

Rec #	Recommendation	Comments	Current position	Date
1	That for the forthcoming winter the need for a strategic reserve stock of salt for England's highway authorities be recognised, if the resilience to handle the risk of its being as severe as last winter is to be secured, and given the projected shortfall of UK production against the possible demand; and that the Highways Agency should be tasked, on behalf of the Secretary of State, to acquire by import, store and make available on terms to be agreed an initial reserve stock of some 0.25m tonnes of salt for 'last resort' use by local highway authorities and for itself; and that the DfT at the end of December should formally lead the consideration and review (using information and forecasts then available) of whether further additional reserve stocks should be secured for the remainder of the winter.	Principally a task for the Highway Agency.	West Sussex County Council has agreed that BHCC can store 500 tonnes at one of their depots as a contingency supply. This will be outdoor storage.	Delivery from salt supplier October 2010
2	A systematic year-round process of collecting data, monitoring salt stocks and movements and disseminating the findings should be put in place by DfT, to give advance warning of any issues affecting prospective salt supplies and availability, and to provide the basis for regular strategic overviews of the salt supply chain and any necessary decisions by them or other parties. This should be independent of any need for the operation of Salt Cell in 'allocation' mode.	Principally a task for the Department for Transport	Information on BHCC's salt stock provided to DfT in March 2010 and in September 2010	Ongoing

3	The vulnerability and lack of resilience of the salt supply chain as currently configured should be recognised; that some targeted intervention needs to be designed which will substantially improve the resilience of the supply chain with minimal impact on the normal functioning of the salt market in the UK; and to note that the development and evaluation of proposals for this is a key part of the Review Panel's stage two work, which will be presented in the Panel's Final Report in the autumn.	Awaiting final report but a national issue that may require government intervention	BHCC has a service contract with one of the main salt suppliers	Ongoing
4	DfT should consult with the Scottish and Welsh authorities about the implications for Scotland and Wales of these short term recommendations for the salt supply chain.	N/A	N/A	N/A
5	Every local highway authority should have a robust winter service plan, and should regularly review the key elements of it, including network coverage, operational procedures and standards and appropriate salt stockholding to meet defined resilience standards, all in line with current best practice.	BHCC has had a good winter service plan since unitary status which is reviewed annually before the start of each winter season	See covering report and appendices especially Appendix A for details of Winter Plan 2010-11 including best practice and new recommendations	Nov-10

6	<p>Consultation on treated networks should be broadly drawn to include business representatives, passenger and freight transport operators and local communities, as well as health and education service providers; and to help manage public expectations should be followed by clear and comprehensive communications of winter service plans, supported by good real-time communications through media and on-line when winter conditions arrive.</p>	<p>BHCC held planning meetings with partner agencies and transport providers in 2008, 2009 and again in 2010.</p>	<p>In line with Scrutiny recommendations, clear consultation has been undertaken with partner agencies and transport operator to identify their priorities and how the council's highway winter service plan can support these. Working with the Civil Contingencies Officer, this has been part of the Sussex Resilience Forum's agenda. Media campaign also prepared with corporate Comms team. See Appendix E for more detailed information in response to Scrutiny recommendations on these points.</p>	<p>Completed and incorporated into WSP 2010-11</p>
7	<p>As many local highway authorities already do, authorities should collaborate with and support lower-tier authorities to help ensure that maximum practical winter support can be given in areas and communities beyond the treated networks, including possibly the treatment of key footways and pedestrianised areas.</p>	<p>BHCC is a unitary authority and therefore this is not applicable; however we have worked closely with Rottingdean Parish Council & ward councillors to facilitate any additional measures that the parish has put in place</p>	<p>Assisted the Parish Council with provision of additional grit bins</p>	<p>Aug-10</p>

