



City of Doncaster Council

Winter Service 2025/26

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Winter Service

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Winter Service

Introduction

This Policy identifies and outlines the plans and procedures for the delivery of Highway Winter Services within the City of Doncaster.

1. Objectives and limitations.

1.1. Objectives

To provide a winter service, which, as far as is reasonably financially affordable and physically practicable, will:-

- a. permit the safe movement of vehicular and pedestrian traffic on the adopted highway network,
- b. reduce the impact of the weather conditions on the national and local economy by maintaining movement of traffic and pedestrians,
- c. minimise delays and incidents directly attributable to the adverse weather conditions.

1.2. Limitations.

Given the scale of the financial, physical and other resources involved in delivering the Winter Service, the variety of weather conditions that may be encountered and the difficulties in maintaining high levels of plant utilisation for specialist equipment, it is not practically possible to:-

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

2. Safety, Serviceability and Sustainability

2.1 Safety

Winter Service Operations are essential for public safety. The carrying out of various salting activities and clearing the highway of snow help to achieve this together with advising the public on travelling in winter and self-help.

2.2 Serviceability

Maintaining the availability and reliability of the highway network is a key objective for the Winter Service. It is one where the user will tend to make judgements of performance immediately rather than longer term.

2.3 Sustainability

Low temperatures and the formation of ice can cause serious damage to the fabric of the highway running surface. Winter Service operations can therefore make an important contribution to whole life costs and performance of the highway.

The environmental impact of the service can be minimised by the appropriate use of materials, vehicles etc.

3 Legislation and Guidance

Legislation and guidance supporting the provision of winter service is that which is relevant to England, provided by the following Acts, Codes of Practice, Regulations and Guidance:-

3.1 Acts:-

3.1.1 Highways Act 1980 Section 41 and 150

The Highway Authority has a duty to clear highways of obstructions due to snow as well as taking reasonable precautions to keep the carriageway and footways free of ice.

3.1.2 The Railways and Transport Safety Act 2003 Section 111 (highways: snow and ice)

After section 41(1) of the Highways Act 1980 (c.66) (duty of highway authority to maintain highway) insert: - “(1A) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.”

“This is not an absolute duty, given the qualification of ‘reasonably practicable’, but it does effectively overturn previous legal precedence, albeit not with retrospective effect. Section 150 of the Act still imposes a duty upon authorities to remove any obstruction of the highway resulting from *‘accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause’*.”

3.1.3 Traffic Management Act 2004 – Network Management Duty

Part 2 of the Act places a network management duty on Local Traffic Authorities. Section 16 (1) states:

“It is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority’s road network; and

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.”

3.1.4 Health and Safety at work Act 1974.

Doncaster Council Risk Assessments.

3.2 Codes of Practice:-

3.2.1 Well Managed Highway Infrastructure: A Code of Practice

3.3 Regulations:-

3.3.1 Working time regulations.1998

3.3.2 Drivers hour's rules

3.4 Guidance:-

3.4.1 National Winter Service Research Group Practical Guidance. (NWSRG)

3.4.2 The resilience of England's Transport Systems in Winter Oct 2010. (DfT)

3.4.3 DMBC Winter Service Operational Document

4. Winter season

Generally three distinct risk periods for winter conditions are identified, High Marginal and Low.

For Doncaster these are identified in the table below

Period	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
Marginal (during which severe conditions are unlikely)							
Low (during which severe conditions could arise)							
High (during which severe conditions might normally be expected)							

Priorities and treatments.

5. Carriageway Network

5.1 Carriageway Priorities and treatments.

Network Priority	Description	Precautionary Treatment
1	Comprises the Strategic Network and Primary Route Network. (See Appendix A2).	Precautionary salting or salting for the treatment of ice shall be undertaken whenever necessary.
2 & 3	Comprises other 'A' class roads 'B' roads, some 'C' class roads and other roads providing main traffic links in urban areas and serving industrial estates.	These roads shall be treated in the same way as, Priority 1 roads. Treatment of priority 1, 2 & 3 networks may be combined for treatment.
4	This network covers urban and rural link roads, other well-used roads and most roads served by bus services. (Secondary routes)	These roads shall not normally receive precautionary salting and will be salted only in periods of severe weather ^{*(see sec 19)} . if the gritters are not required to deal with Priority 1, 2 and 3 roads.
5	Comprises the remainder of the rural/urban network.	As Priority 4 roads but following their treatment.

5.1.1. Requests from emergency services.

Requests from the emergency services for localised treatment of the highway due to accidents or similar shall be actioned as soon as reasonably possible (all relevant details must be recorded.)

5.1.2 Requests for a street(s) to be added for priority 2, 3 or 4 treatments.

Any requests for additions to the priority 2, 3 or 4 network schedules will be considered against the following criteria: - Usage type and numbers, local climate, available alternatives, recent changes in network layout or usage and the availability of physical and financial resources. (This salting network review will generally only be undertaken during the pre-winter planning stage each year).

