

Item: 10

Development and Infrastructure Committee: 7 September 2021.

Winter Service Policy and Plan.

Report by Interim Executive Director of Environmental, Property and IT Services.

1. Purpose of Report

To consider a review of the current Winter Service Policy and the draft Winter Service Plan 2021/22.

2. Recommendations

The Committee is invited to note:

2.1.

That delivery of the Winter Service is based on guidance set out in the Well-managed Highway Infrastructure – A Code of Practice, as detailed in section 4 of this report.

2.2.

That a review of the Winter Service provision has been carried out, resulting in the options outlined in section 6 of this report, and further detailed in Appendix 4, with the preferred option being Option 2, namely to adopt a new Winter Service Policy 2021 to 2026 and a Winter Service Plan 2021/22 developed to suit available physical resources.

2.3.

That consultation has been carried out in respect of the winter service, with the outcome detailed in Appendix 3 to this report.

2.4.

The draft Winter Service Policy 2021 to 2026 and the draft Winter Service Plan 2021/22, attached as Appendices 1 and 2 respectively to this report, which have been updated to take account of the review and responses to the consultation process, referred to at paragraphs 2.2 and 2.3 above.

2.5.

That, should the Council wish to adopt a policy that differs from the advice suggested by the Well-managed Highway Infrastructure – A Code of Practice, it is essential that this is identified and the reasoning for such differences explained in the policy.

It is recommended:

2.6.

That the draft Winter Service Policy for 2021 to 2026 and Winter Service Plan for 2021/22, attached as Appendices 1 and 2 respectively to this report, be approved.

3. Background

3.1.

Winter Service provision has historically been delivered through a Service Level Agreement (SLA). The purpose of the SLA was to ensure the provision of the Winter Service by Roads and Environmental Services on behalf of the Head of Service. It is now proposed that the SLA be superseded by the Winter Service Policy, which will be in place for a period of five years.

3.2.

The Winter Service Plan will continue to be reviewed annually, following consultation with stakeholders. Where possible, minor requests for additional service are incorporated however additional route treatment is not possible within existing budgetary constraints or without committing additional resources to the service.

3.3.

The Winter Service Plan should be in place by the end of September each year in order that it can be issued to Roads Operations in sufficient time for them to plan for the start of the winter season on 1 November.

4. Code of Practice

4.1.

Well-managed Highway Infrastructure - A Code of Practice (CoP), production of which was overseen by the UK Roads Liaison Group, is intended to apply throughout the UK. The Code is designed to promote an integrated asset management approach to highway infrastructure and has replaced the Well-maintained Highways, Management of Highway Structures and Well-lit Highways codes of practices.

4.2.

The CoP adopts a risk-based approach to delivering roads maintenance including Winter Service provision. National Winter Service Research Group (NWSRG) guidance documents provide the technical specification for winter service delivery.

4.3.

The Council has certain legal obligations that it must comply with and which may be the subject of claims for loss or personal injury or of legal action by those seeking to establish non-compliance by the Council. It is accepted that in such cases the CoP may be relevant. If the Council wishes to adopt a policy that differs from the advice

suggested by the CoP, it is essential that this is identified and the reasoning for such differences explained in the policy.

4.4.

The Council has used the CoP since 2016 as a guide to the delivery of the winter service however pressures on budgets has not allowed all aspects to be fully adopted. This has been a risk-based judgement that sets a level of service that is affordable and deliverable in the winter period.

5. Winter Service Policy and Plan

5.1.

Roads 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 and consider the wider strategic objectives of the Authority.

5.2.

Authorities should develop policies and service levels which define the overall and core winter period, the level of resilience, and treatment networks. These policies and service levels should be developed with users and key stakeholders and should be based on a risk assessment to define the scope of the service.

5.3.

Using the guidance set out in the CoP and NWSRG, officers have carried out a review of Winter Service delivery, which determined that an increase in the amount of salt should be used during certain conditions. New spread rates were introduced as a trial over the winter of 2020/21. The outcome of this trial has shown that considerably more salt was required leading to increased spend.

5.4.

The Winter Service Policy for 2021 to 2026, attached as Appendix 1 to this report, is a five-year plan and details the operational requirements to ensure compliance with the Codes of Practice and guidance documents.

5.5.

Delivery of the Winter Service Policy relies on suitable resources being available, including salt, fuel and trained staff and operatives. Any one resource in short supply puts a strain on service delivery.

5.6.

The draft Winter Service Plan for 2021/22, attached as Appendix 2 to this report, will reduce the number of roads treated on a routine basis, ensuring that remaining roads are treated in accordance with the updated guidance and within existing budgetary constraints. This follows a thorough assessment of the network based on the level of risk.

5.7.

This will be an annual plan outlining the treatment undertaken in accordance with the Winter Service Policy on a reduced network appropriate to existing budget. The current road network totals 985km, with 73% of the network to be treated on a routine basis as Priority 1 and 2 routes. The length of routes that will be treated are as follows:

- P1 – 372km (as previous years).
- P2 – Reduced from 410km to 342km including P2S School routes.
- P3 – Removed except for snow clearance.

5.8.

The following stakeholders are consulted annually on the proposals within the Winter Service Plan:

- Elected Members.
- Community Councils.
- Scottish Ambulance Service.
- Police Scotland.
- Scottish Fire and Rescue Service.
- HM Coastguard.
- Orkney Health and Care.
- NHS Orkney.
- Council services including:
 - Education.
 - Transport.
 - Housing.
 - Marine Services.
 - Safety and Resilience Manager.

5.9.

The responses to the draft plan for 2021/22 are summarised in Appendix 3 to this report.

6. Options

6.1.

A summary of the options for Winter Service are outlined below, with further details provided in Appendix 4 to this report.

- Option 1 – adopt new Winter Service policy 2021 to 2026 and plan 2021/22 as developed in accordance with the Code of Practice. This is the ideal solution

however would require an increased physical resource and consequently would result in an increased spend on winter treatment.

- Option 2 – adopt new Winter Service policy 2021 to 2026 and plan 2021/22 developed to suit available physical resources. This would be less onerous and require less physical resource than Option 1, however would still have an impact on current budget allocation.
- Option 3 – do nothing and continue to treat routes as previous years. This would mean that the Council would not comply with the Code of Practice and could leave the Council open to claims for loss or personal injury or legal action.

6.2.

Given the budget and physical resources available to deliver the Winter Service Plan, in line with the Policy, Option 2 is the preferred option.

7. Corporate Governance

The report relates to Council complying with governance and procedural issues and therefore does not directly support and contribute to improved outcomes for communities as outlined in the Council Plan and the Local Outcomes Improvement Plan.

8. Financial Implications

8.1.

The cost of the Winter Service is allowed for within the Roads Revenue budget. This includes for Flood Damage, Storm Damage and Winter Treatment. The cost for 2020/21 was £1,231,531 against an initial budget of £925,600. A virement of £370,000 was made to cover the additional spend as a result of new spread rates introduced as a trial in 2020/21 together with an above average cold winter. A budget of £944,200 has been set for financial year 2021/22.

