



Roads Winter Service and Weather Emergencies Plan 2011

Angus Bodie
Head of Infrastructure and Design
Perceton House
IRVINE
Ayrshire KA11 2AL
Tel: 01294-225200
Fax: 01294-225244

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1. INTRODUCTION

North Ayrshire Council has a statutory obligation, under Section 34 of the Roads (Scotland) Act 1984, to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads which by definition includes carriageways, footways, footpaths, pedestrian precincts, etc.

In its statutory role as the local Roads Authority, the aim of North Ayrshire Council in respect of its winter service and weather emergencies is to:-

- (i) provide a standard of service on public roads which will permit safe movement of vehicular and pedestrian traffic appropriate to the prevailing weather conditions;
- (ii) establish a pattern of working which will keep delays, diversions or road closures to a minimum during adverse weather conditions;
- (iii) conduct operations having regard to the requirements of the Health & Safety at Work Act 1974 and any other relevant enactments.

This Plan only relates to the Council's duties as Roads Authority and does not cover the wider response of the Council during winter and other weather emergencies.

North Ayrshire Council has no responsibility for the treatment of trunk roads. From 1st April 2001, the contract for management and maintenance of the trunk roads in Scotland has been awarded by the Scottish Government to the private sector. The successful contractor for the South West of Scotland is Amey Infrastructure Services and the roads involved in North Ayrshire are as follows:-

A78 full length from Meadowhead roundabout, Dundonald to Inverclyde boundary at Skelmorlie;

A737 Dalry Road, Kilwinning to Renfrewshire boundary;

A738 Byres Road, Kilwinning to Pennyburn roundabout.

All winter gritting and snow clearing operations on these roads will be the responsibility of Amey Infrastructure Services. North Ayrshire Infrastructure and Design Services and Amey Infrastructure Services liaise on a regular basis during periods of adverse weather in order to provide the best possible service to the travelling public.

North Ayrshire Council is also responsible for the management and operation of the coastal flood prevention schemes at Largs and Saltcoats. The Council closes the flood gates on the promenade and erect the flood barriers at Largs Pier in advance of predicted severe weather with minimum disruption to promenade users and the Largs to Cumbrae ferry. Coastal flooding can occur at any time and, accordingly, it is the aim of the Council to provide this service throughout the year.

2. PRIORITIES FOR WINTER TREATMENT

North Ayrshire Council has defined the priorities for carriageway and footway/footpath treatment as follows:

2.1 Carriageway Priorities

Where slush is formed, this shall be removed as soon as practicable to avoid the risk of rutting should there be a further significant fall in road temperatures which might result in freezing conditions.

Carriageway Routes for Proactive Treatment

Priority 1 – Strategic, Main Distributor and Distributor routes, bus routes and certain pre-determined Secondary Distributor routes identified from the Local Transport Strategy (LTS) will be treated when it is forecast that snow or ice is likely to be present on road surfaces.

Due to the various climatic domains within North Ayrshire the Priority 1 routes may be adjusted to cover either the four pre-determined Inland Routes or two pre-determined High Routes which all currently form part of our existing Priority Network.

Priority 1 gritting routes are available on the Council website (See Appendix A).

Carriageway Routes for Reactive Treatment

Priority 2 – Remaining Secondary Distributor, local access and residential areas will be treated as resources allow, when it is forecast that snow or ice is likely to be present on road surfaces over an extended period and only after all Priority 1 routes are clear unless the Head of Infrastructure and Design identifies it as an emergency.

Priority 3 – The remaining road network including minor rural unclassified routes and remaining residential areas not already covered will be treated as resources allow, when it is forecast that snow or ice is likely to be present on road surfaces over an extended period and only after all Priority 1 and Priority 2 routes are clear unless the Head of Infrastructure Services identifies it as an emergency.

Carriageway Routes for Snow Clearance

On receipt of a weather warning predicting medium (25 - 100 mm deep) or heavy (over 100 mm deep) snowfalls, the Network Manager where appropriate, will recall to depots such vehicles capable of being equipped with snowploughs.

While snow is still falling the Strategic and Main Distributor Network will be prioritised for ploughing and treatment in order to target resources and to keep these routes open for traffic.

After snow has stopped falling but is lying, the remaining Priority 1 precautionary routes will be ploughed and treated before commencing ploughing and treatment on Priority 2 and Priority 3 routes as resources and conditions permit.