5.2 Treatment operations.

i. For precautionary salting the priority 1, 2 & 3 networks are normally treated in a combined manner in order to optimise the efficiency of the salting operations. (See plan at appendix A3)

ii. On occasions, dependant on forecast weather conditions the Priority 1 network may be treated independently due to working / duty hours' time constraints.

iii. Should issues occur beyond the control of the authority, it may on occasions, be necessary to reduce network treatment or the treated network. Should such a situation arise treatments may be reduced to either Priority 1 or Priority 1 & 2 roads. (Subject to discussions with senior management prior to any implementation - see 24.2.3)

iv. Where time, resources and working hours permit, and it is expedient to do so, all or some of the Priority 4 carriageway network, may, in advance of forecast severe weather^{*(see sec 19)}, receive some pre-treatment.

v. Salting shall not be undertaken between the stop lines of level crossings, even when covered with snow, as guided by Network Rail and Well Managed Highway Infrastructure – Code of Practice.

6. Footway Network Priorities and Treatment.

Priority	Description	Overnight Frost	Daytime Frost	Extended Frost
1	High usage areas with localised known cold spots.	Treatment completed by 08:00 hrs next day.	Monitor and reactive treatment as necessary	Monitor and reactive treatment as necessary
1a	Busy urban shopping areas and main pedestrian routes outside hospitals.	No Precautionary treatment	Monitor and reactive treatment as necessary – within available resources	Monitor and reactive treatment as necessary – within available resources
2	Medium usage routes through local areas feeding into priority 1 locations. Outside local shopping / medical centres, schools etc. Particularly steep gradients / steps where there are heavy concentrations of pedestrians.	No Precautionary treatment	Monitor and reactive treatment as necessary following any priority 1 & 1a works and within available resources	Monitor and reactive treatment as necessary following any priority 1 & 1a works and within available resources.
3	Linking local access footways through urban areas paths adjacent to OAP housing areas other steep gradients and busy footways.	No Precautionary treatment	No planned treatment.	Monitor and reactive treatment as necessary following Pr 2 footways – within available resources
4	Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.	No Precautionary treatment	No planned treatment	Monitor and reactive treatment as necessary following Pr 3 footways – within available resources
Subways	Access ramps and slopes	Monitor and reactive treatment as necessary	Monitor and reactive treatment as necessary	Monitor and reactive treatment as necessary
Footbridges **	Steps / ramps / decks	Treatment completed by 08:00 hrs next day. **	Monitor and reactive treatment as necessary	Monitor and reactive treatment as necessary

**** Treatment of footbridges may vary from that for other footway areas dependant on forecast conditions given that they can be colder than other surfaces.**

7. Cycleway Priorities and Treatment.

Priority	Description	Overnight Frost	Daytime Frost	Extended Frost
1	Cycle lane forming part of the carriageway	Treatment included where on a carriageway priority 1, 2 or 3 route.	Treatment included where on a carriageway priority 1, 2 or 3 route.	Treatment included where on a carriageway priority 1, 2 or 3 route.
1a	High usage cycleway with localised known cold spots.	Treatment completed by 08:00 hrs next day.	Monitor and reactive treatment as necessary	Monitor and reactive treatment as necessary
2	Cycle track. Non-contiguous with the carriageway and shared cycle / pedestrian paths segregated or non-segregated.	No precautionary treatment.	No Precautionary treatment	Treatment undertaken when resources available in conjunction with Pr3 footways.
3	Cycle trails	Not covered under this policy	Not covered under this policy	Not covered under this policy

8. Treatment for Snow Conditions

8.1 Carriageways

Snow clearing / ploughing will not usually commence until the snow depth exceeds 25mm with further amounts of falling and settling snow expected.

Ploughs shall be set to clear all possible snow from the carriageway surface and shall follow any specific guidance contained in the operational details.

Note: - Pre-salting carried out in advance of snow and the action of traffic thereon greatly assists in the dispersal of lying snow.

8.1.1. Carriageway action for snow.

Network Priority	Description	Treatment for Snow
1	Comprises the Strategic and Primary Road Network. See (Appendix A2).	In the event of snow, ploughing shall continue until all traffic lanes are clear. **
2 & 3	Comprises other 'A' class roads 'B' roads, some 'C' class roads and other roads providing main traffic links in urban areas and serving industrial estates.	These roads shall be treated in the same way as, but following or in conjunction with the Priority 1 network.**
4	This network covers urban and rural link roads other well used roads and most roads served by bus services.	When necessary, snow clearing shall commence as soon as possible once the Priority 1, 2 and 3 roads have been cleared.
5	Comprises the remainder of the rural/urban network where accessible by the gritting vehicles.	As Priority 4 roads but following their treatment.

8.1.2 Streets with traffic calming and Railway Crossings **

Any streets where traffic-calming measures have been introduced that impede effective, efficient or safe ploughing actions, may not be attended to in advance of priority 4 streets.

Before any ploughing commences over any level crossing the driver must stop and telephone the signalman for permission to proceed and then inform the signalman when past the crossing as guided by Well Managed Highway Infrastructure – Code of Practice.

8.1.3. Use of other resources

When conditions are such, additional resources, (i.e. local farmers or contractors) maybe called on to assist with additional snow ploughing actions. Recognised Snow Wardens may also assist in their local areas.

