





# Winter Resilience Review – Interim Report recommendations



## Review

- Interim report produced
- Final report due later in October
- “Practical measures to improve the response of England’s transport sector – road, rail and air – to severe winter weather”
- Wide ranging
- Significant APSE input

# Recommendations



- 1 need for strategic reserve; HA to acquire by import, initial reserve stock (0.25m tonnes) for 'last resort' for LAs/HA; DfT end of 2010 consider if extra needed
- 2 a systematic year-round process of collecting data, monitoring stocks/movements by DfT, for warning of issues affecting supplies and availability
- 3 vulnerability and lack of resilience of the salt supply chain should be recognised; targeted intervention
- 4 DfT consult with Scottish/Welsh authorities about implications of these short term recommendations for the salt supply chain.

# Recommendations



- 5 Every local highway authority should have a robust winter service plan, and regularly review the key elements of it,
- 6 Consultation on treated networks to be broadly drawn to include business, passenger and freight transport operators and local communities, health and education service providers; and to help manage public expectations
- 7 As many already do, LAs to collaborate/support lower-tier authorities to give maximum practical support beyond the treated networks, inc. key footways pedestrianised areas.
- 8 local Highway authorities should be aware of the opportunities to improve salt utilisation (lower spread rates and alternative treatment methods)

# Recommendations



- 9 Professional bodies /LGA encourage the more widespread dissemination and adoption of best practice
- 10 local Highway authorities should: participate fully in data collection/monitoring by DfT - ensure their own planning of salt stocks and supply is sound; put in place mutual aid with neighbouring authorities
- 11 Local Highway authorities treat winter service as integral part of wider general resilience planning for civil contingencies.
- 12 HA should: continue to research efficiency of its practices and strive to improve cost-effectiveness of its operation; share best practice, research and knowledge with other Highway authorities.

# Recommendations



- 13 Comprehensive, authoritative review of technical standards and guidance for treatment and the spread rates of salt
- 14 Valuable work of the National Winter Service Research Group should be brought under the UK Roads Liaison Group,
- 15 DoT should develop a code of good practice for the public, including businesses, in clearing snow and ice from footways.
- 16 Commend generally high quality of short term forecasting; recommend they develop 15–30 day forecasting
- 17 Given that the probability of next winter being severe is small but that severe winters are still possible, recommend that winter resilience planning continues on basis of dealing with winters of a severity similar to that of 2009–2010.



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