8.2.

The table below shows the costs for the period 2018 to 2021 for Winter Service, including Flood Damage, Storm Damage and Winter Treatment.

Winter Service Cost 2018 to 2021							
	2018/19		2019/20		2020/21		2021/22
	Budget	Actual	Budget	Actual	Budget	Actual	Budget
Flood Damage	£97,500	£22,388	£100,500	£103,326	£103,100	£34,661	£105,300
Storm Damage	£23,900	£17,739	£24,600	£32,557	£25,300	£11,144	£25,800
Winter Treatment	£760,300	£740,865	£783,800	£827,666	£1,167,200	£1,185,726	£813,100
Total	£881,700	£780,992	£908,900	£963,549	£1,295,600	£1,231,531	£944,200

8.3.

In accordance with the policy of presumption against new commitments a requirement exists to identify compensatory savings in the first instance prior to giving due consideration to service growth. In this instance, the increase in the scope and cost of the Winter Service for financial year 2021/22 should be managed within the wider Roads Service and Development and Infrastructure revenue budgets.

9. Legal Aspects

In terms of section 34 of the Roads (Scotland) Act 1984 the Council, as a Roads Authority, has a statutory duty to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads. Adopting the Winter Service Plan will assist the Council in discharging this duty.

10. Contact Officers

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Kenneth Roy, Roads Support Manager, Email kenny.roy@orkney.gov.uk

11. Appendices

Appendix 1: Winter Service Policy.

Appendix 2: Winter Service Plan.

Appendix 3: Stakeholder Consultation Summary.

Appendix 4: Winter Service Options.



Winter Service Policy 2021 – 2026

Interim Executive Director.

Environmental, Property and IT Services.

[...] 2021. (date of approval).

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Document Control & Council Approval

Version Number/Date.	Approved by Council.
v1/September 2021.	Development and Infrastructure. ... (date of approval).
Next Update Due.	September 2026.

Introduction

Winter Service Policy Statement 2021 - 2026

1. Orkney Islands Council aims to provide a winter service which allows the safe movement of vehicles and pedestrians on roads, and keeps to a minimum, delays caused by adverse winter weather.
2. The Council as Roads Authority will set the standards and level of service, make adequate budgetary provision to achieve the standards and approve a carriageway and footway hierarchy.
3. The operational management of the service will be provided by the Interim Executive Director of Environmental, Property and IT Services. The service will be delivered using in-house resources and other contractors as appropriate.
4. The service will be provided in accordance with the aims and objectives of the Council Plan 2018-2023, The Roads Management and Maintenance Plan 2018 – 2023, the Development and Infrastructure Service Plans and this Winter Service Policy Statement.
5. The Interim Executive Director of Environmental, Property and IT Services will prepare a Winter Service Plan defining a Carriageway and Footway hierarchy for winter treatment, which will be reviewed annually by the Council.
6. The standard of performance achieved, and all the fixed and variable costs incurred will be monitored annually and reported to the Interim Executive Director of Environmental, Property and IT Services.
7. The Interim Executive Director of Environmental, Property and IT Services will report to the Council annually on the standard of service achieved, the costs involved and where changes or improvements to the level of services should be considered.
8. The Interim Executive Director of Environmental, Property and IT Services may in certain circumstances due to severe weather conditions or other conditions amend or suspend part of the Winter Service Plan to achieve the best service that the prevailing conditions will allow.
9. The Interim Executive Director of Environmental, Property and IT Services may carry out trials whenever necessary on proposals to improve the service prior to the review.

A - Statement of Policies

1. The Service will be provided in accordance with this document and the current Winter Service Plan.
2. The Roads Support Manager shall amend the Winter Service Plan on an annual basis and shall submit a final copy before 1st October each year to The Roads and Environmental Services Operations Manager for implementation.
3. This document reflects the recommendations in Well-Managed Highway Infrastructure: A Code of Practice 2016 to adopt a risk-based approach to winter service operations utilising recommendations within the National Winter Service Research Group (NWSRG) Practical Guide for Winter Service.
4. The Roads and Environmental Services Operations Manager is authorised to make such operational decisions as are necessary to perform the service as specified and as are allowed for in Appendix 1 and 2 of this document. If circumstances arise which require further instruction such matters should be referred to the Roads and Environmental Services Manager or such other person appointed by the Interim Executive Director of Environmental, Property and IT Services for this purpose.

B - Specification

1. General

This specification relates to the delivery of the winter service. Roads and Environmental Services will be required to follow the procedures and policies referred to as set out in this document.

The functions conferred by this document shall be exercised by the Interim Executive Director of Environmental, Property and IT Services, or duly appointed representative.

The Roads and Environmental Services Operations Manager shall provide and maintain sufficient personnel, vehicles, plant, machinery, and equipment as are necessary for the proper and safe delivery of the service outlined in this document and the Winter Service Plan.

If insufficient resources are available from within the Roads and Environmental Services Section to ensure the delivery of the service, the Roads and Environmental Services Operations Manager shall notify this to the Interim Head of Roads, Fleet and Waste Services who will identify resources available from within other sections of the Service, other Services of the Council or from external contractors.

The Service as specified will be delivered during the winter period 1st November to 31st March the following year. The Roads and Environmental Services Operations Manager may decide to extend this cover out with this period as necessary.

All charges incurred through the delivery of this Winter Service Policy will be covered by the relevant revenue budget code.

All materials laid down in accordance with the Specification remain the property of Roads Services.

2. Safety

Drivers should be instructed to take all possible precautions to protect their own safety and that of other road users.

High visibility clothing to BS EN 471 Class 3 must be worn by all personnel carrying out treatment to carriageway or footway.

All vehicles being actively used in winter service operations shall have warning beacons on at all times.

Drivers must abide by regulation 110 of the Road Vehicles (Construction and Use) Regulations, which prohibits a person from driving a motor vehicle from using a hand-held mobile telephone or a hand-held device.

3. Route Planning for Carriageways and Footways

Route plans showing extent of cover for treatment are provided annually in the Winter Service Plan.

Carriageway routine treatment – Treatment to commence not earlier than 06:00 and no new routes to be started after 18:00.

Footway routine treatment – Prioritised treatment will be provided Monday to Saturday 06:00 to 16:00. A reduced service, subject to available resources, will be provided on all days observed by the workforce as local holidays.

Emergencies – 24-hour cover will be provided for emergencies notified via the Police only.

4. Route Hierarchy

It is recognised by the NWSRG that no Council has sufficient resources to treat all its road network. It is therefore necessary to establish, based on the risk-based approach, a Carriageway and Footway hierarchy which provides a resilient network to the best of the Councils ability given current resource levels.

The following indicators are used to establish the route priority of each section of carriageway, footway and cycleway across Orkney and will be reviewed annually. Consultation with the community will also take place annually and feed into this decision-making process.

Carriageway Hierarchy

This hierarchy excludes roads on Islands not connected by Ro-Ro Ferry services, and Egilsay and Wyre. All roads on those Islands will be Priority 3 and treated when resources allow. Increased Salt bin allocation will be considered on these Islands.