8.2 Footways

Priority	Description	Treatment for Snow
1	High usage areas with localised known cold spots.	Monitor and reactive treatment as necessary, within available resources. When time and resources allow precautionary treatment will normally be undertaken in advance of snowfall.
1a	Busy urban shopping areas and main pedestrian routes, Outside hospitals,	Monitor and reactive treatment as necessary, within available resources. When time and resources allow some precautionary treatment may be undertaken in advance of snowfall.
2	Medium usage routes through local areas feeding into priority 1 locations. Outside local shopping / medical centres, schools etc. Particularly steep gradients / steps where there are heavy concentrations of pedestrians.	Monitor and reactive treatment as necessary – within available resources following Pr 1 & 1a footway treatments.
3	Linking local access footways through urban areas paths adjacent to OAP housing areas other steep gradients and busy footways.	Treatment not normally undertaken except in specific circumstances i.e. during severe weather – Following Pr 2 and within available resources.
4	Footways associated with low usage...	Treatment not normally undertaken except in specific circumstances i.e. during severe weather and within available resources following Pr 3 work.
Footbridges / Subways	Access ramps / steps/ decks	Monitor and reactive treatment as necessary. When time and resources allow precautionary treatment will normally be undertaken in advance of snowfall on footbridges.

A schedule of prioritised locations for footways will be prepared. (See Appendix B - Operational document).

8.2.1 Work on footways may be undertaken using any additional available resources from within the authority when available or by recognised Snow Wardens.

8.3 Cycle Ways

Snow clearing from cycle lanes and tracks may be attended to following necessary works on carriageways and footways and when suitable resources become available.

Category	Description	Treatment for snow
1	Cycle lane forming part of the carriageway	Treatment included where on carriageway priority 1, 2 or 3 route.
1a	High usage cycleway with localised known cold spots.	Monitor and reactive treatment as necessary, within available resources. When time and resources allow precautionary treatment will normally be undertaken in advance of snowfall.
2	Cycle track. Non-contiguous with the carriageway or Shared cycle / pedestrian paths segregated or non-segregated.	Where non-contiguous with the carriageway and shared with a priority footway the cycleway will be attended to at the same time. Other cycle tracks may be attended to as resources allow following priority 3 footway treatments.
3	Cycle trails	Not covered under this policy.

Note:-

Given the location of cycle lanes where delineated by white lines within the carriageway it may not be possible to clear or remove snow from all of these areas.

9. Salt Bins

9.1 Provision

Salt bins can be a useful addition on the network if placed in appropriate locations, managed, serviced and utilised. It is unrealistic to place out bins in such numbers that they cannot be serviced and refilled when needed most.

Salt bins may be provided on, and for use within, the public highway where certain criteria are met.

9.1.1 Carriageways

- i. At sites on the public highway where the vertical or horizontal profiles are such that problems for the public may be foreseen and they are not on a Pr 1, Pr 2 or Pr 3 precautionary treatment route. (a vertical profile will normally need to exceed a gradient of 10%).
- ii. On precautionary treatment routes only where previous experience has shown a particular risk.

9.1.2 Footways

- i. Where requested to help facilitate treatment on footways, these will be considered alongside those for carriageways.

9.1.3 Assessments

- i. Given the number of requests for salt bins and the need to ensure a holistic approach to this area of the service, all current salt bins and requests for new bins will be subject to an annual review and a scored site assessment.

9.2 Removal.

- i. Salt Bins at locations that are subject to repeated vandalism or complaints will be removed.

- ii. Salt bins will be removed where network changes etc. are carried out, and the risks alleviated or removed, resulting in a reduced assessment score.

9.3 Location

- i Salt bins wherever possible shall be sited away from trees, hedges, grassed areas and watercourses etc. for environmental reasons.
- ii Bins shall only be located where they may be used safely and will not impede / obstruct the use of the highway.
- iii. For practicality and efficiency, salt bins will not be located closer than 250m to each other.

9.4 Maintenance

- i Bins will be checked, replaced, filled as necessary prior to the start of 'high' winter period and refilled as necessary subject to available resources until the 'high' winter period is over.
- ii Unless otherwise specifically identified, salt bins will remain on site outside of the winter period.

10. Winter Standby Period

10.1 The winter standby period is determined annually (in general it will be from the 1st Monday in November until the 2nd Monday in the following March). These start and finish dates do vary from year to year dependant on the seasonal forecast conditions and are agreed with the Head of Service for Highways.

10.2 A stand-by system will be operated which ensures drivers and supervisors will be available as far as is reasonably practicable, to carry out precautionary salting activities within the constraints of duty, driving hours and working time directive(s).

It is anticipated that under normal circumstances one evening action and / or one morning action will suffice.

10.3 It should be noted that there might be, on occasions, due to legislation on duty hours when precautionary salting cannot be undertaken at the most appropriate time reflective of the prevailing weather conditions.

11. Vehicles and Plant

11.1 Gritting Vehicles

11.1.1 A range of demountable and purpose built vehicles and pedestrian units will be maintained for gritting purposes. (See section B5 in the operational document)

11.2 Calibration and Monitoring

11.2.1 All vehicles shall be calibrated prior to the start of the winter season giving consideration to the materials being used and the manufacturer's specifications and recommendations. A calibration certificate is provided for each vehicle at the start of each winter period. Vehicles shall be monitored during the season for any signs of deviation from correct operation. Any suspected operating problems shall be reported and re - calibration or maintenance shall be carried out as necessary.

