

The Highland Council

**Transport, Environmental and Community Services Committee
19 September 2013**

Agenda Item	7
Report No	TEC 67/13

Updated Winter Maintenance Policy

Report by Director of Transport, Environmental and Community Services

Summary

The report invites Members to approve the Winter Maintenance Policy, which has been updated following the review of the winter maintenance service as agreed by Members on 16 May 2013 (Report TEC-41-13)

This report also updates Members on the current position in relation to preparedness for the coming winter.

1. Background

- 1.1 TECS Committee (16 May 2013) agreed a number of improvements to the Winter Maintenance Service and this report sets out how these improvements will be implemented, and updates the Winter Maintenance Policy to incorporate these improvements.
- 1.2 In the event a third party claim resulting from a serious or fatal accident, where snow or ice may be a contributory factor, the Council's defence is based on its Winter Maintenance Policy, and it is important that the policy is kept up to date to reflect the changes agreed by Members.
- 1.3 The current Policy for Winter Maintenance can be found at **Appendix 1**, and the updated Policy, based on the changes agreed by Members on 16 May 2013, is at **Appendix 2**.

2. Improvements to the Winter Maintenance Service

- 2.1 The improvements agreed by the TECS Committee in May are set out below with the implementation actions shown alongside.

Improvement	Implementation Action
Reduce the number of route priorities in the Winter Maintenance Policy from 4 to 3, and carry out a comprehensive review of routes to identify those routes which should be re-classified as Priority 1.	A review of priority routes has been undertaken, and has resulted in an increase in the length of Primary (Priority 1) routes. This has been achieved within existing resources. The detailed routes will still require to

	be approved through the Area Committees. Further details are provided below.
Provide 3 Spare Vehicles (one per Operational Area)	3 spare vehicles have been sourced will be in place for the coming winter. (One per operational area)
Continue to use local contractors to provide additional resources to assist with snow clearing	Contracts are in place to use local contractors in exceptional conditions.
Formalise the arrangements for the treatment of footpaths in sheltered housing schemes	Sheltered Housing footpaths have been included in the schedule of footpath routes.
Engage with communities well before the start of next winter to promote the community self-help scheme with a report to Committee on the responses from community groups in September	Community Councils have been contacted twice over the summer period (11/12 July with a reminder sent on 15 August). Further reminders will be issued if necessary.
Continue to ensure that Grit Bins are kept full	Will continue to fill grit bins. Bins now have a telephone number displayed to allow the public request a refill.
Other proposals which have come out of the detailed review.	<p>It is recommended that Snow Gates are installed on the Bealach na Ba to close the road in heavy / drifting snow on grounds of safety. An alternative coastal route is available.</p> <p>It is recommended that an improved service on Boxing Day and 2 January which have become busy shopping days is introduced. It is proposed that the service will cover Primary and Secondary routes (previously Priority 1 only).</p>

3. Priority Routes

- 3.1 The Table below sets out the current and new priorities together with the total road lengths and the target completion times in average winter conditions.

Current Priorities			New Priorities		
Priority 1	1,243 miles (29%)	8:30am	Primary	1,319 miles (31%)	8:30 am
Priority 2	293 miles (7%)	9:00am	Secondary	1,088 miles (26%)	9:00 am
Priority 3	870 miles (21%)	9:00am	Other	1,813 miles (43%)	
Priority 4	1,813 miles (43%)				

3.2 The proposed definitions of new priorities are set out below:

- Primary** Strategic, Regional, Sub Regional and Link roads which serve the larger communities and permit the majority of road users to travel across the region.
Main & Local distributor roads in the larger urban settlements.
High frequency service bus routes operating at least 6 days a week and starting prior to 7am with identified hazards.
- Secondary** Roads connecting smaller communities to the primary network.
Link and Service roads within the larger urban settlements.
Service and School bus routes not covered by the Primary network.
- Other** Minor rural and local access roads.
Residential roads in urban settlements.

4. Snow Gates

- 4.1 Snow gates are installed at various locations, however the current policy made no reference to their provision and use.
- 4.2 Snow gates are safety features which physically prevent access to a road to the general public at times when the road is impassable due to drifting snow or is considered too dangerous to permit traffic on it.
- 4.3 The decision to close snow gates is taken by the police but they are provided and maintained by the Council.
- 4.4 The use of snow gates permits winter treatment resources to be withdrawn from the route whilst the gates are closed. This reduces the considerable risk to operatives of working in blizzard conditions on a route they are unlikely to be able to keep open and allows them to be deployed elsewhere where they can be more effective. Resources are redeployed to the closed route as soon as there is a realistic chance of clearing it and keeping it open.
- 4.5 The location of existing snow gates is listed in the new policy with an explanation of why and when they are deployed.