Cumbrae

Infrastructure and Design Services have no Roads Operatives based on the Isle of Cumbrae, however arrangements have been made with Environment and Related Services to carry out gritting operations on the Island.

2.2 Footway/Footpath Priorities

With limited resources available footways and footpaths will only be treated when the Head of Infrastructure and Design considers this to be necessary (e.g. heavy snowfall or extensive icing). They will normally only be treated during normal working hours, but arrangements are in place to undertake emergency work out of normal working hours, weekends and public holidays in extreme circumstances.

Generally, treatment of footways and footpaths will be reactionary and not pre-planned, and where possible work will be undertaken during normal working hours.

When treatment is instructed the following priorities will apply:-

- Priority 1 Urban shopping areas and precincts, footway access to Schools, Emergency facilities including fire and rescue, police and ambulance services, hospitals, sheltered housing, doctors surgeries and health centres etc;
- Priority 2 Steep hills on main distributor and residential distributor routes, routes to bus stops etc, only after all Priority 1 have been cleared;
- Priority 3 Other areas of high pedestrian concentration after priority 1 and 2 routes have been treated.

Staff from Environmental and Related Services will assist Infrastructure and Design Services to ensure that footways/footpaths are treated appropriately.

In order to maximise coverage on footways, generally only one side of a road will be initially treated.

It is not possible for the Council to treat all footways and footpaths within North Ayrshire. As such the Council encourages the Community to participate in self help, through the use of grit bins which can be requested through the grit bin application process. Grit bins will be allocated where a potential location has been assessed and deemed as an appropriate location by the Council.

3. ORGANISATION

The Head of Infrastructure and Design is responsible for specifying the level of winter service required based on approval from the Council. The Road Network Manager is responsible for implementing this service.

A duty Winter Controller and Winter Supervisor will be appointed by the Network Manager for the whole of the winter period covered by these procedures (mid-October to early April).

4. NORTH AYRSHIRE COUNCIL RESOURCES (ROADS)

4.1 General

Following approval from the Council, it is the responsibility of the Head of Infrastructure and Design to define the level of service to be provided within his sphere of operations and to issue appropriate instructions to the Network Manager to provide the necessary labour and plant for winter operations. This level of service will be based on the national Code of Practice for Well Maintained Highways (see Appendix B).

The level of winter treatment is established utilising the weather forecasts provided by Meteo Group UK Limited in accordance with the winter treatment matrix (Appendix C).

The Network Manager shall thereafter be responsible for advising the Head of Infrastructure and Design of any matters which may affect his ability to deal with adverse weather conditions e.g. labour disputes, extensive plant breakdowns etc.

Labour resources from the Roads Service will be provided for the Winter Service and Weather Emergencies. The stand-by period will be 27th October 2011 until 12th April 2012. This period may be extended beyond the given dates if conditions warrant such action. These arrangements include home stand-by which is activated by the designated Winter Supervisor when instructed by the Winter Controller or as the result of hazardous road conditions being reported.

4.2 Labour

A proportion of the roads labour force will be on stand-by for winter service operations out of normal working hours, with the remainder on call out as necessary. This allows evening and early morning precautionary salting to be carried out on our priority carriageway network to treat dangerous roads before the morning rush hour.

In determining the labour resources required for the winter service, cognisance is taken of the key objective to treat all priority routes before the commencement of the morning peak period.

4.3 Vehicle Plant and Equipment

Prior to commencement of winter service operations, the Network Manager will ensure that all equipment for salting roads and snow clearing is in working order and, where appropriate, that ancillary items can be fitted to vehicles without difficulty, e.g. ploughs set up on blocks to facilitate assembly. The above procedure should also be applied to vehicles and plant available under contract for the winter service.

The Network Manager will ensure that all vehicles engaged in the winter service are equipped with radios or other appropriate communication devices to allow contact to be maintained between the depot and operators. Superintendents have mobile telephones. There is also a gritting navigation and vehicle tracking system fitted and operational in all vehicles to reduce the risk associated with gritting operations.

A summary of labour, vehicles, plant, equipment available for the winter service work is detailed in Appendix D.

Once per year the Supervisory Engineer, Flooding and Structural Design, will organise a trial closure of the flood gates and erection of the de-mountable barriers at the Largs and Saltcoats Flood Prevention Schemes. This is to ensure that the gates and barriers remain in full working order and that all staff are familiar with the process.

4.4 Salt

Salt is purchased through an annual purchase contract. Mainland salt deliveries are stored in the salt barn and covered pile within the Goldcraigs Depot. Salt on Arran is stored in the open at the Roads Depot in Market Road, Brodick.