11.3 Other Plant

11.3.1 Additional plant and drivers may be hired in as necessary from local plant hire companies; farmer's etc.

12. Forecasting and Decision Making

12.1 Forecasting

12.1.1 The Authority will procure a weather forecasting service from a competent forecast provider for the period 1 October to 30 April each year. Should the winter period become extended for any reason this service may be extended as necessary.

12.2 Decision Making

12.2.1 Decisions shall be made based on the guidance contained in Well Managed Highway Infrastructure, and tables below.

Decision Making Procedure (For Guidance Only)

		Predicted Road Conditions		
Road Surface Temperature	Precipitation etc.	Wet	Wet Patches	Dry
May fall below 1°C	No rain No hoar frost No fog	Salt before frost	Salt before frost (see note A)	No action likely, monitor weather
Expected to fall below 1°C	No rain No hoar frost No fog			
	Expected hoar frost Expected fog		Salt Before Frost (See note B)	
	Expected rain BEFORE freezing	Salt after rain stops		
	Expected rain DURING freezing	Salt before frost and after rain stops (see note C)		
	Possible rain Possible hoar frost Possible fog	Salt before frost		Monitor weather conditions
Expected snow		Salt before snow fall		
Freezing Rain	Before rain	Salt before rainfall (see note C)		
	During rain	Salt during rainfall (see note C)		
	After rain	Salt after rainfall (see note C)		
The decision to undertake precautionary treatments should, if appropriate, be adjusted to take account of residual salt and/or surface moisture.				

A. Particular attention should be given to any possibility of water running across carriageways and such locations should be monitored and treated as required.

B. When a weather warning contains reference to expected hoar frost considerable deposits of frost are likely to occur and close monitoring will be required. Particular attention should be given to the timing of precautionary treatments due to the possibility that salt deposited on a dry road may be dispersed before it can become effective.

C. Under these circumstances rain will freeze on contact with running surfaces and full pre-treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period.

Recommended Spread Rates Precautionary Salting		
Predicted Road Surface Temperature (RST)	ABP Treated Salt (6mm)	
	Dry/Damp Road	Wet Road
At or above -2.0°C	8	10
-2.1°C to -3.0°C	10	15
-3.1°C to -5.0°C	10	20
-5.1°C to -7.0°C	15	2 x 15
-7.1°C to -10.0°C	20	2 x 20
-10.1°C to -15.0°C	2 x 15	3 x 20

2 No treatments required

Note guidance re any appropriate interpolation

12.2.2 On working days (Monday to Friday, excluding Bank Holidays and corporate closedowns) the initial decision(s) on any action(s) required will be made by the Highway Asset Maintenance office, in conjunction with the Highway Duty Officer. The Highway Duty Officer will be responsible for the monitoring of conditions, decision making, and subsequent revisions, after the initial decision and on non-working days.

12.2.3 Initial decisions will normally be made by 13:30 hrs each day for planned action during the period 15:30 to 07:30 hrs.

12.2.4 Decisions on any action required or not as appropriate will be communicated to operational staff and managers by email or other electronic means and advised to adjacent local authority's key contacts and emergency services for information.

12.3. Decision Recording

12.3.1 All decisions, action or no action, shall be recorded on the appropriate forms.

When the road surface temperature (RST) is forecast to be ps. 3 degrees C or lower or snow is forecast, a full record supporting the decision shall be documented.

12.4 Decision Support Systems.

12.4.1 A decision support system and supporting information shall be available to assist the decision maker. This will include all those marked ***and all or some of the remainder.

***Weather forecasts (both 24Hr and longer term)	***Surface state information	Route based information
***Temperature graphs	***Records of past action	***Traffic levels guidance
***Target spread rates for conditions	***Vehicles spreading capability and performance	***Condition of salt stocks
***Ice detection	***Weather radar	

12.4.2 Any decision support system(s) or equipment shall be suitably calibrated and maintained in accordance with the manufacturer's recommendations.

12.5 Residual Salt

12.5.1 The decision to salt should include a risk assessment of the probability of ice and hoar frost forming against residual salt levels by considering the following factors:

- time since last salting
- the amount and rate of any rainfall (>2mm/h may wash-off salt)
- surface water from various sources including runoff, absorption, leaks, etc
- sensor information
- traffic
- wind

Residual salt should not normally be relied on for more than 2 nights, this includes the night the treatment was for– i.e. if other factors are acceptable and there was a treatment on day 1 then it may be possible to not salt on day 2 but day 3 should be treated.

13. Training

13.1 Decision makers

13.1.1. The authority's decision makers will have undertaken initial and subsequent refresher training as required. Training will be sourced from appropriate forecast or training providers including a suitable Winter Decision Makers Course, and mentoring by suitably experienced staff where appropriate.

13.2 Drivers and Supervisors

13.2.1 All drivers of council winter service vehicles and winter service supervisors shall be trained to a suitable standard.

13.3.2 Other persons involved in winter service provision shall receive training as necessary and appropriate.

13.3 Snow Plough mates

13.3.1 Plough mates shall receive instruction and training where necessary on the responsibilities and duties associated with snow ploughing.

13.4 Other Winter Service Operatives

13.4.1 Instruction and training shall be given where necessary on their duties and responsibilities.

13.5 Snow Wardens

13.5.1 Any Snow Wardens shall be trained as in 13.4.1 above.

14. Response and Treatment Times

14.1 Response time.

14.1.1 This is the period between a decision being taken to begin treatment and loaded vehicles leaving the depot.

14.1.2 Where the decision to treat has not been forward planned i.e. during the working day, the realistic target response time is ninety minutes.