4.6 It is recommended that an additional set of snow gates is provided either side of the Bealach na Ba, the high route to Applecross. This is the highest road on the Highland network and one of the most frequently blocked by drifting snow. The steep gradients, hairpin bends and severe declivities off the road edge make this a particularly hazardous road to keep clear and it is now considered that ploughing this road in drifting snow or blizzards is an unacceptable safety risk. An alternative route at much lower altitude exists to the north.

4.7 All snow gates are positioned so that there are no occupied premises between them and gates are not closed until it has been confirmed that there are no vehicles trapped between them.

5. Boxing Day and 2 January

5.1 The current policy treats Boxing Day and the 2 January as Public Holidays with the service limited to Priority 1 routes, Service Bus Routes (if applicable) and Main Urban Streets only.

5.2 Boxing Day and 2 January have become popular shopping days, and as a result there is more traffic on our roads. It is therefore proposed that under the new Policy the service will be extended to cover both Primary and Secondary routes.

6. Winter Readiness

6.1 Resources - Labour

The current road worker establishment is sufficient to operate all winter gritting routes. Additional staff from grounds maintenance and street cleaning can be called upon when treatment of footways is required. A standby system will be in place over the winter to ensure sufficient drivers are available to cover week-ends.

6.2 Resources - Plant

Plans are in place to complete the preparation of the winter fleet before the start of November. It is anticipated that a sufficient number of gritters will be available to treat both the Primary and Secondary networks from 6am. It should be noted that there continues to be a shortage of mechanics in Council workshops due to recruiting difficulties, and steps have been taken to outsource some of the preparation work.

6.3 Resources – Salt

The planned stock level for the start of winter is approx 60,000 tonnes. The covered salt storage facility at Inverness Harbour is now full (16,000T) and deliveries of salt by sea to Wick, Scrabster, Invergordon and west coast ports has started. There are no supply difficulties at this time and we are confident all stocks will be at the desired levels by the start of November.

7. Implications

- 7.1 Members will recall that the improvements agreed at the TECS Committee on 16 May (TEC-41-13) carried an additional cost, estimated at £202,500. It is proposed, for 2013/14 only, that TEC Services explores options to contain this additional cost within the overall budget. Thereafter the budget will be reviewed as part of a Council wide review of all service budgets, pressures and commitments, leading to formal proposals being considered by Highland Council in February 2014.
- 7.2 The proposed policy fulfils the Council's statutory duty under section of the Roads (Scotland) Act 1984
- 7.3 There are no equalities implications.
- 7.4 The Winter Maintenance policy has proved to be a sound defence against claims resulting from a serious or fatal accident, where snow or ice may be a contributory factor.
- 7.5 There are no climate change or carbon clever implications.

8. Recommendations

- 8.1 Members are invited to approve the updated Winter Maintenance Policy as contained in **Appendix B**, including the installation of Snow Gates at the Bealach na Ba, and the improved service on Boxing Day and 2 January.
- 8.2 Members are invited to note the measures which have been put in place to prepare for the coming winter.

Designation: Director of Transport, Environment and Community Services

Date: 6 September 2013

Author: R. Guest, Head of Roads and Community Works

Background Papers: Report to TECS Committee on 16 May (TEC-41-13)
Review of Winter Maintenance Service

THE HIGHLAND COUNCIL

TRANSPORT, ENVIRONMENTAL AND COMMUNITY
SERVICES COMMITTEE – 2 October 2003

Agenda Item	9
Report No	TEC73/03

Winter Maintenance Policy**Report by Director of Transport, Environmental and Community Services****SUMMARY**

An annual review of the Winter Maintenance Policy has resulted in the need for it to be corrected and updated. Members are recommended to approve the proposed policy presented in Appendix 1.

1. Introduction

- 1.1 The current Winter Maintenance Policy was approved by this Committee at its meeting on the 3 October 2002.
- 1.2 The policy is subject to annual review and this year there is a need for update. The proposed policy is included in Appendix 1.