During the season, the Head of Infrastructure and Design will arrange for a daily check to be made on the amount of salt used and for stocks to be augmented as necessary. There is a procedure in place at the depot to strictly control salt distribution. All vehicles are tagged and must cross the weighbridge to accurately record salt usage. This includes salt be distributed to Environment and Related Services and contractors assisting with winter service delivery.

Small quantities of salt are available for issue free of charge to the public, subject to their supplying a suitable container. In addition, details of locations of community grit bins where small quantities of salt are available are given in Appendix E.

The salt stock level at commencement of winter is given in Appendix F.

In the event of prolonged severe weather should salt supplies start to run low the Council has a salt resilience plan (Appendix G) which will be implemented if conditions require.

5. OTHER RESOURCES

During adverse weather conditions, the Network Manager shall, if necessary, augment his resources by the use of personnel from Environment and Related Services and external contractors through a framework contract. The Head of Infrastructure and Design should be advised, as soon as practicable, of external resources engaged as a result of decisions made outwith normal working hours.

The Network Manager will provide a supply of salt to Environment and Related Services and external contractors where appropriate to permit the treatment of agreed footways/footpaths. This will be managed through the salt management system based at Goldcraigs Roads Depot.

6. WEATHER FORECASTING

North Ayrshire Council has appointed MeteoGroup UK Limited, as their weather forecast provider. During the winter service period MeteoGroup UK Limited will provide a weather forecasting service to monitor road and weather conditions.

MeteoGroup UK Limited receive, monitor and interpret, climatic, ice prediction and weather radar information on a continuous basis and provide detailed weather forecasts on a daily basis during the whole winter period.

SEPA operate a coastal flood warning system for the Firth of Clyde. If storm surges and coastal flooding are predicted, SEPA provide advance warning to the Council by fax and e-mail and also through their Floodline service which is available on the web or by phone. This service is available all year round.

7. DECISION MAKING

The Head of Infrastructure and Design will appoint suitably trained and experienced personnel as the Winter Controller.

During the winter season the Winter Controller will receive the weather forecast around 12.00 hours and decide on the treatment to be carried out. The Winter Controller will check the treatment decision of neighbouring authorities for consistency and reconsider if necessary. The weather forecast provider will provide an evening forecast around 19.00 hours and if this update indicates any change in the forecast the Winter Controller will amend the decision accordingly and advise the Winter Supervisor.

For out of office hours, Saturdays, Sundays and public holidays the Head of Infrastructure and Design shall provide the weather forecast provider with contact telephone numbers of the on duty Winter Controller. If the forecast conditions change from good to adverse at any time, then the weather forecast provider will phone the Winter Controller either at work or at home as appropriate. Thereafter, it is the responsibility of the Winter Controller to take action including the calling out of stand-by squads to undertake salting/snow clearing.

Winter Controllers have the facility at any time to contact the weather forecast provider for advice or clarification of forecasts. These arrangements will be in place from 13th October 2011 until 12 April 2012.

The decision making process is illustrated in Appendices B and C.

The Head of Infrastructure and Design will appoint suitably trained staff and experienced personnel to manage the coastal flood prevention schemes at Largs and Saltcoats. During the winter season, this will be the Winter Controller.

8. ICE PREDICTION

In addition to the weather forecast information, the Council has available further information from sensors which have been installed at the locations listed below:-

- A78 Ardrossan
- A737 Highfield
- A760 Catburn
- A735 Near Dunlop
- B880 Arran, summit of The String

The sensors provide current details of road and air temperatures and indicate the presence of moisture, thereby identifying locations that icing has occurred or where there is a risk that icing will occur.

By utilising the data from these sensors the weather forecast provider is able to supplement their forecast by producing site specific forecasts. The above information is available to the Winter Controller via computer link 24 hours a day throughout the winter period.

9. ROAD CONDITION REPORTS

During periods of adverse weather, the Network Manager shall pass reports on road conditions to the Head of Infrastructure and Design by 09.45 hours. These reports should be updated as necessary depending on changing circumstances.

10. COMMUNICATIONS

The Head of Infrastructure and Design or nominated senior manager will deal with statements to the Press, Radio and Television regarding road conditions throughout the area. The Council's communication team will assist, and may take the lead role depending on the nature of any significant event.

General advice and information, along with timeous service updates, will be placed on the Council's website.