14.2 Treatment time.

14.2.1 This is the period between the loaded vehicles leaving the depot and the completion of treatment on all priority 1, 2 & 3 routes.

14.2.2 The target treatment times for precautionary salting is a maximum of 3½ hours, the average being 2¾ hours. It should be recognised, however, that actual treatment times will vary in different weather and traffic conditions.

14.3 Treatment records.

14.3.1 Supervisors, shall keep records of all treatments and actions electronically, including, but not limited to:-

Instructions received	Treatment start time
Treatment completion time	Action(s) undertaken
Problems encountered/observed	Driver details
Material usage	Duty hours and breaks
Supervisor details	Breakdowns

15. Materials

15.1 Materials

The following may be used

Rock salt to BS 3247-2011 (10mm grade) with or without additive.

Rock salt to BS 3247-2011 (6mm grade) with or without additive.

A De Icing liquid shall be used on footbridges for precautionary and other treatment as appropriate.

Abrasives shall be used as necessary or mixed with rock salt when temperatures necessitate.

15.2 Delivery and Storage

15.2.1

Subject to any external factors a minimum stock of rock salt is to be held as per the table in Section 21.

15.2.2

Stock levels shall be monitored by the Highways Asset Maintenance office over the winter period to ensure adequate supply. Particular attention shall be paid during any increased levels of operation or in advance of significant forecast weather conditions.

15.2.3

All materials shall be stored in an appropriate and safe manner while maintaining optimum condition as far as possible.

Salt being used for precautionary salting shall be tested and checked for moisture content on a regular basis.

The effects of run off and leaching shall be considered and any necessary controls complied with.

16 Spread rates and material usage

16.1 Route design

Taking into account the use of treated salt and guidance from spread rate tables, precautionary treatment routes shall be designed based on a maximum spread rate of 18g/Sqm per single treatment unless re-loading is planned.

16.2 Carriageways

Material usage options.

Material	Precautionary (Frost)	Pre Snow	Snow / Ice	Post Snow
Treated Rock salt (6mm)	Yes	Yes	Only if untreated not available	Yes
Untreated Rock salt. (10mm)	Only if treated salt not available. (and to be discussed with maintenance office)	Yes	Yes	Yes
Abrasives. (6mm)	N/A	N/A	As necessary or mixed with rock salt.	N/A

Determination of spread rates shall be based on the appropriate tables from the latest issued guidance from the NWSRG as referred to in the document 'Well managed highway infrastructure', as well as the recommendations covered in 12.2.1.

The above includes cycleways which run alongside the carriageway at the same level.

16.3 Footways and Subways

Material	Precautionary (Frost)	Pre Snow	Snow / Ice	Post Snow
Rock salt (Untreated)	Yes	Yes	Yes	Yes
Rock Salt (Treated)	Yes	N/A	N/A	Yes
Additional Abrasives	N/A	N/A	As necessary or mixed with rock salt.	N/A
Liquid De-Icer	Yes	Yes	Yes	N/A

The above includes cycleways which run alongside the footway at the same level.

16.4 Footbridges

Footbridges	Precautionary (Frost)	Pre Snow	Snow / Ice
Liquid De Icer	Y	Y	Y
Treated Rock salt	Y	Y	Y

16.5 Salt Bins

Salt Bins
Untreated Rock salt (10mm)

16.6 Effectiveness of Salt

16.6.1 Low temperatures

It should be noted that rock salt starts to become less effective when the temperature falls below minus 5° C and below minus 11° C salt becomes virtually ineffective.

16.6.2 Low humidity

Where conditions with Low Humidity occur consideration should be given to additional later treatments.

16.7 Materials for Severe Conditions

During severe or prolonged conditions sand, grit etc. (which acts as an abrasive) may be used to augment supplies and assists in the breakdown of any ice that may have formed.

A De Icing liquid with additives may be used for treatment as appropriate.

17. Publicity and Public Contact points

17.1 Publicity

Information on the winter service provision shall be made available to the public via press releases and the Doncaster Council website. Social media may also be used to advise once treatments are complete and when other activities such as snowploughing are in progress.

17.2 Contact.

Enquiries to the council may be made via the Council contact centre on 01302 736000.

18. Works for outside bodies / other departments.

18.1 Works will only be undertaken for other council departments if resources are available and they are not required for works on the public highway. Any agreed works to be carried out would only be done on a fully rechargeable basis.

18.2 Works for external or private bodies will not normally be undertaken.

18.3 Reciprocal arrangements with adjacent local authorities will be put in place where both parties agree and such arrangements have a beneficial outcome with regards to efficiencies and network continuity provision.

19. Definition of terms.

For the purposes of the provision of the winter service, the following terms are used: -

1. Carriageway network definitions.

- a Strategic Routes – Those as defined nationally.
- b Primary Route Network (PRN) - Principal 'A' class Roads linking between primary destinations
- c Precautionary Salting Network – The network defined to receive treatment on a precautionary basis.
- d Secondary Route Network – The carriageway network defined for treatment in severe weather.

2. Main Bus Route

A road with bus stops on it as advised to Doncaster Council by SYMCA.