Salting and Snow Clearance Carriageways

Priority 1

- Primary Routes.
- Important Principal Roads.
- Roads Leading to important industrial establishments.
- Roads leading to the Hospital.
- Roads leading to Police and Fire Stations.
- Roads leading to Schools.
- Roads leading to Transport terminals.
- Selected Bus Routes.
- Important journey-to-work routes.

- Known trouble spots.

Priority 2

- Other known trouble spots (not on Priority 1).
- Remaining principal roads.
- Town Centres.
- School Bus Routes (Priority 2S) treated on school days.
- Roads leading to Health Centres.

Priority 3 (Snow Clearance only. Not normally treated unless snow is present for more than 48 hours).

- Minor side Roads.
- Residential Roads
- No Salting or Gritting to be undertaken.

Footway and Cycleway Hierarchy

Footway treatment will apply to Kirkwall and Stromness only.

Salting and Snow Clearance Footway, Footpath and Cycleway

Priority 1

- Primary Routes
- Footways leading to the Town Centre
- Footways leading to the Hospital and other Health Centres.
- Footways leading to Police and Fire Stations
- Footways leading to Schools
- Footways leading to Transport terminals.
- Important journey-to-work routes.

Priority 2

- Busy footways leading to Priority 1's from well populated areas.
- Other routes leading to Schools

Priority 3

- Other busy footways not included in Priority 1 or 2.

5. Car Parks

Public Car Parks including Education and Care establishments will be treated as per the Winter Service Plan.

When notified, car parks adjacent to cemeteries will be treated prior to any funeral. The adjoining public carriageway will also be treated if not already done so on that day.

6. Standards

The Roads and Environmental Services Operations Manager must ensure that sufficient resources are or can be made available in the light of the decisions made in accordance with Appendix 1 and 2 considering response times, treatment times, vehicle characteristics, treatment length and rate of spread.

The target response time is one hour. This is the mobilisation period for commencing winter service operations following receipt of a weather warning.

Salting and Gritting - Carriageways

Priority 1 Routes – on receipt of frost, ice, or snow warning but subject to judgement and local experience. Once treatment has commenced the target completion time for Carriageway Priority 1's is 2 hours.

Priority 2 Routes – only when adverse conditions become apparent and when all Priority 1 routes have been completed. Priority 2's will not generally be pre-treated in the afternoon unless conditions become severe.

Priority 3 Routes – No salting or gritting to be undertaken.

Snow Clearance – Carriageways

Generally, should be started as soon as practicable and the need for it becomes apparent beginning with Priority 1 routes and then Priority 2 as equipment is available.

Under adverse weather conditions and when snow is drifting resources must be withdrawn from lower priority routes to preserve the integrity of the higher priority.

Priority 1 Routes – Should not remain impassable to heavy vehicles for more than 6 hours in rural areas or 4 hours in urban areas except under exceptional weather condition and when snow is drifting.

Priority 2 Routes – Should not remain impassable to heavy vehicles for more than 6 hours in urban areas or 24 hours in rural areas except under exceptional weather conditions and when snow is drifting.

Priority 3 Routes – To be made passable to heavy vehicles within 48 hours wherever possible after dealing with the higher priority routes and only when conditions are severe and likely to persist for several days. The priority of works should be areas with steep hills or where there is a higher number of vehicle movements.

Salting and Gritting – Footways, Footpaths and Cycleways

Priority 1 Routes – on receipt of frost, ice, or snow warning but subject to judgement and local experience.

Priority 2 Routes – only when adverse conditions become apparent and when Priority 1 routes have been completed. Priority 2's will not generally be pre-treated in the afternoon unless conditions become severe.

Priority 3 Routes – only when adverse conditions persist for more than 3 days and when Priority 1 and 2 routes have been completed. Priority 3's will not be pre-treated in the afternoon.

Snow Clearing – Footways, Footpaths and Cycleways

Generally, should be started as soon as practicable and the need for it becomes apparent beginning with Priority 1 routes and then Priority 2 as equipment is available.

Gaps will be formed in piled snow at roadsides at bus-stops and at crossing points.

7. Salt Bins

Salt bins will be deposited and maintained in locations such as known trouble spots, steep hills, dangerous bends, and densely populated areas not on priority routes, as set out in the Winter Service Plan. Additional bins may be instructed throughout the winter as deemed necessary.

The Council will provide salt bins, for self-help by members of the public only where the following criteria are met: -

1. In general, where the location is not on a Priority 1 or 2 route.
2. The bin shall not obstruct pedestrians.
3. The location shall not obstruct junction sight lines.
4. In general, where the location is not within 200 metres of another salt bin location.
5. The location is within the boundary of the public road
6. The Council will not provide bins in private roads or car parks or any other public or private property unless a service level agreement is in place.

Bins will only be located where they can be filled from a lorry and shall be replenished on a regular basis during the winter period, as resources permit.

The location of each bin will be recorded in an electronic database, with a unique identity code for each item.

Formal requests should be submitted to the Council's Roads Services for consideration. Where the criteria for a bin are met the provision will be dependent on available resources.

8. Islands Services

The level of service for all main Ro-Ro connected islands will be the same as the Orkney Mainland where resources allow. This excludes islands where resources are not currently present.

Additional salt bins may be provided in consultation with the local Community Council during the annual Winter Service Plan review.

The local Community Council should liaise with the Roads and Environmental Services Operations Manager as quickly as possible where procedures are not being followed.

9. Personnel

The Roads and Environmental Services Operations Manager must ensure that, as minimum, the following personnel are always on standby during the winter period:

- Duty Technician
- Duty Officer
- Duty Supervisor
- One crew located on the Mainland and Linking South Isles
- One Operative on each of the following islands: Hoy, Flotta, Rousay, Shapinsay, Stronsay, Eday, Westray and Sanday.

The Roads and Environmental Services Operations Manager will, in addition to the personnel noted above, ensure that an additional three crews are on standby on the mainland and linked isles for all local and public holidays, in particular 25th/26th December and 1st/2nd January.

During these periods and in all circumstances other than an emergency the delivery of the service will be limited to between 06:00hrs and 18:00hrs.

The Roads and Environmental Services Operations Manager will provide staff rotas, manpower plan, sources of manpower and methods of contact.

The Roads and Environmental Services Operations Manager will maintain an operations room for the use of operational staff. A copy of this Policy and the Winter Service Plan should be kept in the operations room.

In general vehicles will be single manned however if for reasons of safety or other operational reasons during periods of severe conditions it is necessary, double manning will be permitted.

The Roads Support Manager will amend the Winter Service Plan, incorporating any agreed changes following consultation, and present to the Roads and Environmental Services Manager by 1st October annually.

10. Training

The Roads and Environmental Services Operations Manager will ensure that all personnel engaged on winter service activities will be properly trained and are familiar with safe working practices.

The Roads and Environmental Services Operations Manager shall be responsible for training all winter service personnel and shall ensure that all employees are made aware, to whatever degree necessary for them to perform their functions, of the conditions, specification and operational statements relating to this document and the Winter Service Plan.

