

# Winter Maintenance

Key facts, figures and info....

Richmond ACC, September 2024

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# Hierarchy of routes, taken from winter maintenance policy:

[www.northyorks.gov.uk/road-gritting](http://www.northyorks.gov.uk/road-gritting)

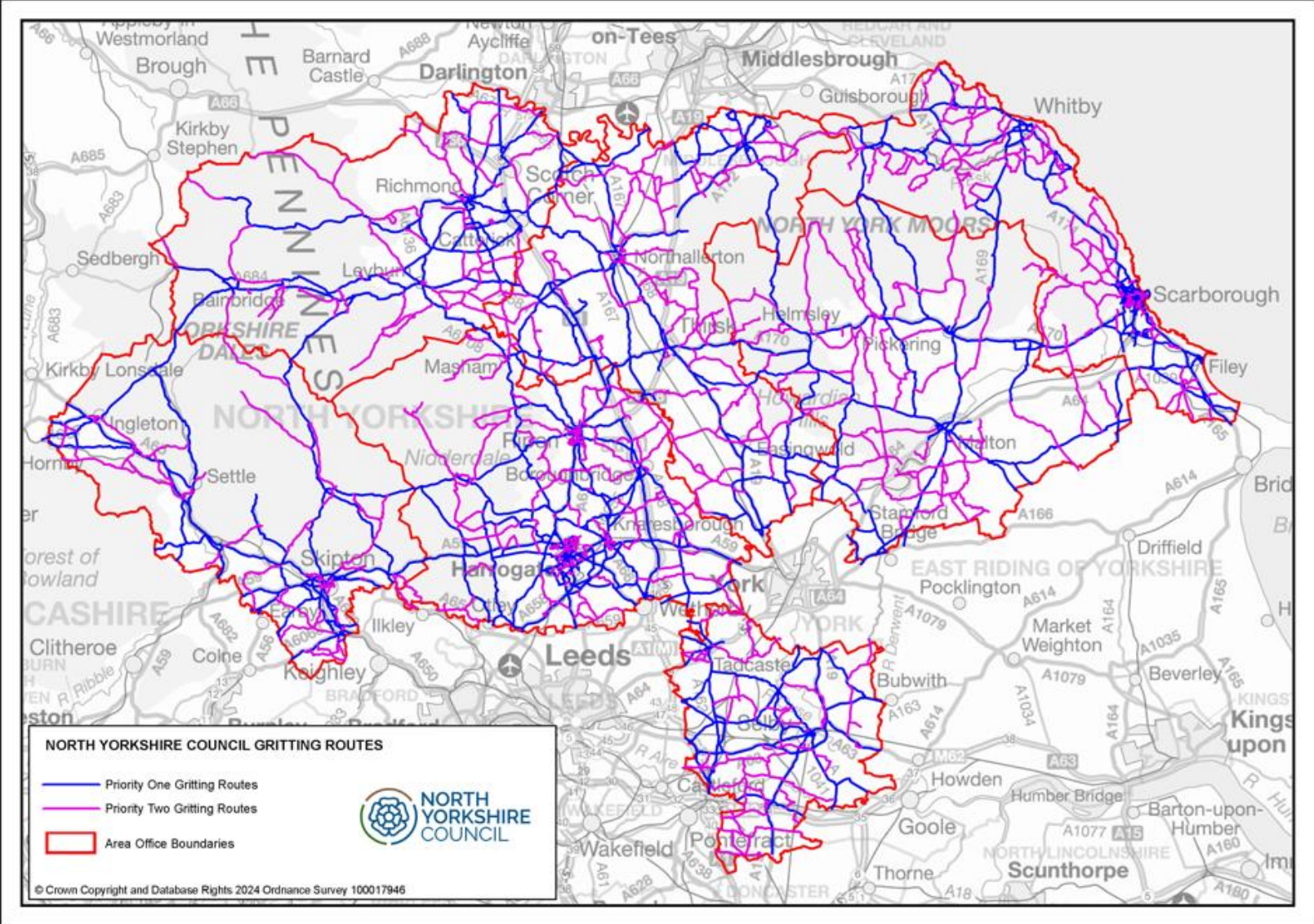
## Routes

Priority 1 - includes all principal roads and important B Class, C Class and unclassified routes as approved by Members.