3. Main Traffic Links

Roads that link residential / industrial areas to the precautionary salting network.

4. Urban Roads

Roads subject to a 40mph or lower speed limit

5. Rural Roads

Roads subject to speed limit in excess of 40mph

6. Highway

Defined as the adopted carriageway, footway, pedestrianised area or cycleway for which the City of Doncaster Council is the maintaining Highway Authority

7. Normal Working Day

Deemed to be the period between 07:30 and 15:30 Monday to Thursday (15:00 Friday)

8. Frosts

- a Extended Frost – Where a visible hoar frost (not snow or ice) is present for more than 24 hrs with a forecast for road surface temperatures not to rise above zero for a further 24 hrs.
- b Daytime Frost – Where a visible frost is present and forecast to be present past 12:00 hrs
- c Overnight Frost – Where a visible frost is forecast / occurs overnight but is not forecast beyond 12:00 hrs

9. Normal Conditions

Road and weather conditions that might normally be expected during the winter period. (this includes frosts, rain, winds, light snow etc.)

10. Severe Weather

Defined as 'widespread ice or snow (not frost) is present on the network for more than 24 hrs with a forecast for road surface temperatures not to rise above zero for a further 24 hrs.

11. Extreme Conditions

When factors outside the control of the authority affect the ability of the authority to deliver its pre-determined policy in normal winter conditions or weather conditions themselves are declared as such.

20. Action during extreme conditions

Where due to circumstances outside of the control of the Authority it is recognised that continuing action in accordance with the pre-determined policy cannot be maintained, treatment shall be reviewed and tailored in discussion with senior management.

This will be based on available resources, network priorities, current weather and forecast conditions.

21. Resilience – Salt stocks

In endeavouring to ensure adequate provision has been made throughout the service in respect of resilience the following should be considered as 'necessary'.

Resilience stock levels recommended are as shown in the table below.

Precautionary network Treatment:

	Days	Runs /day (No)	Spread rate (g)	Tonnes / run	Total (Tonnes)
1st marginal period	6	4	20	80	1920
1st low period	8	4	20	80	2560
High period	12	4	20	80	3840
2nd low period	8	4	20	80	2560
2nd marginal period	6	4	20	80	1920

This stock will be made up as shown in the table below.

Depot	Measured date	Protection	6mm Thawrox +	10mm Thawrox	Total (Tonnes)
North Bridge					
Barn	April 2025	Barn	2353	N/A	
East Side (1) (Area 2 - adj Access rd.)					
2023 stock	April 2025	Sheeted	N/A	1447	
East Side (2) (Area 2 - adj M/way)					
2023 stock	April 2025	Sheeted	N/A	769	
East Side (3) (Area 1 - adj to gate)					
2024 stock	April 2025	Sheeted	N/A	1322	
In Stock	September 2025		2353	3538	5891
On Order	N/A		0	0	0
Total-at start of winter			2353	3538	5891

Fuel stocks

Doncaster Council Transport Services manage available fuel stock.

Fuel stocks are held at North Bridge Depot as below.

Fuel	Max (Litres)	Re Order level (Litres)
Diesel	72,000	25,000

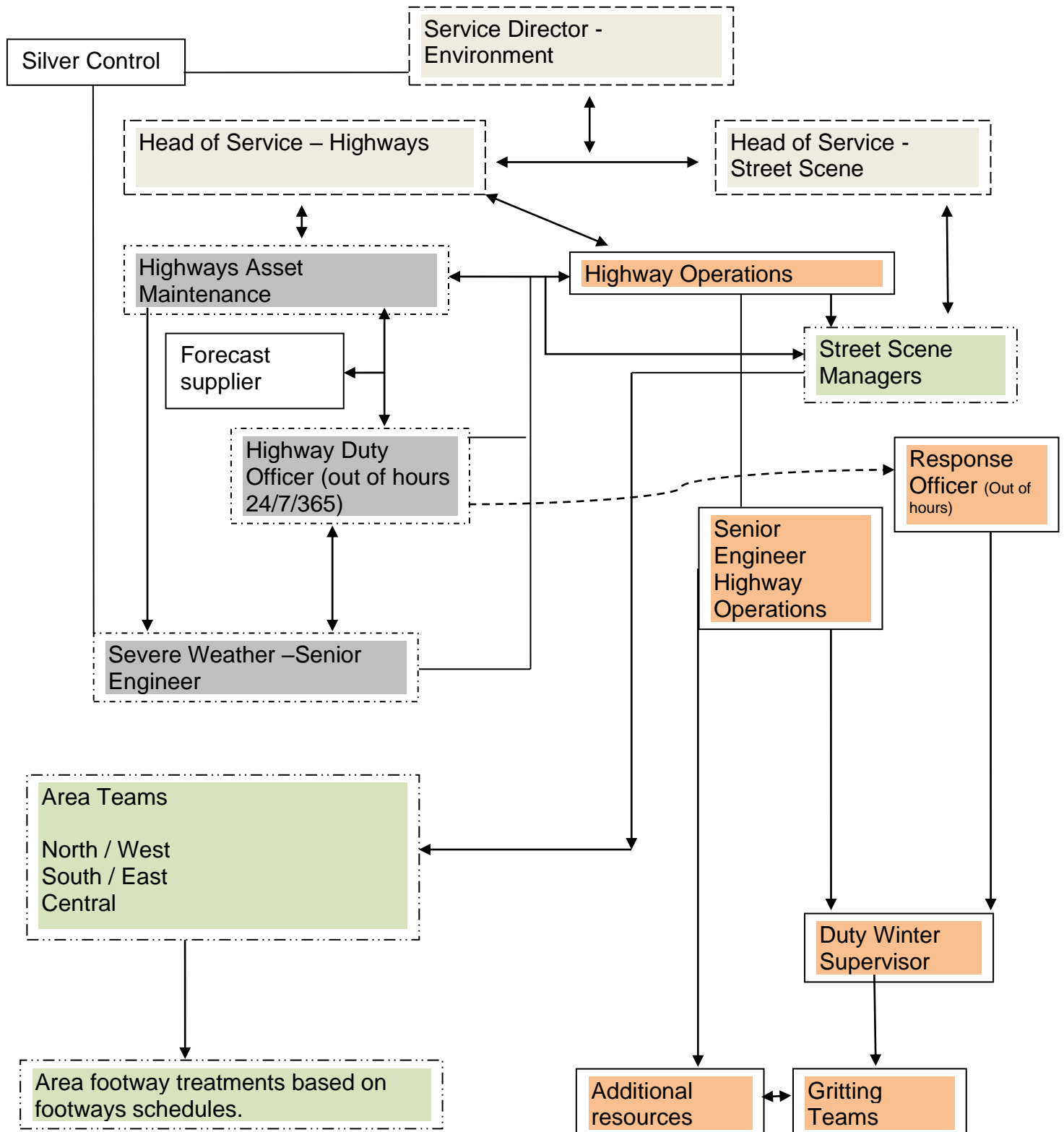
Highways operations supervisors also have access to fuel cards should they be needed.