It is recommended that training be provided on the following issues. This is not an exhaustive list and will largely be based on local circumstances:

- The Content and operation of both this Policy, and the Winter Service Plan.
- Route familiarisation.
- Driving in difficult and hazardous road conditions including duty of care to other road users.
- Circumstances where special safety considerations apply.
- Snow ploughing.
- Avoidance of spraying pedestrians, cyclists, where practicable with salt or slush when salting or ploughing.
- Avoidance of risks to pedestrians and cyclists when using vehicles in segregated or partially segregated areas and in treating footways.
- Ploughing and manoeuvring in restricted circumstances.
- Dealing with emergencies; and
- Dealing with post ice and snow emergencies especially flooding.

In addition to such specific training, it will be necessary to ensure that all personnel are provided with information during operational periods on current network characteristics and constraints, including:

- Traffic management in place; and

- Network unavailability.

A system of formal training records shall be maintained by the Roads and Environmental Services Operations Manager.

11. Plant, Vehicles and Equipment

Roads and Environmental Services will maintain a fleet inventory highlighting Location, Capacity and characteristics of plant, vehicles, and equipment to be used in the delivery of the service.

12. Operational communication systems

The Roads and Environmental Services Operations Manager will provide and maintain operational communications systems as detailed in Table 1 below:

Table 1

Communications System	Method of Contact	Allocation
2 Way Radio	Radio Call Sign	All operational vehicles
Telephone Answering machine	Public Telephone System	Operations Room
Mobile Telephones	24-hour Contact/Message Relay Service	Duty Technician Duty Officer Duty Supervisor

A list of all radio call signs, radio paging numbers and telephone numbers shall be finalised no later than 1st October annually and distributed to all relevant personnel.

13. Weather Forecasts

Roads and Environmental Services will supply and maintain an approved ice prediction system covering the mainland and linked isles including thermal mapping and/or Route Based Forecasting to be used in conjunction with a weather forecasting service.

The forecasting service and a minimum 2-5-day prediction facility is to be directly transmitted into the ice prediction computer system.

The principal forecasts should be available no later than 1400 hours each day with updates based on local sensor data transmitted no later than 0500 hours the following morning.

The Roads and Environmental Services Operations Team shall provide, no later than 1600 hours each day, a copy of the 24-hour forecast incorporating planned action, the 2-5-day prediction and the 24-hour temperature prediction graph. In addition, no later than 1600 hours the following day a copy of the graph comparing the temperature prediction to actual temperatures will be provided.

14. Decision Making

The success or otherwise of winter service operations depends greatly on the judgement, enhanced by experience and local knowledge, of those who must make the decisions, however, it is essential that such judgements are also based on recognised and accepted good practice.

Decision making processes will follow the guidance documents provided by the National Winter Service Research Group.

The procedure for decision making is outlined in Appendices 1 and 2.

All decision-making procedures must be recorded and documented in an operational diary stored either electronically or in physical form.

15. Material standards and storage

Salt shall be supplied to Roads and Environmental Services by the Quarry Manager at Cursiter Quarry. All Salt must be stored and delivered as per the Salt Specification in Appendix 3. Any deviation from this specification must be notified to the Roads and Environmental Services Operations Manager as soon as reasonably practicable.

16. Treatment

Dry Salting treatment will be used on all occasions. Should other treatment options be introduced through the life of this document, it must be ensured that the guidance provided in the National Winter Service Research Group guidance documents is followed.

Carriageway treatment will be undertaken as shown in Appendix 1.

Footway and Cycleway treatment will be undertaken as shown in Appendix 2. It is noted by the NWSRG that there is considerably less research available regarding footway treatments when compared with carriageway treatments. Although recommended spread rates are issued by the NWSRG these are far less precise when compared with the carriageway treatments.

Road Surface Temperature has therefore been used as a guide as to when to treat footways and cycleways. If further research becomes available through the lifetime of this document, Appendix 2 will be updated where appropriate.

The spread rates indicated in Appendices 1 and 2 must only be used when Salt moisture content is within the optimum range shown in Appendix 3, and when spreader performance is good and calibrated correctly.

Where moisture content falls out with the optimum range the effectiveness of the salt will be greatly reduced therefore consideration must be made for increasing the spread rate by 20%.

Following decisions taken according to the procedures outlined in Appendix 1 and 2, undertake the treatment in the locations depicted on the weather forecasts. The treatment should be undertaken lane by lane except on roads where low traffic and narrow width permit full width spreading.

The average speed for gritters should be 20mph and never exceed 25mph whilst operating.

During prolonged falls of snow, it is preferred to plough continuously from the onset to prevent build up and compaction by traffic. At all times once passage is achieved on Priority 1 routes, it must be maintained wherever possible and in preference to treatment of other routes when necessary.

17. Media Communications

A standard messaging service will be provided to the Councils Communications team and disseminated as required.

18. Performance Monitoring

The Roads Support Manager will monitor generally, winter maintenance performance and expenditure, against the agreed specification and budget, and will notify the Roads and Environmental Services Manager of any variations.

