

Rec #	Recommendation	Comments	Current position	Date
1	Councils, local transport operators, service providers and businesses should work together to review winter resilience plans to ensure that they reflect priority needs locally. This should include coordination of policies and plans across administrative borders to ensure consistency in the way that road networks are treated and services are delivered.	BHCC's previous Winter Service Plans have been reviewed in consultation with other service providers and partner agencies	Working with Civil Contingencies Officer, several planning meetings have been held during summer including via the Sussex Resilience Forum. Highways have also met directly with individual services to ascertain priority needs. BHCC highways collaborates with neighbouring authorities regarding winter service.	Completed November 2010 but ongoing for future winter plans
2	Councils should provide clear information to the public and local partners on the levels of service they can expect in the event of severe winter weather, both in advance of the winter and during periods of exceptionally cold weather.	BHCC provided ongoing communications during the January 2010 snow event using the website	BHCC has prepared a Comms plan for winter 2010-11. Local partners have where possible been included in planning meetings	Nov-10

3	Service providers and businesses should also review their contingency plans to ensure that they can respond effectively in the event of reduced road networks and suspension of services.	Principally an action for other services	<p>The Sussex Resilience Forum (SRF) have undertaken a review of contingency planning for the Sussex Police area following the recent severe winter. The Environment Agency has led a number of Task and Finish Groups to develop our response to protracted periods of severe weather. The highways issue is only one of a series of problems faced during severe weather. These groups are scheduled to report back to the SRF Executive on 28 October for the revised plans to be approved and able to be invoked for the forthcoming winter. They include an improved warning system, improved communications plan.</p>	Nov-10
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4	<p>The government should issue clear and unequivocal advice to individuals and organisations that they will not be at risk of litigation should they clear footways themselves. If, as we saw last winter, government lawyers feel unable to advise Ministers to give such guidance, the government should bring forward legislation to clarify the position.</p>	<p>Principally an action for national government.</p>	<p>BHCC gave out legal advice regarding liability during January 2010 and will do so again or will incorporate national government advice if issued.</p>	<p>Winter 2010-11</p>
5	<p>The government should recognise that salt supply is a strategic resilience issue, make it clear to the firms involved that that is the government's view, and liaise with suppliers during the spring and summer to ensure that the suppliers have business continuity plans in place for the prospect of a winter of high demand.</p>	<p>Principally an action for national government and the salt suppliers</p>	<p>BHCC has a service contract in place for supply of salt and has a good relationship with the supplier.</p>	<p>Ongoing</p>

6	Salt suppliers should improve communications with their customer base to ensure that even in times of high demand or when Salt Cell is in operation, they can provide accurate information about the size and timing of deliveries to councils. This is essential in assisting councils in making mutual aid arrangements and improving the possibility of joining up orders and deliveries to groups of councils in an area.	Principally an action for salt suppliers	BHCC has a good relationship with the supplier - for example, deliveries were received between Christmas & New Year when this would normally not occur. BHCC has and will work with the Salt Cell as required	Ongoing
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7	The government should secure an agreed way of working with the salt suppliers in emergency situations, which clearly defines how they will use the information provided by Salt Cell and how they will communicate with the customer. Government should reserve the right to intervene and provide logistical and communications support to the suppliers if they fail to keep to these commitments, and should hold a contingency plan for how it will do so.	Principally an action for national government and the salt suppliers	N/A but BHCC will participate in the Salt Cell if this is actioned again this winter	
8	Before next winter, the Department for Transport (DfT) should review the Salt Cell process and publish clear terms of reference, the framework for operation and trigger conditions in case Salt Cell process should be required in future.	Principally an action for DfT	BHCC will participate in the Salt Cell Process as required	If required

9	Groups of councils, supported by the government as appropriate should make arrangements for strategic reserves of salt held at sub-regional or regional level to be used to smooth distribution and supply problems during times of high demand. The geographical coverage and size of these reserves should be decided by the councils within the constituent area and arrangements for its use made locally.	The DfT's report suggested that strategic salt reserves would be best held by the Highway Agency	BHCC is part of the SEASIG (South East Authorities Service Improvement Group) where discussion has taken place regarding shared stock holding. However there are numerous practical details that would need to be explored such as procurement, access, profile per authority, usage particularly in contingency situations, etc, so is not an achievable aim for winter 2010-11.	Ongoing
10	Where they have not already done so, councils should let DfT know of their salt re-stocking requirements as soon as possible to ensure we enter next winter as well prepared as possible.	DfT requested salt stock requirements in March 2010 & September 2010	BHCC has supplied details	Completed.