Staffing

Plans shall be in place to be able to roster for 24Hr working single staffing or double staffing operations during the appropriate periods and taking into account driving and duty hrs legislation etc.

22. Command and Control Structure.

The command and control structure for winter service shall be as below:-



23 Winter Service Implementation - Functions and Activities.

Policy	Highways Asset Maintenance	Highway Operations	Street Scene	Transport	Duty Officer
	Policy preparation and operation	Operating the policy	Operating the policy	Operating the policy	Operating the policy
	Approval of policy				
	Additions/deletions to salting network				
	Prec. Route planning				
	Standards				
	Secondary route listings.				
	Footway treatment schedules		Input to footway schedules		
General implementation					
	Forecast and other information provision	Duty rota-drivers and supervisors	Record keeping	Plough maintenance	Duty Officer rota
	Necessary training	Vehicle Checks		Vehicle maintenance	
	Route maps	Necessary training		Fuel stocks	
	Salt stocks & monitoring	Vehicle communications		Gritter calibration	
	Record keeping	Record keeping		Duty fitters	
	Snow plough contractors				

General implementation	Highways Asset Maintenance	Highway Operations	Street Scene	Transport	Duty Officer
	Dedicated plant acquisition/ specification	Vehicle monitoring		Loading shovel maintenance.	
	Information and publicity / liaison	Risk assessments		Dedicated plant acquisition.	
	Vehicle Telematics	Vehicle Telematics		Record keeping	
				Vehicle telematics	
Operation - Precautionary salting	Highways Asset Maintenance	Highway Operations	Street Scene	Transport	Duty Officer
	Forecast monitoring	Salting operations	Treat footways as instructed	Vehicle repair	Forecast Monitoring
	Decision making	Record keeping	Record keeping	Record keeping	Decision Making
	Public information / Liaison	Monitoring vehicles and actions			
	Invoking secondary route treatments	Out of hours response officer and supervisor.			
	Record keeping				
	Network Monitoring				

Operation - Snow clearing	Highways Asset Maintenance	Highway Operations	Street Scene	Transport	Duty Officer
	Forecast monitoring	Additional manning for ploughs	Area teams footways clearing and treatment	Vehicle repair / maintenance	Forecast monitoring
	Decision making	Shift / rota working	Record keeping	Plough fitting	Decision making
	Snow clearing procedures carriageway and footway	Record keeping		Record keeping	Invoking / instructing Pr 4 and other route treatments
	Public information	Monitoring vehicles and actions.			
	Invoking / instructing Pr 4 and other route treatments	Organisation, Instruction and Supervision of additional contractors.			
	Network Monitoring				

24. Standard Operating Procedure.

24.1 Normal Conditions

During normal conditions winter service operational decisions will be made on a daily basis via the Highways Asset Maintenance office / Duty Officer.

24.2 Escalation

24.2.1 The Highways Asset Maintenance office and highways duty officer will monitor weather forecasts and conditions throughout the period and be aware of any significant events that may be forecast. Any potential identified issues shall be brought to the attention of the Highways Head of Service.

24.2.2 Where a need for resources and or action outside of normal winter conditions is identified, then Highway Operations shall be advised as soon as possible.

24.2.3 In the event of severe weather conditions, information will be provided to the Service Director (Environment) and arrangements made for such publicity as may be necessary to advise the public of operations being / to be undertaken.