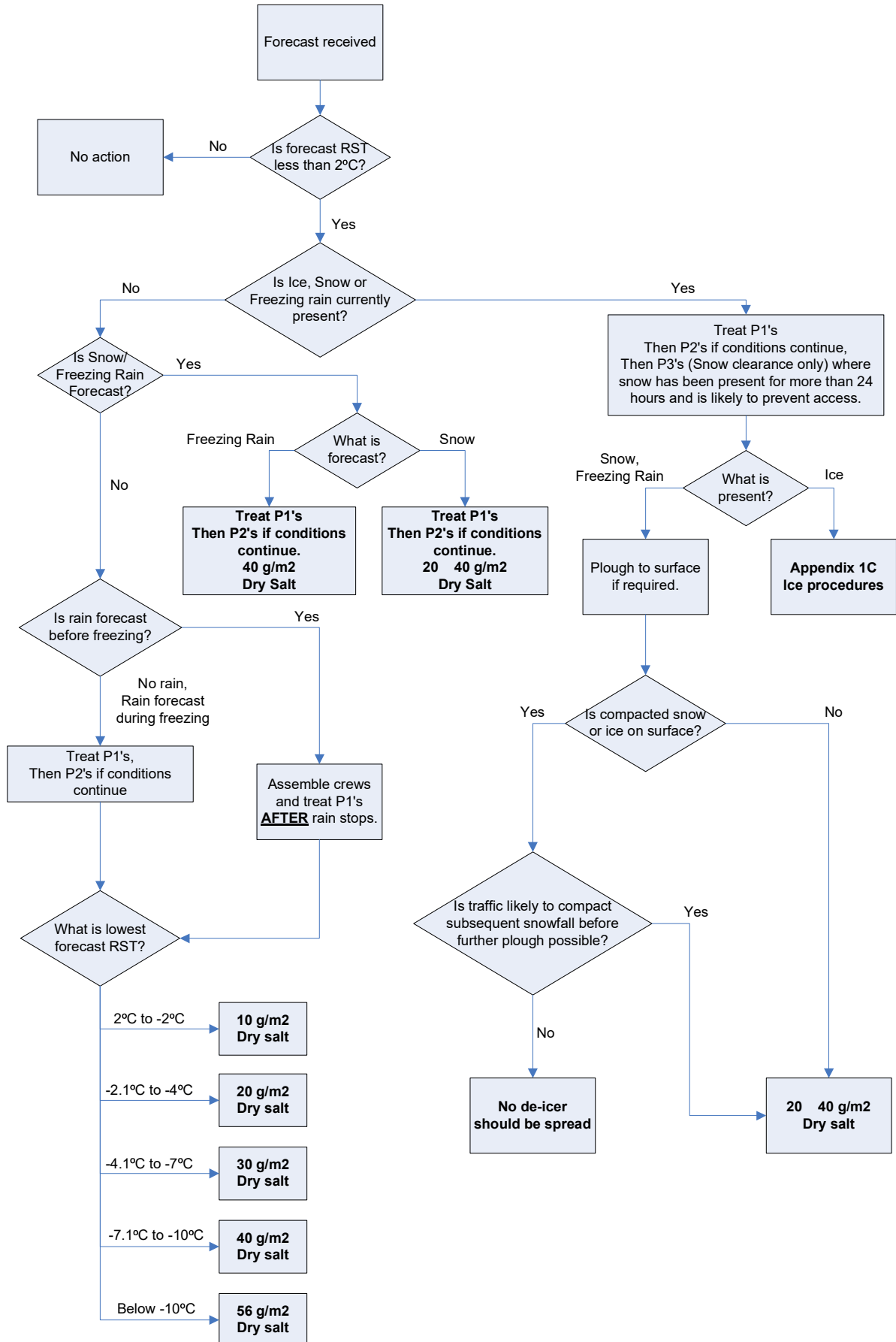
The Roads and Environmental Services Manager shall forward a report annually to the Interim Head of Roads, Fleet and Waste Services detailing the performance of the service against the agreed specification and budget. This will include details of the accuracy of the forecasting and ice prediction systems and performance of OIC Quarries in relation to the supply of salt and grit in accordance with Appendix 3.

All activities carried out in accordance with this document will be summarised and recorded.

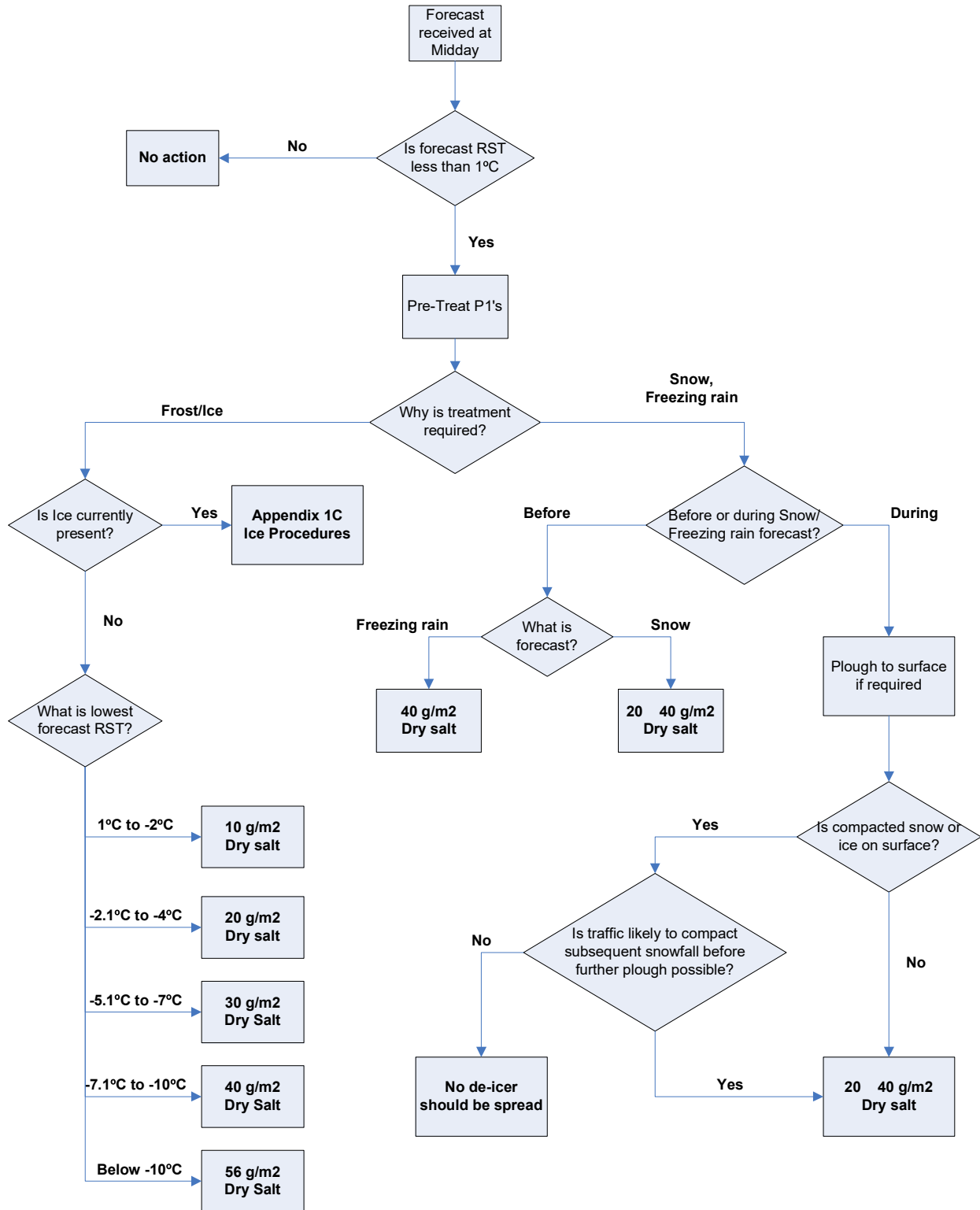
C - Appendices

- Appendix 1 – Carriageway Treatment Decision Making
- Appendix 2 – Footway Treatment Decision Making
- Appendix 3 - Salt Specification