The Head of Infrastructure and Design (or nominated senior officer) will ensure that all staff involved in communication with members of the public are fully briefed with consistent and accurate information.

The Network Manager will produce and distribute the Winter Maintenance Advice leaflet that will contain general information for members of the public on the Winter Service. The advice leaflets will be available to the public at selected locations throughout North Ayrshire, such as libraries etc.

A formal protocol has been agreed with Strathclyde Emergencies Co-ordination Group (SECG) and Ayrshire Civil Contingencies Team (ACCT) for the transfer of information in relation to winter and weather emergencies.

The Council's daily winter decisions are available for the public and can be accessed via Council's website. Any winter and weather emergencies can be reported to North Ayrshire Council and the trunk road operators using the contact information contained within Appendix H.

The distribution list for the winter weather emergencies plan can be found under Appendix I.

11. ROAD CLOSURES

Where it is considered that a road is rendered unsafe due to adverse winter conditions then the Police or persons acting on behalf of the Chief Constable will

arrange to have the road closed and advise the on-duty Winter Supervisor as soon as possible of their actions. Appropriate measures will also be taken to re-direct traffic and to ensure that the necessary signs are put in place. When the road affected is a through route the adjoining Councils will be kept informed. Police will advise the other emergency services (Ambulance & Fire) of the closures.

Prior to signing diversionary routes, the capacity of the roads and the headroom and weight restrictions of structures should be checked with the Winter Controller to ensure that they are adequate (see Appendix J).

12. LIAISON WITH THE POLICE

Infrastructure and Design Services will ensure close liaison with the Police, particularly during periods of severe weather.

Where practicable, the Police will be informed in advance of North Ayrshire Council's proposed operations. Similarly arrangements have been made for exchanging information on proposed actions with neighbouring authorities and the trunk road operating company.

Where necessary Infrastructure and Design Services will request appropriate assistance from the Police when moving equipment, arranging road closures and dealing with abandoned vehicles.

Reports from the Police regarding dangerous road conditions should be acted upon by the Winter Supervisor as soon as practicable, having regard to priorities in this document and the conditions pertaining throughout the area.

13. CROSS BOUNDARY ARRANGEMENTS

Council boundaries do not always coincide with convenient turning points at the end of gritting routes, so arrangements have been drawn up with all adjacent authorities for the gritting routes to be continued short distances to appropriate turning points. See (Appendix K).

14. VEHICLE ROUTES

From local knowledge and the resources available, routes are drawn up by the Head of Infrastructure and Design on the basis of the priorities listed in Paragraph 2.1. However, in order to minimise unproductive mileage, some roads in a lower category may be treated out of sequence. This may also occur when conditions vary throughout the area.

A complete set of route cards will be kept in Perceton House with a duplicate set being held in Goldcraigs Depot.

Treatment of precautionary carriageway salting routes will be completed within three hours of planned start time under routine conditions. When the Winter Controller instructs immediate winter service operations, the response time to start treatment should be within one hour.

It should be noted that gritting routes are either at or close to capacity and it is unlikely that any additions to routes could be considered without additional finance and human resources.

15. PRECAUTIONARY SALTING

On receipt, within normal working hours, of a forecast from the weather forecast provider warning of frost, freezing or snow conditions, the Winter Controller in consultation with the Network Manager, will give consideration to precautionary salting of main roads.

Where such a warning is received outwith normal working hours, the Winter Controller has delegated authority to activate call-out procedures as indicated in paragraph 7.

Records of weather forecasts, winter treatment decisions and actions taken will be kept to demonstrate compliance with our Winter and Weather Emergencies Procedures.

16. GRIT BINS

There are approximately 350 grit bins distributed across North Ayrshire. These are located at areas of particular difficulty e.g. dangerous bends, steep gradients etc. The policy and procedures for siting of grit bins, and requests for additional bins is shown in Appendix L.

Grit bins will be refilled prior to the start of winter, as considered necessary during the winter season and following periods of severe weather when resources are available.

The locations of Community Grit Bins are listed in Appendix E.

17. LARGS AND SALTCOATS FLOOD PREVENTION SCHEMES

On receipt of a severe weather warning predicting a combination of strong winds, high tides or tidal surges the Winter Controller will when necessary instruct the closure of the flood gates on the promenade at Largs and/or the erection of the flood barriers at the Largs Pier and/or Saltcoats promenade.

