

APSE Meeting Llandrindod Wells, Wales

Severe Weather
Lessons Learnt

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Topics Covered

- The national perspective
- UKRLG Review
- Leicestershire's winter maintenance service
- What should we plan and prepare for in 2010/11?



UKRLG Review

Terms of Reference:

- Salt supply chain
- Salt stocks
- Mutual aid
- Salt Cell
- Operational practices and Codes of Practice
- Communications

Review applies to England, hopes to benefit devolved administrations

Focus on:

- Salt and carriageways
ie, snowploughing, footways, spreaders, etc, out of scope



Findings – Salt Market

- Poorly understood
- Ample salt in UK and abroad
- UK appears to be a net exporter
- No shortage of supply with sufficient notice
- Continuous production v. seasonal demand
- Short term spikes in demand hard to meet



Findings – Salt Suppliers

- Gave insufficient advance warning of possible shortage
- Producers increased supply significantly
- Unable to cope with high short term demand
- Too late for new imports



Future:

- Keen to engage in commercially viable new practices



Findings – Highway Authorities

- Some maintained normal service
- Slow salt stock replenishment from earlier in winter but alarm not raised
- Many reduced service, eg major roads only
- Mutual aid
- Unusual salts and mixes
- Saved by the Salt Cell and by timely arrival of mild weather



Findings – Highway Authorities

- Single salt supplier
- Short term call-off contracts
- Reduced salt storage capacity:
 - series of mild winters
 - property rationalisations
 - move to covered storage
 - expectations of systemised restocking systems



Recommendations

Package of 19 recommendations in four themes:

1. Winter Service Resilience
2. Preparation for and Operation of Winter Service
3. Communications
4. Procurement



1. Winter Service Resilience

Adopt a local service standard based on a number of days severe conditions salting resilience.

Consider:

- number of days - 6 as a starting point
- overall and core winter period
- minimum winter treatment network



2. Preparation and Operations

- Approach to climate change
- Co-ordination and collaboration
- Sharing depots and stocks
- Supplier owned salt stocks
- HA salt stocks
- Contingency planning, including future Salt Cell, drivers' hours, exercising
- Review *Well-maintained highways*
- DfT Information leaflet for LAs



3. Communications

- Public information, before and during severe weather
- Salt user groups



4. Procurement

- Collaborative Winter Service arrangements
- Salt supply service
- Broader approach to salt supply
- Innovation, eg performance contracts with minimum supply
- Purchase guarantees, longer contracts, salt supply and storage



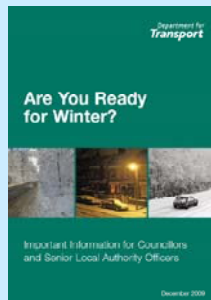
What has happened so far

- Report to Secretary of State for Transport on 30 July
- Report published www.ukroadsliaisongroup.org
- Revisions to *Well-maintained Highways* Chapter 13 and Appendix H (Winter Service)



Government Response to UKRLG Review

- Minister of State for Transport (Rt Hon Sadiq Khan) Statement on 15 December
- Accepted all 19 recommendations
- Letter sent out to all Chief Executives of Local Highway Authorities
- Accompanying leaflet sent out "Are you Ready for Winter"
- Code of Practice Well-maintained Highways - Section on Winter Service updated



Winter 2009/10

- Worse than last year
- Affecting all the UK, particularly Scotland
- Most Authorities purchased more salt and already taken on many of the recommendations of the UKRLG report
- But prolonged cold snap from December to January has again depleted salt stocks



Leicestershire County Council

Winter Maintenance Statistics

- Winter service budget £1.6m (cost of 2009/10 £2.35m)
- Define treatment routes – Priority 1 and 2
- 17 gritters 1100 of 2445 miles (45% of the network)
- Pre-winter stock 1600 tonnes stored in barns at 5 depots
- 54 snow ploughs available on construction vehicles
- 50 farmers available to assist with snow clearing
- Operate night shift (November – March) average 4 hours treatment time



