered Housing

10. Waverley

Waverley Borough Council have a limited resource and will initially concentrate their snow clearing operations in their own car parks and amenity areas, including access points. In Haslemere localised assistance is also provided by the Chamber of Commerce.

Footways given priority for gritting/snow clearance			
	Location	Name of Road	Description
Priority One (WBC Car Park Access)	Farnham	Central Car Park (Victoria Road)	Between CP & The Borough Between CP & The Borough Between CP & Downing St Between CP & Downing St Between CP & South St Between CP & East St
		St. James CP (Mike Hawthorn Drive)	Between CP & East St via St James To Care Home
		Riverside CP (Mike Hawthorn Drive)	
		Hart CP (The Hart)	Farnham Lower Between CP & Pilgrims Way

	Godalming	Crown Court CP (The Burys)	Between CP & Moss Lane Between CP & High St (wide) Between CP & Council CP Between CP & Gt George St
	Haslemere	High St. CP	Between CP & The Wells Between CP & High St
	Cranleigh	Village Way CP Stocklund Square CP	Between CP & Health Centre Between CP & High St Path adjacent to CP Between CP & High St (West) Between CP & High St (Entrance)
Priority One (SCC)	Farnham	Guildford Road East Street West Street South Street Union Road Dogflud Way	Shepherd & Flock roundabout to corner of East Street
		Hale Road Station Hill	Hale Road roundabout to East Street Farnham Rail Station to South Street
	Godalming	Bridge Street High Street Station Road The Mint Mill Lane	
	Haslemere	Church Lane High Street Wey Hill Lower Street Station Approach West Street	Including footpath leading from Wey Hill to Tesco's
Priority Two (SCC)	Cranleigh	High Street Ewhurst Road Village Way	Corner of High Street to Summerlands
	Godalming	Holloway Hill	
	Haslemere	Shephers Hill Derby Road	

11. Woking

	Footways given priority for gritting/snow clearance
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	Location	Name of Road	Description
Priority One (A)	Woking	Jubilee Square Victoria Way Bandstand Square High Street Church Path Gloucester Square Commercial Way	Town Centre footpaths, which are a combination of WBC interest, public highway and private ownership. steps and ramps subway steps and ramp, footbridge over canal, pedestrian crossings and carriageway ramps between Goldsmith Road and Chobham Road bandstand steps, ramps and pedestrian crossing station entrance and pedestrian crossing steps and ramps around fountain, steps and ramps around fountain
Priority One (B)		High Street The Broadway Chertsey Road Commercial Way Cawsey Way Church Path Chapel Street Church Street East Jubilee Square Gloucester Walk Chobham Road Christ Church Way	station to Brook House R/A Jubilee Square to Chobham Road Chertsey Road to Victoria Way
Priority Two		Church Street East Duke Street Locke Way Stanley Road Guildford Road Victoria Way Market Square Victoria Road Station Approach Heathside Crescent Oriental Road Heathside Road Church Street West White Rose Lane Hillview Road Stepbridge Path	Chobham Road to Chertsey Road Mount Hermon Road to Victoria Arch Arch to Church Street West Station Approach to White Rose Lane Station Approach to White Rose Lane Station Approach to White Rose Lane Goldsworth Road to Victoria Way Station Approach to Heatherside Road Goldsworth Road to Horsell Moor - include Canal Step Bridge

Farmers Snow Clearing Network

Local farmers and contractors, who are under agreement to the council, will carry out snow clearance on certain minor route carriageways using either ploughs provided by the Council, agricultural snow ploughs or snow throwers/blowers.

Management of farmers undertaking any winter service activities will be the sole responsibility of the Operations Group with each district being coordinated through the Maintenance Engineers.

All instructions and communications will be through Operations and Snow Desk only.

To ensure a coordinated response each farmer has been provided with a designated route with a number of farmers working in partnership. Snow ploughing will commence as soon as 50mm (2") of snow has accumulated on the designated ploughing route with regular feedback to the snow desk on roads cleared and condition.

For the coming season 51 farmers and/or contractors will assist with snow clearing operating on dedicated routes. They will be supported by a further 9 contractors who will be directed by Operations on a call off contract when required. In total 61 ploughs, 19 spreaders, 1 power brush and 1 snow blower are available. Those farmers with spreading capacity will receive salt stock in advance.

The following farmers have been assigned dedicated routes. A number will assist Kier (MG) in keeping strategic routes open and these are detailed in the Partner Working column:

Elmbridge

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
34	Tim Todd Surfacing Ltd	Plough		Guildford & Elmbridge
223	Tom Ferrier, Rushett Farm	Plough & Quad Spreader	Call Off	Elmbridge & E&E
232	Clive Baker, Westworld Trading	Plough		Elmbridge

Epsom and Ewell

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
223	Tom Ferrier, Rushett Farm	Plough & Quad Spreader	Call Off	Elmbridge & E&E