8	While recognising that research and technical information in this area is relatively fragmented and uncoordinated, and that available evidence needs to be presented more authoritatively, local highway authorities should be aware of the opportunities to improve salt utilisation through adopting lower spread rates and alternative treatment methods, both to reduce cost and to reduce demands on a potentially vulnerable salt supply chain.	BHCC's salt is stored outdoors which has an affect on the spreading ability of older stock. We therefore need to calculate this into any salt management/utilisation. However, BHCC has already utilised alternative treatment methods such as sharp sand which is more successful in breaking down compacted layers of snow and ice.	Gritters are calibrated annually to ensure accurate spread rates. All Duty Officers are aware of best practice guidance as well as having years of local knowledge. Gritting routes are defined according to temperature and local topography; therefore BHCC does not indiscriminately salt full routes if conditions do not require this.	Ongoing
9	Professional bodies and the Local Government Association should encourage the more widespread dissemination and adoption of best practice in the preparation and delivery of winter service plans.	Principally an action for other bodies; however BHCC is up to date with all the current guidance and best practice	Please see Appendices for details of BHCC's analysis and review of best practice within our winter service plan	Nov-10
10	(α) all participate fully in the year-round systematic information collection and monitoring of salt stocks and movements which we are recommending should be adopted by DfT; b) ensure their own planning of salt stocks and supply is sound and carried out in accordance with best practice, and supported by practical measures to improve salt utilisation; c) put in place (or confirm where existing) mutual aid with neighbouring authorities to help address localised shortages.	a) BHCC will participate in any national monitoring of salt stocks b) Salt profile management has to take into account local factors such as storage capacity, type of storage, age of stock, likely usage c) BHCC works closely with East & West Sussex as well as other SE authorities.	a) BHCC has provided information on salt stocks to DfT this year and will continue to do so when requested b) Salt profile management is undertaken throughout the winter season as well as ordering new stock during summer. However due to limited storage capacity BHCC is reliant on in-season restocking if the winter is severe c) 500 tonnes stored at WSCC depot by mutual agreement.	Nov-10

11	Local highway authorities should treat their winter service planning as an integral part of wider general resilience planning for civil contingencies, bringing to the development of winter service plans the benefits of processes and disciplines associated with resilience planning, together with the culture of constructive challenge and validation.	Highways have worked with Civil Contingencies Officer to ensure this is high priority on the Sussex Resilience Forum agenda. Head of Network Mgt has also attended NHS winter de-briefing	Meetings of Brighton & Hove Resilience Forum have taken place plus work with individual agencies. Brighton and Hove are likely to set up a 'Severe Weather Office' with stakeholders meeting together coordinate an improved response. This is due to be tested at an exercise at Hove Town Hall on 4 November. The Civil Contingencies Team are also working on a revised severe weather plan to provide more support to the vulnerable at times of severe weather.	Nov-10
12	The Highways Agency should be commended for the research-based measures it has put in place to improve its salt utilisation. It should: a) continue to research and monitor the efficiency of its practices and strive to improve the cost-effectiveness of its winter service operation; b) share best practice, research and knowledge with other highway authorities	Principally a task for the Highway Agency.	BHCC will ensure that it keeps up to date with any emerging best practice or research	Ongoing

13	There should be a comprehensive, authoritative review of technical standards and guidance relating to both the treatment and the spread rates of salt, based on research and evidence as necessary, leading to the production of practical guidance for practitioners as well as at a policy and planning level. This should be led by the UK Roads Liaison Group (see next recommendation).	Principally a task for the UK Roads Liaison Board	BHCC will ensure that it keeps up to date with any emerging best practice or research	Ongoing
14	The valuable initiative and work of the National Winter Service Research Group should be brought under the wing of the UK Roads Liaison Group, who should take responsibility for and set the strategy for its work programme, including its contribution to the comprehensive review of technical standards and methods.	Principally an action for other bodies.	BHCC will ensure that it keeps up to date with any emerging best practice or research	Ongoing
15	The Department for Transport should develop, in collaboration with local government representatives and appropriate experts, a code setting out good practice for members of the public, including business owners, in clearing snow and ice from footways. This should: a) be produced by the end of October 2010 in time for the coming winter; b) be short, along the lines of Westminster's advice to its residents; c) set a standard which, if observed, should guard the public against negligence claims; d) be made available to households by local authorities.	Principally an action for DfT. BHCC produced its own guidance last winter for the public including legal advice regarding liability	BHCC has a communications plan ready for winter 2010-11 but will include any new information or guidance emerging from national government	Winter 2010-11

16	We note and commend the generally high quality and accuracy of short term (0–5 days) weather forecasting now available to support the operational decisions of highway authorities and their contractors, and recommend that the weather forecasters continue to develop their capabilities both for 15–30 day forecasting to meet the resource planning needs of highway authorities, and for longer term seasonal forecasting.	Principally an action for weather forecasting services. Forecasts for periods longer than 24 hours become less accurate and considerably less accurate for a period longer than 5 days	Like all highway authorities, BHCC should not be carrying out winter treatment unless this is genuinely required. This is for financial & environmental reasons. Duty Officers therefore use the 5 day forecast to plan ahead but will make daily decisions on treatment based on the most accurate 24 hour forecast	Ongoing
17	Given that the probability of next winter being severe continues to be relatively small but that severe winters are still possible despite the warming trend, we recommend that winter resilience planning – and the securing of greater resilience in the supply of salt – should continue on the basis of dealing with winters of a severity similar to that of 2009–2010.	BHCC's Highways Winter Service Plan covers operational and policy issues for all types of ice, snow and frost including severe cold events	See above actions regarding resilience planning based on a severe winter. This year as with last year we are beginning the season with 6 days' severe cold weather resilience	Nov-10