2. Proposed Changes to Existing Winter Maintenance policy

- 2.1 In paragraph 1.2 of the policy the words “cycle ways” have been added for completeness.
- 2.2 In section 3.2 of the policy the qualification that Priority 4 routes “will not be treated after 6 pm” has been added. This is a correction rather than a change and reinstates what was policy and practice before the current policy was presented to Members in 2002. The policy review in 2002 did not intend to change this aspect of Priority 4 treatment. Treatment of Priority 4 routes after 6 pm cannot be achieved within current budget allocation. Extra labour would be required, due to legislative restrictions on driver’s hours, and increased usage of salt and plant.
- 2.3 Section 3.4 of the policy did not reflect operational practice in relation to precautionary treatment. The proposed change will allow a degree of flexibility to extend precautionary salting beyond Priority 1 Routes. This would be very useful in advance of snow conditions and could result in reduced salt usage.

3. Impact of Road Closures on Winter Maintenance Policy

- 3.1 Last winter it became clear that we needed a written policy to deal with situations where roads are closed due to either planned works or emergencies.
- 3.2 Two situations involving closure of the A9 trunk road in Badenoch & Strathspey and Ross & Cromarty resulted in representations to the Scottish Executive by Council officials. We argued that the Executive ought to treat the diversion route themselves or pay the Council's extra costs in providing a "trunk road" level of service which includes overnight patrols and treatment. Thus far the Executive have refused to become involved in treating or paying for treatment of roads that are not trunk roads.
- 3.3 The advice from the Council's Insurers was that we have a duty of care towards the public travelling on our roads and that if the traffic volume is increased due to traffic diverted from a trunk road we should treat the agreed diversion route as a Priority 1. On some occasions trunk road traffic has been diverted onto a Priority 4 route.
- 3.4 The Council do not provide an overnight winter maintenance service and again the advice from our Insurers was to erect signs indicating that there would be no overnight salting on the agreed diversion route.
- 3.5 Section 3.7 has therefore been added to the policy to formalise what has become practice in the case of trunk and Council road closures.
- 3.6 In the case of a trunk road closure treatment of the agreed diversion route will be as follows:
- The agreed diversion route will be treated to Priority 1 standard and signs erected at each end of the diversion, and any other junctions with trunk roads, stating that there will be no overnight salting.
 - In an emergency situation and after the Scottish Executive or its trunk road management and maintenance agents have notified the Council of the closure, every endeavour will be made to both treat the agreed diversion route appropriately and erect signs before the first overnight period.
- 3.7 In the case of a Council road closure, any part of the agreed diversion route that is of a lower priority than the closed road will be treated to the same priority as the closed road.

4. Resource Implications

- 4.1 The inclusion of "cycle ways" has no resource implications as these were already included in Section 4.0 of the policy.
- 4.2 The correction to timings on Priority 4 routes has no resource implications as this reinstates the policy to reflect current practice.

- 4.3 The increased flexibility in precautionary treatment will be cost neutral.
- 4.4 There are likely to be additional costs where treatment priorities are increased due to Council and trunk road diversions. However, the number of occasions involved is likely to be small. Representations to the Scottish Executive that they ought to reimburse the Council for costs relating to trunk road diversions have not been accepted. Council officials will continue to press the Executive for reimbursement. Meanwhile if these costs put an excessive strain on the budget this will be reported to Members.

5. RECOMMENDATION

- 5.1 Members are recommended to approve the proposed policy presented in Appendix 1.

Signature:

Designation: Director of Transport, Environmental and Community Services

Date: 11 September 2003

Ref: R Evans

Background Papers

THE HIGHLAND COUNCIL

Transport, Environmental and Community Services

WINTER MAINTENANCE
POLICY

Proposed

Updated October 2003

THE HIGHLAND COUNCIL

Transport, Environmental and Community Services

Winter Maintenance Policy

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THE HIGHLAND COUNCIL

Transport, Environmental and Community Services

Winter Maintenance Policy

1.0 BACKGROUND

- 1.1 Under Section 34 of the Roads (Scotland) Act 1984, a Roads Authority shall take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads.
- 1.2 This Winter Maintenance Policy relates to the Council's responsibilities as Roads Authority for adopted roads, cycle ways, footways and footpaths.
- 1.3 Cross Service Working arrangements exist between Services to ensure that Council properties receive an appropriate winter maintenance service. The appropriate Service Director will determine the appropriate level of winter maintenance service for footpaths, car parks and other areas that are the responsibility of the Council but are not on the list of public Roads.