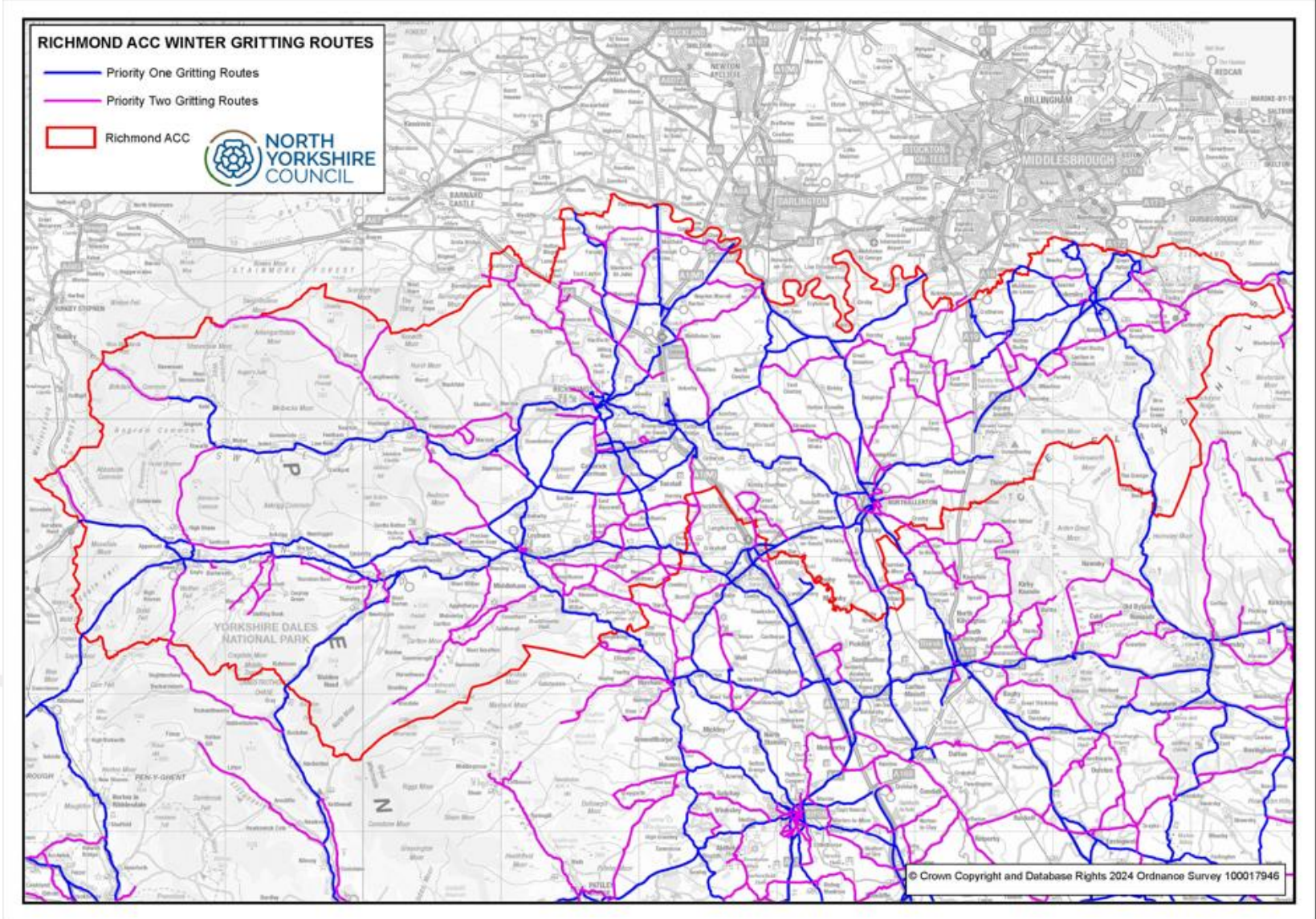
Priority 2 - includes the remainder of B Class and appropriate C class and unclassified roads as approved by Members. Note not all remaining C Class roads will be Priority 2.

Priority 3 - the remainder of the network including estate roads.

# How much of the county we routinely salt



# Routes in the ACC Area we routinely salt



# Putting it in numbers #1

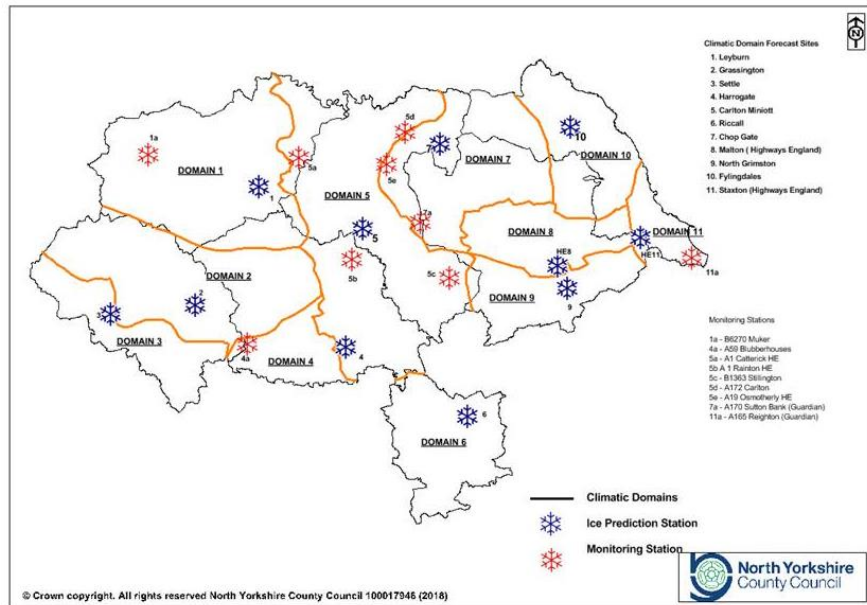
- Budget: £8.3m for 24/25 season – covers cost of duty managers, operatives, standby, fleet and salt
- 70 gritters in countywide fleet, which includes provision of spare gritters in each main and satellite depot
- Well over 200 NYC / NY Highways staff involved
- Service delivered by NYHighways, supplemented 100+ farming & ploughing contractors