18. SANDBAG PROCEDURES

The deployment of sandbags to prevent or contain floodwaters can be an effective way of mitigating the effect of a flood, however the lead time for filling and deployment can be lengthy, as a large number of bags cannot be filled in advance due to storage problems. Therefore, an early decision must be taken to sandbag, to avoid a subsequent waste of time and effort. The deployment of sandbags will be decided with regard to the following priorities:

1. To prevent loss of life or serious injury
2. Maintenance of access for the emergency services
3. Protection of vital facilities within the community
4. Protection of transportation routes
5. Protection of NAC property
6. Protection of private dwelling houses

The decision to deploy sandbags will be made by the Winter Controller / Supervisor or appropriate officers in Building Services, Cleansing or the Island Officer on Arran in accordance with the Services' callout/emergency procedures.

Notes:

1. Sandbags will not normally be deployed to protect commercial property;
2. Appropriate stocks of empty and filled sandbags will be held by the Services mentioned above, based on previous usage and experience.

The above procedure mainly relates to tidal, fluvial and watercourse flooding. Where flooding occurs as a result of a blocked, damaged or ineffective Council owned drainage systems, sandbags will be deployed as required to mitigate the effects of flooding (and reduce the likelihood of claims against the Council) including the protection of commercial property.

***Priority 1 Carriageway Gritting Routes
Policy & Procedure***

Priority 1 Gritting Routes can be view on the Councils website using the following address:-

<http://www.geo.north-ayrshire.gov.uk/LVInternetLive/OnTheMap.aspx>

LEVEL OF SERVICE

Road Surface Temperature	Precipitation	Predicted Road Conditions		
		Wet	Wet Patches	Dry
Temperature Forecast between +1.5°C And +0.5°C	No Rain No Hoar Frost No Fog	High Route Patrols		No action likely
Temperature Forecast below +0.5°C	No Rain No Hoar Frost No Fog	(Priority 1 Routes)		
	Expected Hoar Frost Expected Fog	Salt before frost		
	Expected rain BEFORE freezing	(Priority 1 Routes) Salt after rain stops		
	Expected rain DURING freezing	(Priority 1 Routes) Salt before frost, as required during rain and after rain stops		
	Possible rain Possible hoar frost Possible fog	(Priority 1 Routes) Salt before frost	Monitor weather conditions	
Expected Snow Fall	(Priority 1 Routes and footways) Salt before snow fall			
<p>The decision to undertake precautionary treatments should be adjusted, where appropriate, to take account of residual salt.</p> <p>All decisions should be evidence based, recorded and continuously monitored and reviewed.</p>				

DECISION MAKING

Winter Treatment Matrix			
Weather Conditions Road Surface Conditions Road Surface Temperature (RST)	Treatment		
	Air Temperature	Salting (g/m²)	Ploughing / Scraping
Frost or forecast frost RST at or above -2C roads dry Priority 1 Carriageways		10	No
Frost or forecast frost RST at or above -2C damp or wet Priority 1 Carriageways		10	No
Frost or forecast frost RST below -2 and above -5 roads dry Priority 1 Carriageways		15	No
Frost or forecast frost RST below -2 and above -5 roads damp or wet Priority 1 Carriageways		20	No
Frost or forecast frost RST below -5C and above -10C roads dry or damp conditions Priority 1 Carriageways Priority 2 And 3 (When Instructed)		20	No
Frost or forecast frost RST below -5C and above -10C wet road conditions (existing or anticipated) Priority 1 Carriageways Priority 2 and 3 (When Instructed) Priority 1 Footways (When Instructed)		20 (successive)	No
Light snow forecast(10mm) Priority 1 Carriageways		20	No
Medium/Heavy snow or freezing rain forecast Priority 1 Carriageways Priority 2 and 3 (When Instructed) Priority 1 Footways (When Instructed)		20 (successive)	Scrape locations Where necessary