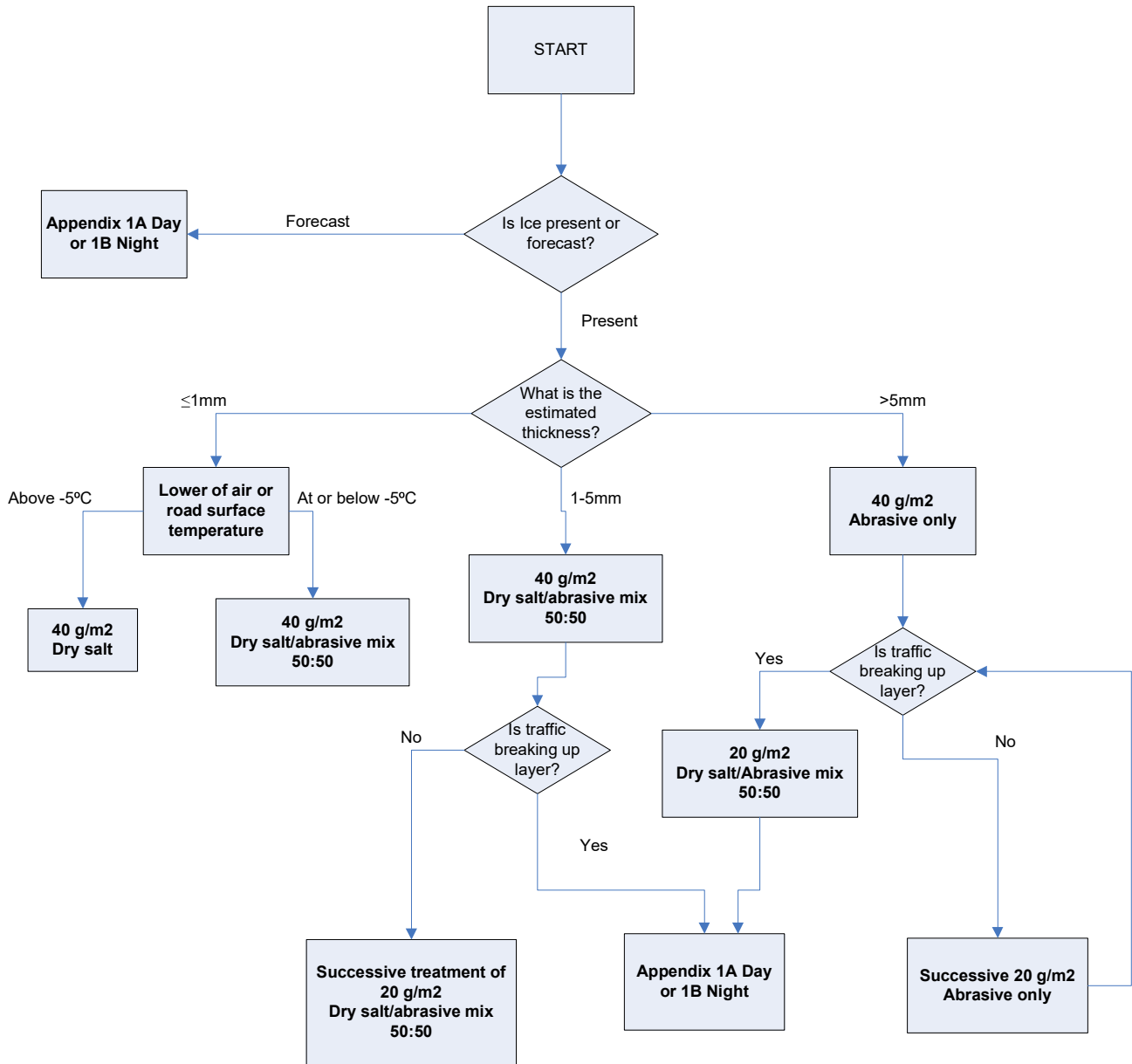
CARRIAGEWAY FORECAST PERIOD DAY (06:00 18:00)



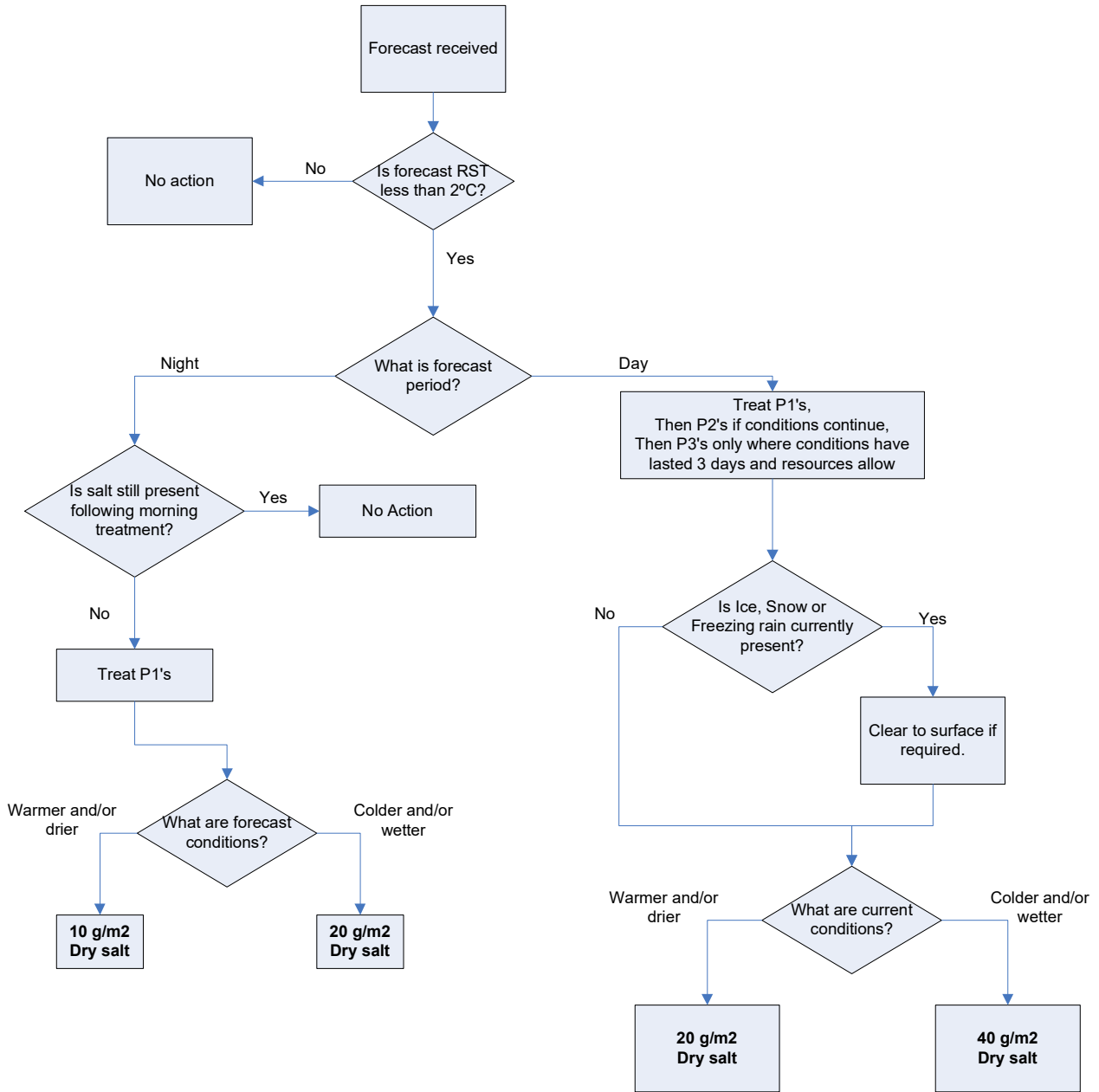
CARRIAGEWAY FORECAST PERIOD NIGHT (18:00 06:00)



CARRIAGEWAY ICE PROCEDURES



FOOTWAY TREATMENT



Salt Specification

1. Supply of salt

Salt shall be fully compliant with BS 3247:2011 Specification for salt for spreading on highways for winter maintenance . Alternatives may be considered, upon approval.