2.0 GENERAL

- 2.1 With the operational management devolved to the Areas it is essential that a common Winter Maintenance Policy is in place to ensure a reasonable consistency of service for drivers passing between local Areas.
- 2.2 It is the aim of Highland Council in respect of its winter maintenance service to:-
 - 2.2.1 Provide a standard of service on adopted public roads which permits reasonably safe movement of vehicular and pedestrian traffic appropriate to the prevailing weather conditions and within the resources available.
 - 2.2.2 Establish a pattern of working which will keep delays, diversions or road closures to a minimum during adverse weather conditions.
 - 2.2.3 Conduct operations having regard to the requirements of the Health and Safety at Work Act 1974.
- 2.3 The Council as Roads Authority is not responsible for Winter Maintenance on unadopted roads and will not provide a Winter Maintenance service for unadopted roads. It will however make every effort to provide assistance for emergency and medical services during severe weather conditions where there is an urgent need for safe access.
- 2.4 The responsibility for Winter Maintenance on Trunk Roads lies with the Scottish Executive.
- 2.5 The Council will source Winter Weather Forecasting Services from recognised Meteorological Service Providers during the period 1 October to 30 April.

3.0 TREATMENT OF ROADS

Salting and gritting operations for ice and light snow conditions on adopted roads will be carried out as detailed below. Each gritting route will take a significant length of time to complete. The length of time taken will vary from day to day depending on actual weather conditions.

3.1 NETWORK HIERARCHY

It is not possible to provide a winter maintenance service on every road at the same time. In general higher priority routes will be treated before those of a lower priority. The following prioritised hierarchy has been adopted.

PRIORITY 1 - Main Routes

PRIORITY 2 - Other Strategic Routes including Bus Routes*.

PRIORITY 3 - Main Urban Streets and School Bus Routes * †

PRIORITY 4 - All other routes as resources permit.

* Note route gritting will not necessarily be completed before buses start their journeys.

† Contracted school buses or mini buses.

The treatment routes, based on the priorities set out above, will be agreed by Area Committees and leaflets with maps showing the Priority 1 and 2 routes together with target treatment times will be distributed to the public at the start of each winter period.

3.2 TREATMENT TIMES - MONDAY TO SATURDAY

The service will be provided between 6 am and 9 pm, although Priority 4 routes are unlikely to start before 8 am and will not be treated after 6 pm.

3.3 TREATMENT TIMES - SUNDAYS AND PUBLIC HOLIDAYS (including Christmas Day and New Years Day)

A service will be provided between 7 am and 9 pm on Priority 1 Routes, Service Bus Routes (if applicable) and Main Urban Streets only.

3.4 PRECAUTIONARY TREATMENT

Precautionary treatment, carried out the previous evening, normally before 9 p.m., in advance of adverse weather, will in general be restricted to Priority 1 routes.

3.5 TREATMENT DURING SNOW CONDITIONS

Working hours may be extended during snow.

On Sundays and Public Holidays the routes covered may be extended during snow conditions.

3.6 TARGET TIMES FOR COMPLETION OF GRITTING ROUTES.

The following are the target times for completion of routes during conditions of ice and light snow.

PRIORITY 1 - 8.30 am

PRIORITY 2 - 9.00 am

PRIORITY 3 - 9.00 am

PRIORITY 4 - High areas and known trouble spots 9.30 am.

During conditions of moderate to heavy snowfall or drifting snow the times to complete routes will be significantly longer.

3.7 TREATMENT OF DIVERSION ROUTES.

Where a road, including a trunk road, is closed to traffic due to either planned works or an emergency situation then the agreed diversion route will be treated as follows.

Trunk Road Closure.

The agreed diversion route will be treated to Priority 1 standard and signs erected at each end of the diversion and any other junctions with trunk roads, stating that there will be no overnight salting.

In an emergency situation and after the Scottish Executive or its trunk road management and maintenance agents have notified the Council of the closure, every endeavour will be made to both treat the agreed diversion route appropriately and erect signs before the first overnight period.

Council Road Closure.

Any part of the agreed diversion route that is of a lower priority than the closed road will be treated to the same priority as the closed road.

4.0 TREATMENT OF FOOTWAYS, FOOTPATHS AND CYCLE WAYS.

Salting and gritting operations for ice and light snow conditions on adopted footways, footpaths and cycle ways will be carried out as set out below. Each gritting route will take a significant length of time to complete. The length of time taken will vary from day to day depending on actual weather conditions.