Guildford

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
13	Phillip/Peter Goddard	Plough x 2 (SCC)	MG	Guildford
25	Mr McMullan	Plough & Rotating brush	41	Guildford
32	Ray J Simmons	Plough x 2 (SCC)	MG, 2	Guildford
34	Tim Todd Surfacing Ltd	Plough & Spreader		Guildford & Elmbridge
41	Stephen Isaac, Lower Hammond Farm	Plough (SCC)	25	Guildford
233	Michael Baxter	Plough (SCC) - Tractor x 2 plus spreader		Guildford
1	Bill Biddell	Plough x 2		Guildford & Waverley
2	Gavin Brown	Plough & Spreader	MG, 32	Guildford & Waverley
226	George Luck, Cyprus Farm	Plough (SCC) - Tractor x 2	27	Guildford & Mole Valley
27	Ben Nicholson	Plough (SCC)	226	Waverley & Guildford
33	Peter Stovold	Plough	15	Waverley & Guildford

Mole Valley

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
10	John Dale	Plough		Mole Valley
18	Andy Jackman	Plough (SCC)		Mole Valley
19	Richard Keen	Plough (SCC)		Mole Valley
23	Chris Lory	Ploughs & Spreading		Mole Valley
114	John Muggeridge, Little Acre,	Plough		Mole Valley
14	Ian McCubbine	Plough		Mole Valley & R&B
118	Michael O'Doherty, Kemps Farm	Plough (SCC)		Mole Valley & R&B
226	George Luck, Cyprus Farm	Plough (SCC) - Tractor x 2	27	Guildford & Mole Valley
302	Nigel Covey Agricultural Services	Plough (SCC)		Waverley & Mole Valley

Reigate and Banstead

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
14	Ian McCubbine	Plough		Mole Valley & R&B
105	Simon Court	Ploughs x 2		Tandridge & R&B
118	Michael O'Doherty, Kemps Farm	Plough (SCC)		Mole Valley & R&B
201	I & J Bushell	Plough (SCC) & Spreader	303	R&B
205	Mr McCarthy, Nags Hall Farm	Plough/Blade		Tandridge & R&B
303	Chidwell Farming	Plough x 1	201	R&B

Runnymede

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
16	Jonathan Hanson	Plough (SCC)		Runnymede & Spelthorne
232	Clive Baker, Westworld Trading	Plough x 1		Runnymede
35	Ken Tongue	Plough x 2 (SCC)		Runnymede, Surrey Heath & Woking

Spelthorne

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
16	Jonathan Hanson	Plough (SCC)		Spelthorne & Runnymede
232	Clive Baker, Westworld Trading	Plough x 1		Runnymede

Surrey Heath

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
35	Ken Tongue	Plough x 2 (SCC)		Surrey Heath, Woking and Runnymede

Tandridge

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
4	Roger Colebrook	Plough x 3 & Spreader	231	Tandridge
5	Chris Deeley	Plough (SCC)	117, 222	Tandridge
40	CM Fuller & Partners	Plough x 2 plus Blower & Spreading	9	Tandridge
21	Tony Leach	Plough	39	Tandridge
24	DT & AJ Marden	Plough & Spreading		Tandridge
26	Malcolm Mott	Plough - 4x4 & Bucket		Tandridge
31	Nic Shinner	Plough (SCC) – Telehandler & Spreader	104	Tandridge
39	Robert Young	Plough	21	Tandridge
102	Andy Clutterbuck	Plough x 3 & Gritters & various tractors		Tandridge
104	Michael Fletcher	Plough (SCC) & Spreader	31	Tandridge
117	John Berryman, Flint Hall Farm	Plough (SCC) - Tractor x 5	5, 222	Tandridge
205	Earthbound Services	Plough/Blade		Tandridge & R&B
222	Mr McCarthy, Nags Hall Farm	Plough/Blade	5, 117	Tandridge
227	Dave Webb	Plough (SCC)		Tandridge
229	Phillip Skinner	Plough		Tandridge
231	Nick Dance	Plough x 1 & Tractor x 2 & Gritter attachment	4	Tandridge
105	Simon Court	Ploughs x 2		Tandridge & R&B
216	Richard Kennard Plant Hire	Ploughs x 2		Tandridge & Waverley

Waverley

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
2	Gavin Brown	Plough	MG, 32	Guildford & Waverley
1	Bill Biddell	Plough x 2		Waverley & Guildford
3	Chris/Neville Cherriman	Plough		Waverley
12	Peter Goble	Plough (SCC) - Tractor & front loader		Waverley
15	Clive Greenland	Plough (SCC)	33	Waverley
20	Peter Knight	Plough (SCC)		Waverley
27	Ben Nicholson	Plough (SCC)	226	Waverley & Guildford
28	Katy Poulson	Plough		Waverley
29	Rob Ranson	Plough & Spreader		Waverley
211	Andy Brady/Luke Barron	Plough Quads & Spreader Quads. JCB, 5 gangs		Waverley
302	Nigel Covey Agricultural Services	Plough (SCC)		Waverley & Mole Valley
33	Peter Stovold	Plough (SCC)	15	Waverley & Guildford
216	Richard Kennard Plant Hire	Ploughs x 2		Tandridge & Waverley

Woking

ID	Name/Organisation	Snow Clearing Service	Partner Working	Operating Area
35	Ken Tongue	Plough x 2 (SCC)		Surrey Heath, Woking and Runnymede

(SCC) – SCC plough