## Putting it in numbers #2

- 55,000t salt (40,000t stored in barns); 5,000+ salt heaps/bins
- In 23/24 season, some 23,563t salt used across the county, compared with 32,163 in 22/23 (and over 80,000t in 2017/18 Beast from the East year)
- Lower salt usage: more 'marginal'/less-cold nights' this season where temps at or just below zero, so lower spread rates but not a pro-rata reduction in number of treatments undertaken

# Our technology helps keep the network as safe as possible during winter...

- Weather stations across the county, most up to date in country
- 11 climactic domains based on geography and topography



# ...and assists with journey planning

- Most weather stations have cameras
- Some sites have had in excess of 1.6 million views in previous winter seasons





# Decision Making - Treatments

- Winter service policy on website: [www.northyorks.gov.uk/road-gritting](http://www.northyorks.gov.uk/road-gritting)  
Treatment

Winter Maintenance involves treating the highway to:

1. prevent ice from forming known as "precautionary salting" or "pre-salting"
2. melt ice and snow already formed, "post-salting"

Priority 1 routes will receive preferential treatment in all conditions. Pre-salting will only be carried out on Priority 1 routes unless the forecast is for extreme winter conditions in which case pre-salting of Priority 2 may be considered. Treatment will be completed within the times stated in this policy.

Pre-salting will normally be completed on an evening except where precipitation is likely to occur overnight. Where an evening pre-salt takes place with no precipitation some Priority 2 post-salting may take place the following morning subject to resources. If precipitation occurs after an evening pre-salt then Priority 1 post-salting will take place the following morning before any Priority 2 treatment is considered.

In widespread freezing and wet conditions Priority 1 and Priority 2 routes will be treated, as resources permit, but with preference to Priority 1 routes.

Priority 3 routes will not normally receive treatment unless freezing conditions persist for more than 72 hours. Treatment of Priority 3 routes in advance of the 72 hour rule in certain weather conditions will be allowed.



# Decision Making – Timing of Treatments

- Winter service policy on website: [www.northyorks.gov.uk/road-gritting](http://www.northyorks.gov.uk/road-gritting)

## Timing

The majority of Priority 1 routes should be treated by 7am with the remainder by 7:30am, subject to changes in forecast and/or weather conditions.

In general, treatment will not take place between 11pm and 5am, however specific conditions may require attention.

Priority 2 and 3 routes will be treated as soon as practicable after Priority 1 routes have been completed.

Priority 2 routes are treated every morning (when the weather requires it) after the Priority 1 routes are completed unless the prevailing conditions and the forecast in the judgment of the Local Area Manager renders further treatment unnecessary.

For guidance this would mean that, in general, Priority 2 routes will be treated unless conditions were improving and any ice/frost would thaw before the treatment of the route is completed.

# Decision Making – Snow Clearance

- Winter service policy on website: [www.northyorks.gov.uk/road-gritting](http://www.northyorks.gov.uk/road-gritting)  
Snow clearance priority

## Carriageways

- light snow (up to 25mm) - as pre-salting
- moderate snowfall (25mm to 100mm)
  - Priority 1 routes passable in three hours
  - Priority 2 routes will be cleared when conditions allow resources to be freed from Priority 1 routes
- heavy snowfall (over 100mm)
  - in these circumstances available resources including reserves, contractors and farmers will be mobilised to keep Priority 1 routes passable and to maintain at least one route to all centres of population

It should be noted that continuous snowfall and strong winds will influence snow clearing operations considerably and will therefore delay completion times.

# Decision Making – Use of Farming Contractors

- Invaluable support to NYH operation, especially in rural locations / high ground
- Assistance requested during times of snowfall
- Instructions issued from NYC Duty Manager or Highway Officer
- Instruction to plough (if deep enough) and / or treat will be given in advance of known snowfall event in order to minimise delay in deploying

**Thank you for listening – Any Questions?**