4.1 NETWORK HIERARCHY

It is not possible to treat every footway, footpath or cycle way at the same time. In the following the term "footway" includes footpaths and cycle ways. The following prioritised hierarchy has been adopted.

PRIORITY 1 - Main Urban Shopping Centres.

PRIORITY 2 - Footways serving Main Urban Areas, Schools, Hospitals and Minor Shopping Areas.

PRIORITY 3 - Other Footways as resources permit.

4.2 TREATMENT TIMES - MONDAY TO SATURDAY

The winter maintenance service will be provided between 6am and 6pm and routes will be treated on a priority basis.

4.3 TREATMENT TIMES - SUNDAYS AND PUBLIC HOLIDAYS

A service will be provided between 7am and Noon on Priority 1 routes only.

There will be no service for footways on Christmas Day or New Years Day.

4.4 TREATMENT DURING SNOW CONDITIONS

Working hours may be extended during snow conditions.

On Sundays and Public Holidays the routes covered may be extended as necessary during snow conditions.

5.0 GRITTING ROUTES.

Winter Maintenance Plans showing details of routes will be prepared by Area Roads & Community Works Managers and will be submitted to Area Committees for approval.

-- End of Policy Statement --



The Highland Council

Transport, Environmental & Community Services

Winter Maintenance Policy

August 2013

Winter Maintenance Policy

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- 2.0 GENERAL
- 3.0 TREATMENT OF ROADS.
- 4.0 TREATMENT OF FOOTWAYS.

THE HIGHLAND COUNCIL

Transport, Environmental and Community Services

Winter Maintenance Policy

1.0 BACKGROUND

- 1.1 Under Section 34 of the Roads (Scotland) Act 1984, a Roads Authority shall take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads.
- 1.2 This Winter Maintenance Policy relates to the Council's responsibilities as Roads Authority for adopted roads, cycle ways, footways and footpaths.
- 1.3 Cross Service Working arrangements exist between Services to ensure that Council properties receive an appropriate winter maintenance service. The appropriate Service Director will determine the appropriate level of winter maintenance service for footpaths, car parks and other areas that are the responsibility of the Council but are not on the list of public Roads.

2.0 GENERAL

- 2.1 With the operational management devolved to the Areas it is essential that a common Winter Maintenance Policy is in place to ensure a consistent service for drivers passing between local Areas.
- 2.2 It is the aim of Highland Council in respect of its winter maintenance service to:-
- 2.2.1 Provide a winter gritting and snow clearing service which, as far as is reasonably practical, using the resources available, permits the safe movement of vehicles and pedestrians on the adopted road and footway network and seeks to minimise delays attributable to weather conditions.
- 2.2.2 Conduct operations having regard to the requirements of the Health and Safety at Work Act 1974 and EU and Domestic Driver Hours Regulations.
- 2.3 The Council as Roads Authority is not responsible for Winter Maintenance on unadopted roads and will not provide a Winter Maintenance service for unadopted roads. It will however make every effort to provide assistance for emergency and medical services during severe weather conditions where there is an urgent need for safe access.
- 2.4 The responsibility for Winter Maintenance on Trunk Roads lies with Transport Scotland.
- 2.5 The Council will source Winter Weather Forecasting Services from recognised Meteorological Service Providers during the period 1st October to 30th April.

3.0 TREATMENT OF ROADS

The Council will endeavour to provide the highest level of service possible within the resource available. During winter, especially during severe weather, it may not be possible to keep every road free from ice and snow at all times.

The treatment of roads will be carried out based on a hierarchical system dependant on route priority. The time taken to complete the treatment of routes will vary from day to day depending on actual weather conditions and can be expected to increase significantly during periods of snow due to having to plough both sides of the road.

3.1 NETWORK HIERARCHY

The following prioritised hierarchy will be used to determine the order of treatment of roads.

PRIMARY (Highest)	Strategic, Regional, Sub Regional and Link roads which serve the larger communities and permit the majority of road users to travel across the region. Main & Local distributor roads in the larger urban settlements. High frequency service bus routes operating at least 6 days a week and starting prior to 7am with identified hazards.
SECONDARY	Roads connecting smaller communities to the primary network. Link and Service roads within the larger urban settlements. Service and school* bus routes not covered by the Primary network.
OTHER	Minor rural and local access roads. Residential roads in urban settlements.