Weather Conditions Road Surface Conditions Road Surface Temperature (RST)	Treatment		
	Air Temperature	Salting (g/m ²)	Ploughing / Scraping
Ice formed Priority 1 Carriageways Priority 2 and 3 (When Instructed) Priority 1 Footways (When Instructed)	Above -5C	20	No
Ice formed Priority 1 Carriageways Priority 2 and 3 (When Instructed) Priority 1 Footways (When Instructed) Priority 2 and 3 Footways (When instructed)	Below -5C	Pre-grit 20 Morning Patrol 20	No
Snow covering exceeding 30mm Priority 1 Carriageways Priority 2 and 3 (When Instructed) Priority 1 Footways (When Instructed) Priority 2 and 3 Footways (When instructed)		20-40 (successive)	Scrape / Plough
Hard packed snow/ice Priority 1 Carriageways Priority 2 and 3 (When Instructed) Priority 1 Footways (When Instructed) Priority 2 and 3 Footways (When instructed)	Above -8C	20-40 (successive)	No
Hard packed snow/ice Priority 1 Carriageways Priority 2 and 3 (When Instructed) Priority 1 Footways (When Instructed) Priority 2 and 3 Footways (When instructed)	At or below -8C	Salt/grit or sand (successive)	No

Note:

- Rate of spread for precautionary treatments may be adjusted to take account of local variations along the routes such as residual salt, temperature variations, surface moisture (air or road surface) road alignment and traffic density.
- All decisions should be evidence based, recorded and require continuous monitoring and review.
- Ice refers to all ice on the road surface, including black ice.
- The Duty Winter Controller will be on Standby from 13th October 2011 until 12th April 2012, Operational staff will be on standby from 27th October 2011 until 12th April 2012. This period can be extended beyond these dates if conditions warrant such action.

SUMMARY OF AVAILABLE LABOUR & PLANT

TYPE OF PLANT	GOLDCRAIGS	ARRAN	OTHER NAC	TOTAL
Gritters				
18 Tonne Uni-body	11	3		14
7.5 Tonne Uni-body	3	0		3
Trailer Gritter	0	0	2	2
Footway Gritter	4	1	4	9
Lorries				
18 Tonne Uni-body	11	3		14
7.5 Tonne Uni-body	3	0		3
7.5T tipper	2	0		2
Loading Shovel	1	0		1
JCB	3	1		4
Telehandler	0	1		1
Ploughs				
Fixed V	2	1		3
Small Blade	3	0		3
Large Blade	11	3		14
LABOUR				
Drivers	31	6	1	38
Operatives	19	2	3	24

Note

When necessary labour, vehicles, plant and equipment from other Council Departments, farmers, plant hirers and contractors will be used to supplement above resources.

Appendix E

COMMUNITY GRIT BINS

Small quantities of salt are available for issue free of charge to members of the public, subject to their supplying a suitable container from the Community Grit Bins sited at the following locations.

Town	Location
Irvine	Bartonholm Amenity, Site.
Dreghorn	Amenity Site, Station Brae.
Kilwinning	Goldcraigs Roads Depot.
Dalry	Car Park, Kirk Close.
Kilbirnie	Cleansing Depot, Paddockholm Road.
Beith	Community Centre, Kings Road.
West Kilbride	Corse Street.
Largs	Cleansing Depot, Alexander Avenue.
Skelmorlie	Toward View (opposite Fire Station).
Stevenston	Car Park, Garnock Road.
Saltcoats	Cleansing Depot, Sorbie Road.
Ardrossan	APC Carpark, North Crescent Road.

SUMMARY OF AVAILABLE MATERIALS

The following salt, grit and sand stocks will be in place at commencement of winter:-

DEPOT	TONNAGE SALT	TONNAGE SAND
Goldcraigs (salt barn)	8000	100 (for sandbags)
Arran	2000	300
Cumbræ	20	NIL
Montgomerie House (GM depot)		

Approximately 4000 sandbags are located at Goldcraigs, and 500 on Arran.

Salt Resilience Plan (Mainland)

Level 1 (Green) Service – Stock Levels 2500 Tonnes and above

- Service levels as detailed in NAC Winter and Weather Emergencies Plan.
- Typical daily salt usage (snow conditions) 470T – **resilience 5 days**
or
- Typical daily salt usage (frost & ice only) 235T – **resilience 10 days**

Level 2 (Amber 1) Service – Stock Levels 1800 Tonnes – 2500Tonnes

- Only Priority 1 carriageway routes treated with pure salt, remaining priority carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- All footway routes reduced to salt/sand mix at 50/50
- Grit bins replenished with salt/sand mix at 50/50.
- Typical daily salt usage (snow conditions) 330T – **resilience 2 days.**
or
- Typical daily salt usage (frost & ice only) 165T – **resilience 4 days**

Level 3 (Amber 2) Service – Stock Levels 1000 Tonnes – 1800 Tonnes

- All carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- Priority 1 footway routes treated with salt/sand mix at 50/50
- Remaining footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with sand/grit mix at 50/50
- Typical daily salt usage (snow conditions) 150T – **resilience 5 days.**
or
- Typical daily salt usage (frost & ice only) 75T – **resilience 10 days**