Grade

Grading of the salt should be as per Table 1, below.

BS 410 test sieve	Percentage (m/m) passing test sieve
6.3 mm	100
2.36 mm	30 to 80
300 µm	0 to 20

Table 1 Grading of salt. (BS 3247:2011)

Moisture content

The moisture content of all supplied salt shall be in accordance with BS3247:2011, and when sampled and tested on delivery shall not fall outside the optimum range identified in table 2. These moisture content values shall be consistent and representative of each delivered load. Alternative moisture contents may be considered, upon receipt of written request for approval.

Salt Type	Technology	Optimum Range
UK Rock Salt. Maximum fines content (<0.3mm particle size) is less than or equal to 7.5%	Dry Salting	1.5 to 4%
UK Rock Salt. Maximum fines content is above 7.5%	Dry Salting	2 to 4%

Should moisture content rise above 4%, the effectiveness of the salt is greatly reduced, therefore consideration must be made for increasing spread rates to compensate.

Chemical composition

The chemical composition of all salt supplied shall be in accordance with BS3247:2011 and as such, the following analysis upon delivery shall be as follows:

- Soluble chloride compounds (including sodium chloride (NaCl), magnesium chloride (MgCl₂), calcium chloride (CaCl₂) etc. expressed as sodium chloride): not less than 90%.
- Soluble sulphate compounds [expressed as calcium sulphate (CaSO₄): not more than 2.5%
- Material insoluble in water (at 20 ± 2°C): not more than 7.5%
- In addition to the above requirements, no substances should be present in such an amount as to be a hazard to human beings, animals (including fish) or plant life under normal conditions of use of the salt.

Alternative chemical compositions may be considered, upon approval.

Anti-caking additive

The minimum amount of anti-caking additive shall be used in order to prevent degradation of the quality of the salt and also ensure that after 18 months of covered/sheeted storage, all salt within a stock pile of at least 1 metre in height and the correct angle of repose shall remain loose and useable.

Full sampling and testing of the salt shall take place upon delivery as per the requirements of BS EN 932-1:1996 and BS 3247:2011. As such, the following test suite shall be completed, and results passed on to the Employer or its representative:

- Particle size analysis
- Moisture content analysis
- Concentration of anti-caking additive
- Chloride content

Samples taken for testing should be as representative as is practicable, (in accordance with BS EN 932-1:1996), and three test suites per shipment should be undertaken. This sampling and testing shall be undertaken at the Quarry Manager's cost.

2. Salt storage

Storage shall be provided for the purposes of stockpiling salt for a duration to be agreed between the Quarry Manager and the Roads and Environmental Services Manager or a duly appointed representative.

Consideration shall be given to the following:

1. Access. The Storage Site shall be readily accessible by public highway. The storage site shall be accessible by any sized articulated lorry permitted to be used on public highway (without special order), with sufficient turning space provided. Consideration shall be given to the possibility of queuing vehicles.
2. The storage site shall be accessible on all days (with access provision on public holidays to be discussed between the Quarry Manager and the Roads and Environmental Services Manager or a duly appointed representative) between the hours of 05:30am and 18:30pm.
3. The storage site shall have a hard standing on all areas to be used for the stockpiling of salt. The hard standing shall be in good condition and shall not allow leachate from the salt stockpile to permeate the ground beneath.
4. Where the storage site is not directly on the coast, it shall have sufficient bunding to prevent leachate and run-off from the salt stockpile from polluting the surrounding environment.
5. The storage site should have interceptors to contain the leachate and run-off from the stockpile and other pollutants. Where interceptors are not present, a consent to discharge chlorides to the foul sewer network shall be provided to the Roads and Environmental Services Manager or a duly appointed representative.
6. The storage site shall have a secure boundary wall or fence to prevent any unauthorised access and any security issues arising from the use of the site for salt stockpiling.
7. The storage site should have provision for weighbridge facilities. The ticketing output from such facilities shall allow for the collection of information relating to:
 - Origin
 - Destination
 - Load (mass)
 - Customer
 - Haulier
 - Time and date

The Quarry Manager shall provide resources to staff such weighing facilities.

The weight of all salt material extracted/removed from the storage site is to be obtained by the Quarry Manager.

The Quarry Manager shall make available within 24 hours of receiving a request, provision for the reloading of vehicles making dispatches from the storage site. This shall include making available loading shovels and associated resources to be able to dispatch salt. Similarly, such provision shall be made available within 24 hours of receiving a request, for the stockpiling and profiling of salt delivered to storage site.

8. It is preferable for the salt to be stored within a building such as a salt barn or other suitable structure in order to protect the salt from the effects of the weather
9. All sites shall have requisite environmental and planning consents for the bulk storage of salt. These shall be sought by the Quarry Manager at their cost.

3. Sheeting

Where enclosed roofed storage is not available, waterproof sheeting shall be provided and installed to protect the salt from the elements and the effects of leaching, run-off, and wind. Sheeting shall be of sufficient quality to protect the salt stockpile for two years but shall be maintained during that period.

The Quarry Manager shall ensure that sheeting shall be weighted down sufficiently so as to prevent the sheeting from coming free or blowing off. Any damage to sheeting caused by weather shall be repaired or replaced as soon as is practicable at the Quarry Manager's cost.

The working face of each stockpile shall also be re-sheeted following stock removal or addition. The sheeting that is cut away at the time of excavation as well as off cuts from the installation process shall be disposed of efficiently and in a way, which minimises environmental impact.

Any material used for sheeting shall be designed specifically for the purposes of protecting bulk materials from wet conditions.

4. Transportation of salt

Once the salt has been stored, the Quarry Manager shall deliver salt as and when instructed in the OIC Winter Service Policy requirements from each of the locations to destinations specified by the Roads and Environmental Services Manager or a duly appointed representative. Vehicles transporting the material shall be fit for purpose to prevent loss of salt material or contamination to the salt material. Proof of delivery receipts shall be collated by the Quarry Manager from hauliers and provided to the Roads and Environmental Services Manager or a duly appointed representative by email within one week of dispatch.

5. Additional testing of supplied salt

The following test suite shall be available to the Roads and Environmental Services Manager or a duly appointed representative for the testing of any salt stockpile. Analysis shall be undertaken in accordance with BS3247:2011. Once analysis has been completed, results in the form of test certificates shall be passed on to the Roads and Environmental Services Manager or a duly appointed representative.

- Particle size analysis
- Moisture content analysis
- Concentration of anti-caking additive
- Chloride content

The Quarry Manager shall be responsible for the representative sampling of the stockpile to be sampled and will sample in accordance with BS EN 932-1:1996, as well as for the arrangement of courier services to transport test samples to the testing facility.

Additional analysis will be carried out monthly, during the winter season, from October to April.