Gritting may not be completed on all routes before buses start their journeys.

* Contracted school buses and/or mini buses (9 passenger seats or more)

The priority network will be agreed by Area Committee. Leaflets with maps showing the Primary and Secondary network will be made available to the public at the start of each winter period.

3.2 TREATMENT TIMES - MONDAY TO SATURDAY

The service will be provided between 6am and 9pm. Treatment after 6pm will in general be restricted to Primary routes only.

3.3 TREATMENT TIMES – SUNDAYS AND PUBLIC HOLIDAYS

3.3.1 Sundays, 25th December and 1st January

The service will be provided between 7am and 9pm and will be restricted to the Primary network only. During periods of sustained snow, or where significant snow conditions are forecast, the service may be extended to include difficult Secondary routes.

3.3.2 26th December and 2nd January

The service will be provided between 7am and 9pm and treatment will be restricted to the Primary and Secondary networks only. Where December 26th and January 2nd fall on a Sunday then a Sunday service will be provided.

3.4 PRECAUTIONARY TREATMENT

Precautionary treatment carried out the previous evening, normally before 9pm, in advance of forecasted adverse weather, will in general be restricted to Primary routes only.

3.5 TREATMENT DURING SNOW CONDITIONS

In times of severe weather, resources will be concentrated on keeping the Primary network clear and as a result there may be a delay before it is possible to treat the Secondary and Minor road network, including residential streets. In exceptional snow conditions external contractors will be deployed to assist with snow clearance.

3.6 SNOW GATES

For safety reasons Snow Gates are located on routes where drifting snow can make the route impassable very quickly. The closure and subsequent opening of snow gates will only take place with the authority of the Police.

The roads controlled by snow gates within the Highland area are as follows:

- A939 Bridge of Brown
- A939 Grantown to Dava
- A939 Dava to Ferness
- A832 Braemore to Dundonnell
- B9007 Carrbridge to Ferness
- B9176 Struie Hill Road
- Cairngorm Ski Road
- Bealach na Ba

In severe snow conditions the Council may withdraw resources from these roads and allow the storm to abate. In such circumstances resources may be diverted to assist snow clearing operations on other parts of the network. Additional resources may be employed during such snow conditions.

3.7 TARGET TREATMENT TIMES

The following are the target times for completion of routes during conditions of ice and light snow.

3.7.1 Monday to Saturday

PRIMARY ROUTES	8.30am.
SECONDARY ROUTES	9.00am.
OTHER	As resources and conditions permit.

3.7.2 Sundays, 25th / 26th December and 1st / 2nd January

PRIMARY ROUTES	9.30am.
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3.8 TREATMENT OF DIVERSION ROUTES.

Where a road, including a trunk road, is closed to traffic due to either planned works or an emergency situation then the agreed diversion route will be treated as follows.

Trunk Road Closure.

The agreed diversion route will be treated to Primary standard and signs erected at each end of the diversion and any other junctions with trunk roads, stating that there will be no overnight salting.

In an emergency situation and after Transport Scotland or its trunk road management and maintenance agents have notified the Council of the closure, every endeavour will be made to both treat the agreed diversion route appropriately and erect signs before the first overnight period.

Council Road Closure.

Any part of the agreed diversion route that is of a lower priority than the closed road will be treated to the same priority as the closed road.

4.0 TREATMENT OF FOOTWAYS, FOOTPATHS AND CYCLE WAYS.

Treatment for ice and light snow conditions on adopted footways, footpaths and cycle ways will be carried out as set out below. Each gritting route will take a significant length of time to complete. The length of time taken will vary from day to day depending on actual weather conditions.

4.1 NETWORK HIERARCHY

The following prioritised hierarchy will be used in determining the order of treatment of footways.

Priority	Description
PRIMARY	Main urban shopping centres. Primary cycleways.
SECONDARY	Footways serving main urban areas, schools, hospitals and minor shopping areas. Sheltered Housing and locations of special need with known identified hazards.
OTHER	Other footways as resources allow.

4.2 TREATMENT TIMES - MONDAY TO SATURDAY

The winter maintenance service will be provided between 6am and 6pm and routes will be treated on a priority basis as resources permit

4.3 TREATMENT TIMES - SUNDAYS AND PUBLIC HOLIDAYS

A service will be provided between 7am and Noon on Primary routes only.

There will be no service for footways on Christmas Day or New Years Day.

-- End of Policy Statement --