Leicestershire County Council's Winter Service Policy

Priority P1

- Main Distribution roads
- Commuter routes (rural roads carrying more than 2,000 vehicles per day)
- Major bus routes (urban areas 8 or more service buses an hour, road area 2 more service buses per hour)



Leicestershire County Council's Winter Service Policy

Priority P2

- Secondary distributor and local service roads
- At least one route to all villages

Priority P3

- Less important local village and estate roads

Priority P4

- All other adopted roads
- Minor, lightly trafficked roads



Leicestershire County Council's Winter Maintenance Statistics

Winter Full Season Total	05/06	06/07	07/08	08/09	08/09
Precautionary Gritting Runs	46	34	42	70	72
Total salt usage (tonnes)	12,512	7,516	7,901	16,423	16,600



Leicestershire's Experience 09/10 winter

- Increased pre-season salt stock by 100% 6,000 to 12,000 tonnes
- Purchased extra 1,000 tonnes of "pad salt" in December
- Contracted through ESPO in December to purchase 1,300 tonnes imported salt from southern Europe delivered in early February
- Maintained a minimum of 1,000 tonnes throughout



Leicestershire's Experience 09/10 winter

- Reduced usage by 25% but not 40%
- Provided mutual aid to Derbyshire and East Midlands Airport
- Number of runs to date 65 - almost double the number undertaken in previous winters
- Predicted increase in Winter Service budget - £750,000



The Opinions Column of the Leicester Mercury 18th Jan 2010

"The city and county gritting teams are to be congratulated on doing an **exceptional job** in keeping the roads clear of snow and ice.

Their policy has been to grit and keep clear all major roads, bus routes and heavily-used pavements in the major shopping centres. Of course, this has meant that minor and estate roads have been untouched.

However, the policy has **been successful** and kept the county on the move, with remarkably few problems in the circumstances

This **well-run and professionally executed gritting operation** has helped to keep public transport operating and meant that teachers had few problems getting to work, and most of our schools were kept open."



David Parsons, Leader of LCC thanks the Winter Operatives



What are the lessons learnt from 2009/10?

- Authorities who haven't should act on the recommendations from 2008/09 report
- There is a need to further review some aspects
- More salt should be purchased pre-season, as we can't rely on UK salt suppliers re-stocking during the winter
- Consider benefits of strategic regional/sub-regional stockpiles

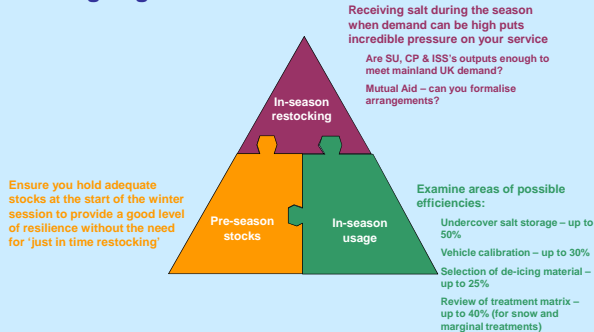


What are the lessons learnt from 2009/10?

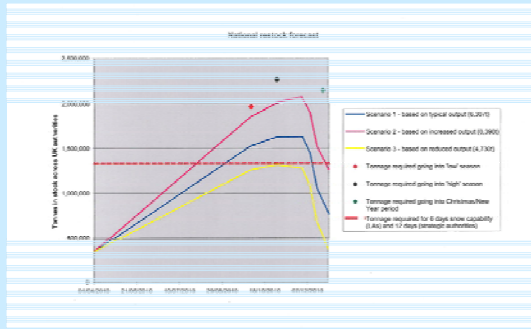
- Lot of issues raised about usage, we need to provide better technical best practice guidance on
 - Appropriate spread rates
 - Equipment
 - Types of salt
 - Storage
- Lot of criticism about footways and minor roads
 - Authorities need to review priorities and plans
- Consider what level of resilience we should plan for or can afford



Piecing Together a Solution



Considerations



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Any Questions?

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