Level 4 (Red) Service – Stock Levels less than 1000Tonnes

- Priority 1 carriageways reduced to half the normal spread rate or salt/grit mix at 50/50
- Treat remaining carriageway routes with sand/grit mix at 50/50
- All footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with sand/grit mix.
- Typical daily salt usage (snow conditions) 100T – **resilience 10 days**
or
- Typical daily salt usage (frost & ice only) 50T – **resilience 20 days**

Assuming 4,500 tonnes in stock at start of winter our total resilience would be either

- **Total Resilience during periods of heavy snow - 22 days**
or
Total Resilience during periods of frost & ice conditions - 44 days

Salt Resilience Plan (Arran)

Level 1 (Green) Service – Stock Levels 1000 Tonnes and above

- Service levels as detailed in NAC Winter and Weather Emergencies Plan.
- Typical daily salt usage (snow conditions) 52T – **resilience 10 days**
or
- Typical daily salt usage (frost & ice only) 26T – **resilience 20 days**

Level 2 (Amber 1) Service – Stock Levels 550 Tonnes – 1000Tonnes

- Only Priority 1 carriageway routes treated with pure salt, remaining priority carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- All footway routes reduced to salt/sand mix at 50/50
- Grit bins replenished with salt/sand mix at 50/50.
- Typical daily salt usage (snow conditions) 44T – **resilience 10 days.**
or
- Typical daily salt usage (frost & ice only) 22T – **resilience 20 days**

Level 3 (Amber 2) Service – Stock Levels 250 Tonnes – 550 Tonnes

- All carriageway routes reduced to half the normal spread rate or salt/grit mix at 50/50
- Priority 1 footway routes treated with salt/sand mix at 50/50
- Remaining footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with salt/sand mix at 50/50
- Typical daily salt usage (snow conditions) 30T – **resilience 10 days.**
or
- Typical daily salt usage (frost & ice only) 15T – **resilience 20 days**

Level 4 (Red) Service – Stock Levels less than 250 Tonnes

- Priority 1 carriageways reduced to half the normal spread rate or salt/grit mix at 50/50
- Treat remaining carriageway routes with sand/grit mix at 50/50
- All footway routes treated with sand/grit mix at 50/50
- Grit bins replenished with sand/grit mix.
- Typical daily salt usage (snow conditions) 20T – **resilience 12 days**
or
- Typical daily salt usage (frost & ice only) 10T – **resilience 25 days**

Assuming 1,500 tonnes in stock at start of winter our total resilience would be either

- **Total Resilience during periods of heavy snow - 42 days**
or
Total Resilience during periods of frost & ice conditions - 85 days

NORTH AYRSHIRE COUNCIL

CONTACT ADDRESS & TELEPHONE NUMBERS

Trunk Road Operator	Outwith Normal Working Hours
<p>TRUNK ROADS A78, A737 & A738</p> <p>Amey Infrastructure Services</p> <p>Tel: 0141 781 6555</p>	<p>NORTH AYRSHIRE COUNCIL CALL CENTRE</p> <p>Road & Lighting Faults</p> <p>24 hours, 7 days per week</p> <p>Tel: 0845 6030594</p>

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Contact Centre, Bridgegate House, Irvine	1

BRIDGES WITH WEIGHT OR HEIGHT RESTRICTIONS**HEIGHT RESTRICTIONS**

Bridge Location	Grid Reference	Signed Height	
		Metric	Imperial
A737/110 : Dalry, Railway Bridge	229960 649702	3.8	12' – 6"
B706/40 : Barrmill	236834 651392	4.0	13' – 0"
B7047/10 : Meadowfoot Road, West Kilbride	220791 647032	4.7	15' – 3"
C6/10 : West Balgray	235333 642491	3.8	12' – 9"
C26/10 : South Kilruskin	220541 650473	4.4	14' – 6"
C26/20 : North Kilruskin	220423 650868	5.1	16' – 6"
C55/10 : Dubbs	228508 642006	3.0	9' – 9"
C55(A78 280) : Todhill (Dubbs Road, under A78, Kilwinning Bypass)	229175 642250	4.0	13' – 0"
C55/30 : Nethermains	230059 642199	3.6	12' – 0"
C56/30 : Moor Road	220639 652980	4.5	15' – 0"
C67/20 : Tandelhill	238174 651683	4.3	14' – 3"
C99/20 : Cockenzie	230694 646241	3.0	10' – 0"
Unc.TG/230 : Garnock View, Glengarnock	231875 653191	3.8	12' – 6"
Unc.TI/70 : Old Church Street, Irvine	213571 638800	4.1	13' – 3"

