

Rec #	Recommendation	Comments	Current position	Date
13.1	Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.	Off-road cycle tracks have proved extremely difficult to treat without specialist equipment.	Winter Service Plan includes policy & priorities. Hierarchy for road, pavement and cycleway gritting reviewed during summer 2010 with partner agencies	01-Nov-10
13.2	Authorities should consider, consult on and formally adopt local service standards for resilience of their winter service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.	Resilience limited by local authority storage capacity and availability from suppliers	BHCC has adopted the 6 day minimum but currently holds additional stock up to 10-12 days if a salt/grit mix is used as appropriate in heavy or compacted snow	01-Nov-10
13.3	Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather.	Climate Change Scrutiny held 2010	Awaiting final recommendations but likely predictions are for more severe weather events of any type although not necessarily colder winters	

13.4	<p>Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement, and sharing depots and salt stock, would provide an effective and value for money approach to increasing winter service resilience.</p>	<p>Several practicalities to consider such as access to shared depots, distance, etc.</p>	<p>Shared procurement with ESCC on some winter provision e.g weather forecast and IT systems. Shared weather station data access with ESCC. Storing additional salt at WSCC depot. Member of SE Authorities group looking at this issue</p>	<p>Ongoing</p>
13.5	<p>Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party.</p>	<p>Highways have utilised information from the Resilience Forum and also engaged individually with specific partners on more complex issues e.g. hospital access or how best to service outlying bus routes that may need alternative routing during extreme conditions.</p>	<p>Completed</p>	<p>01-Nov-10</p>

13.6	<p>Authorities should ensure effective communication of information for the public before and during both normal and severe winter conditions.</p>	<p>The council's use of social media during the recent snow crises was highlighted as best practice in I&DeA's recent 'Local by Social' report and Socitm's "Twitter Gritter" report. It was also praised by the national Government.</p>	<p>We will make full use of the major social media technologies, including interacting with well-read blogs, posting information on micro-blogging site and social networking sites and consulting residents on communications. We will also publish a Winter Special informing residents about the winter service and what they can do, and will broadcast Shovel Sweep Salt in advance and during severe winter weather</p>	
13.7	<p>Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders to ensure improved service for the public.</p>	<p>Highway Winter Service Plan for previous years has included consultation and input from other agencies</p>	<p>Ongoing but completed for 2010-11 via Resilience Forum, Scrutiny Panel and individual contact with various agencies/stakeholders</p>	01-Nov-10
13.8	<p>Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code.</p>	<p>BHCC has produced a WSP since 1997 unitary status</p>	<p>Completed</p>	01-Nov-10

13.9	Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code.	Treatment plans have been in place since unitary status but revised 2009-10 and again 2010-11 following all the recent recommendations (57 in total!)	Completed	01-Nov-10
13.10.	Authorities should prepare contingency Winter Service Plans for severe weather conditions which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent highway authorities.	Already prepared in 2009 but reviewed for 2010 in consultation with partner agencies	Completed	01-Nov-10
13.11	Authorities should explore the potential for mutual aid in salt supply and other aspects of winter service and should make contingency arrangements in advance.	BHCC participate as a member of SE authorities' groups	BHCC has discussed how we can work together with our neighbours East & West Sussex	As required
13.12	Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making.	New weather forecasting tender let for 2010.	BHCC has robust decision-making process including IT system and dedicated weather forecast.	01-Nov-10

13.13	Authorities should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents.	Ongoing - WSP reviewed annually taking into account any experiences/best practice developed during previous winter	Ongoing	Ongoing
13.14	To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season.	All gritter drivers City & Guilds NVQ trained. All duty officers trained in weather forecast/decision making. Checked annually. All additional staff receive relevant training where required e.g. shovel loading, adverse driving conditions	Completed	01-Nov-10
13.15	Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events.	Table Top Exercise Nov 10	Ongoing	01-Nov-10
13.16	Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase.		BHCC has a service contract for salt supply	Ongoing
13.17	As a means of enhancing local salt storage capacity, authorities and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of a season or provision of land.	Long-term aim	Some additional salt stored at WSCC depot	Ongoing

13.18	Authorities should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier.	BHCC does not procure large quantities of salt or salt in different formats so procurement and highways decision was that currently a framework not thought appropriate	Can explore again when contract due for renewal	2013-14
13.19	Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment in facilities.	Investigated thoroughly with procurement during 2009-10 when new contract being tendered	BHCC has a service contract for salt supply and good relationship with supplier and minimum stock holding profile	2009-2013
13.20.	All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances	Already in place prior to 2010	Completed for 2010-11	01-Nov-10