APPENDIX A1 – Circulation List

CIRCULATION LIST

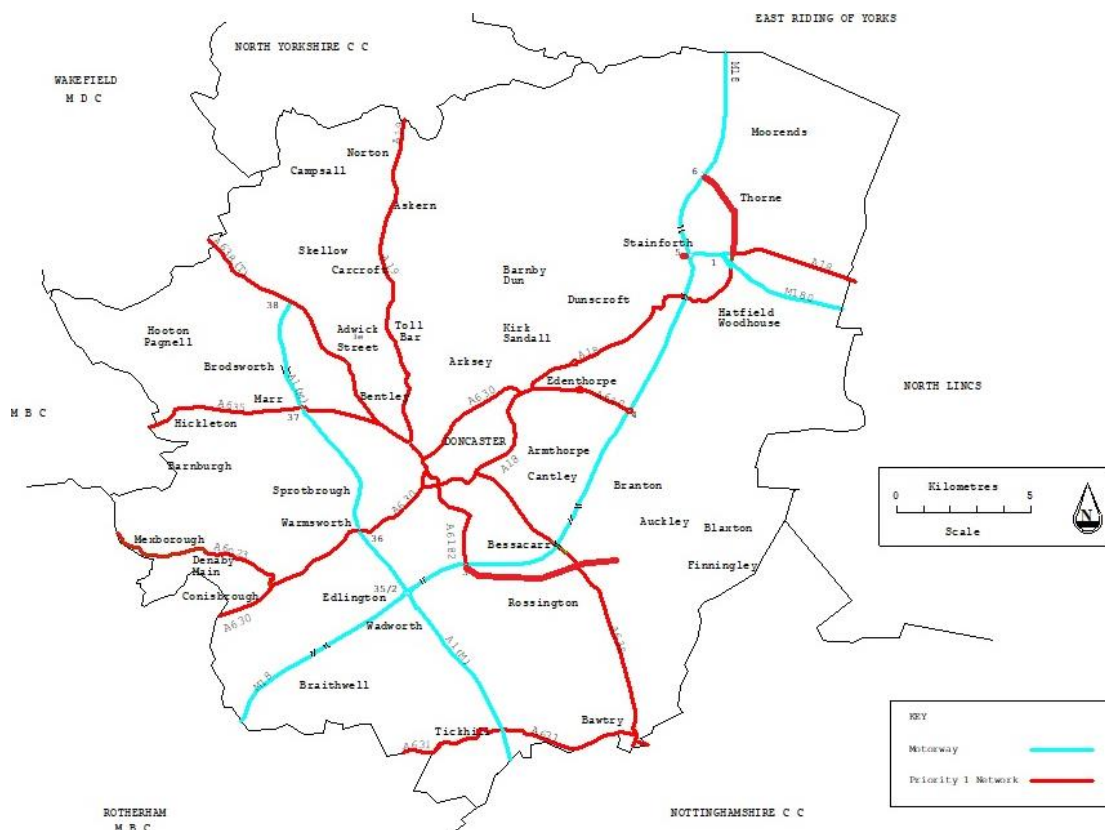
	Method & N ^o
<u>City of Doncaster Council</u>	(E)lectronic / (P)rinted
Mayor	(E1)
Executive Director of Place	(E1)
Portfolio Holder	(E1)
Members Library	(P1)
Transport Manager	(E1)
Service Director for Environment	(E1)
Network Manager	(E1)
Emergency Planning	(E1)
Highways Operations	(E1)
Head of Service –Highways	(E1)
Head of Service – Street Scene	(E1)
 <u>Adjacent Authorities</u>	
Barnsley MBC	(E1)
East Riding of Yorkshire Council	(E1)
North Yorkshire Council.	(E1)
Nottinghamshire C.C.	(E1)
Rotherham MBC	(E1)
Wakefield MBC	(E1)
National Highways	(E1)
North Lincolnshire Council	(E1)
 <u>Other Organisations</u>	
South Yorkshire Mayoral Combined Authority	(E1)
South Yorkshire Police	(E1)
South Yorkshire Fire Service	(E1)
Yorkshire Ambulance Service	(E1)

APPENDIX A2 – Priority 1 Network

Winter Service Priority 1 Network

<u>Road</u>	<u>Description</u>	<u>Route</u>
A18	A630 Balby → North Lincs Boundary	2 + 3 + 9 + 10
A19	A630 → North Yorks. Boundary	1 + 8
A631	Notts. Boundary → Rotherham Boundary	3 + 5
A635	A638 → Barnsley Boundary	7
A6023	A630 → Rotherham Boundary	6
A6182	A18 → M18 → A638	4
A60 (Part)	(Through Tickhill)	5
A630	Rotherham Boundary → M18	6 + 9 + 10
A638 (N+S)	Notts. Boundary → Wakefield Boundary	4 + 8 + 9

PLAN SHOWING PRIORITY 1 NETWORK



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NORTH YORKSHIRE

EAST RIDING OF YORKSHIRE

WAKEFIELD MBC

NORTH
LINCS

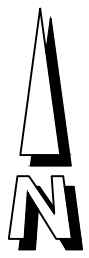
BARNSELY MBC

ROTHERHAM MBC

NOTTINGHAMSHIRE



City of
Doncaster
Council



WINTER SERVICE PLAN 2025 / 2026

Route	Key
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
Railways	

Motorway network [M18/M180/A1(M)/A1(T)] is maintained by National Highways

Roads treated by other authorities