WEIGHT RESTRICTIONS

Bridge Location	Grid Reference	Signed Weight
A71/10 : Irvine, Bailey Bridge	232485 638148	26T
B781/30 : West Kilbride, Dalry Road	221015 649062	7.5T
C5/30 : Drumbuie near Barrmill	235571 650404	7.5T
C129/20 : Floors, north of Kilmaurs	240866 641921	13T
C99/30 : Dusk Bridge, near Dalry	230599 646882	7.5T
Unc.TA/10 : Ardrossan, North Crescent	223140 642764	7.5T
Unc.TL/30 : Largs, May Street	220711 658602	7.5T
U16/10 : Dalgarvan Mill Bridge, north of Kilwinning, (formerly Unc.NC/30)	229571 645847	18T
Unc.NT/10 : Barrmill	236472 650997	3T

ARRANGEMENTS WITH OTHER AUTHORITIES

ROADS TO BE TREATED BY ADJACENT AUTHORITIES	ROADS TO BE TREATED BY NORTH AYRSHIRE COUNCIL
<p style="text-align: center;">East Ayrshire Council</p> <p>A71 – from boundary westwards to Corsehill roundabout.</p> <p>A735 – that section within North Ayrshire boundary.</p> <p>B769 – from boundary south westwards to Chapelton junction.</p> <p>C129 – that section within North Ayrshire boundary.</p> <p>C20 – that section within North Ayrshire boundary.</p> <p>B706 - from boundary to A736</p>	<p style="text-align: center;">South Ayrshire Council</p> <p>U107 from the South Ayrshire Council boundary at the railway bridge to A759 Auchengate Interchange.</p>
<p style="text-align: center;">Roads to be Treated by South Ayrshire Council</p> <p>B730 from the North Ayrshire Council boundary at the railway bridge south of Drybridge to junction Shewalton Road, Drybridge.</p>	<p style="text-align: center;">East Ayrshire Council</p> <p>A736 – from Caldwell Bridge southwards to Lugton.</p> <p>A736 – from B778 junction south eastwards to Torranyard.</p> <p>C24 - from Greenhill Terrace, Knockentiber to boundary at Plann Bridge.</p> <p>Knockentiber Road from boundary near Springside to junction with C24</p>
	<p style="text-align: center;">Renfrewshire Council</p> <p>A760 – from boundary to Kerse Road junction,</p> <p>Kerse Road – from boundary to A760 junction</p>

Note: No Cross Boundary arrangements with East Renfrewshire Council.

GRIT BIN POLICY & PROCEDURE

1. North Ayrshire Council shall provide grit bins for self-help by members of the public. These shall be sited locally in accordance with this policy.
2. Grit bins shall only be located where the following criteria are met: -
 - The location is not on a precautionary carriageway route;
 - The gradient is greater than 1 in 10, or at a junction with a known history of accidents;
 - The location shall not obstruct the passage of pedestrians, a minimum of 1.5m clearance on the footway is required;
 - The location shall not obstruct sight lines;
 - The location is not within 200m of another grit bin location;
 - The location is within an urban area;
 - The location is within the boundary of the public road. Infrastructure and Design will not provide grit bins in private areas or car parks for internal use by either the Council or any other public or private property such as schools, parks, hospitals, old people's homes, etc unless a service level agreement is in place.
3. Grit bins will only be located where they can be filled from a lorry. The grit bins shall be replenished at the start of the winter period and on a monthly cycle during the winter period, as resources permit.
4. Grit bins will generally be left in place during the summer months, unless there is a history of vandalism at a particular location.
5. The location of grit bins will be recorded in an electronic database, which will be made available on the North Ayrshire Council website.
6. Only written requests on the Council's Grit Bin Application Form will be considered, these are available from the Head of Infrastructure and Design Services, Perceton House, Irvine, KA11 2AL, and on the Council's website.
7. A request will not be accepted unless a location to site the grit bin has been agreed. Therefore, even if the criterion for locating a grit bin is met, a grit bin will not be provided if the adjacent residents cannot agree a position. The signed agreement of adjacent residents must be included on the submitted application form, otherwise the application will not be considered.