6. Management of Storage Sites and provision of a logistics service

The Quarry Manager shall provide on-site resources (at the storage site) to monitor dispatches and deliveries and supervise the condition and security of the stockpile. On-site resources (the site supervisor) shall be provided during the operational hours at each storage site. Operational hours shall be defined as days of expected delivery and dispatch. In addition, the site supervisor shall undertake inspections of a frequency to ensure maintained security, quality of the salt and sheeting (site specific), and health and safety requirements of the storage site, the salt stockpile and the condition of the sheeting. Such inspections shall not be any less frequent than weekly and shall be carried out at all times throughout the year, irrespective of whether operational hours are affected.

The Quarry Manager shall, at the request of the Roads and Environmental Services Manager, provide the following logistic service:

- Arranging distribution and advising distributors/receiving authorities of what loads are to be delivered and when
- Ensuring distributors book vehicles in and providing them with unique loading reference
- Monitoring vehicles arriving at stockpile for loading
- Managing daily collection of weighbridge tickets at stockpile
- Collecting and collating all Proof of Deliveries (PODs).

Reports on deliveries and dispatches taking place from the storage site shall be prepared on request for the Roads and Environmental Services Manager or a duly appointed representative. Such reports shall include elements relating to site security, sheeting condition, health and safety, environmental concerns and any other matters deemed relevant.

Salt will be supplied to Roads and Environmental Services by the Quarry Manager at Curister Quarry. In addition, the Quarry Manager will maintain a standby rota during the winter period.



Winter Service Plan 2021 – 2022

Interim Executive Director.

Environmental, Property and IT Services.

(...) 2021.

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Document Control & Council Approval

Version Number/Date.	Approved by Council.
v1/September 2021.	Development and Infrastructure. ... (date of approval).
Next Update Due.	September 2022.

Introduction

Notes

1. Following the annual review of the Council's Winter Service Plan for the winter of 2020-2021 this document has been revised.
2. Any changes to route priority are detailed in Table A and any additional salt bins are detailed in Appendix 5.

Table A: Summary of Map Changes Following Consultation

Roads

Area.	Location.	Existing Priority.	New Priority.	Note.
Birsay.	Hundland Road.	P2S	P2.	Amended following review.
Birsay.	Wattle Road.	P2S.	P2.	
Birsay.	Loons Road.	P2S.	P2.	
Birsay.	Durkadale Road.	P2S.	P2.	
Birsay.	Hillside Road (A986 to Durkadale Road).	P2S.	P2.	
Burray	Westshore Road.	P3.	P1.	
Burray.	Village Road (From Pier Road to end of road).	P1.	P3.	
Eday.	B9063 (From Essonquoy Road eastwards to end of road).	P2.	P3.	
Eday.	Southside Road.	P2.	P3.	

Eday.	Ruah Road.	P2.	P3.	
Eday.	Noneyha Road.	P2.	P3.	
Eday.	Kirk Road.	P2.	P3.	
Eday.	Essonquoy Road.	P2.	P3.	
Eday.	Carrick Road.	P2.	P3.	
Eday.	Guith Road (Eday Surgery to Cusbay Road).	P2.	P3.	
Eday.	Mill Bay Road.	P2.	P3.	
Eday.	Hammarhill.	P2.	P3.	
Eday.	Westside Road.	P2S.	P2.	
Firth	Wald Road.	P2.	P3.	
Firth	Burness Road (Wald Road to end of road)	P2.	P3.	
Firth	Heddle Road	P2.	P1.	
Firth	Grandon Road	P2.	P3.	
Firth.	Lyde Road (Redland Road to A966).	P2S.	P2.	
Flotta.	B9046 (From Bow Road eastwards to end of road.	P2.	P3.	
Graemsay.	Breckan Road	P3.	P2.	
Graemsay.	Kirk Road	P3.	P2.	
Graemsay.	Pier Road	P3.	P2.	
Graemsay.	Sandside Road	P3.	P2.	
Gramesay.	School Road	P3.	P2.	
Graemsay.	West Hill Road	P3.	P2.	
Harray	Lyde Road (Netherhouse to A986).	P2S.	P2.	
Harray.	Stoneyhill Road.	P2S.	P2.	
Harray.	Russland Road.	P2S.	P2.	
Harray.	Netherbrough Road.	P2S.	P2.	
Harray	Hillside Road (From A986 to Durkdale Road).	P2S.	P2.	

Holm	Cornquoy Road (B9052 to The Tieve Road).	P2S.	P2.	
Holm	Greenwall Road.	P2S.	P2.	
Holm	Graemeshall Road (Biggings Road to Moss Road)	P2.	P3.	
Holm	Moss Road.	P2S.	P2.	
Hoy.	Braebuster Road (From Sandy Loch to end of Road).	P2.	P3.	
Hoy.	French Road.	P2	P3.	
Hoy.	Rinnigill Road.	P2.	P3.	
Hoy.	Crockness Road.	P2.	P3.	
Hoy.	North Ness Road.	P2.	P3.	
Hoy.	Haven Road.	P2.	P3.	
Hoy.	Brims Road.	P2.	P3.	
Hoy.	Garson Road.	P2.	P3.	
Hoy.	Quoyness Road.	P2.	P3.	
Hoy.	Shop Road.	P2.	P3.	
Hoy.	Baldrey's Road (From Council Depot to B9047).	P2.	P3.	
Hoy.	B9047 (Moaness Road to end of road).	P2.	P3.	
Hoy.	St Colms North.	P2.	P3.	
Hoy.	St Colms South.	P2.	P3.	
Kirkwall	Holm Road	P2S.	P1.	
Kirkwall	Glaitness Road	P2S.	P2.	
Kirkwall.	The Quadrant.	P2.	P3.	
Kirkwall.	Carters Park Road (short link road to Willowburn Road).	P2.	P3.	
Kirkwall.	Pickaquoy Loan (Pickaquoy Road to Eunson Kloss).	P3.	P2.	
Rendall.	Gorseness Road (A966 to Puldrite Road).	P2S.	P2.	

Rendall.	Gorseness Road.	P2S.	P2.	
North Ronaldsay.	Antabreck Road.	P2.	P3.	
North Ronaldsay.	Wesntess Road.	P2.	P3.	
North Ronaldsay.	Garso Road.	P2.	P3.	
North Ronaldsay.	Hooking Road.	P2.	P3.	
North Ronaldsay	Vincoin Road.	P2.	P3.	
North Ronaldsay.	North Gravity Road.	P2.	P3.	
North Ronaldsay.	South Gravity Road.	P2.	P3.	
North Ronaldsay.	Greenspot Road.	P2.	P3.	
North Ronaldsay.	Barrenha Road.	P2.	P3.	
North Ronaldsay.	Hooking Road.	P2.	P3.	
North Ronaldsay.	Brides Ness Road (Howar Road to end of road).	P2.	P3.	
North Ronaldsay.	Howar Road (Brides Ness Road to end of road).	P2.	P3.	
Orphir.	Linnadale Road	P2.	P3.	
Orphir.	Scorradale Road.	P2S.	P2.	
Orphir.	Germiston Road (Fea Road to A964).	P2S.	P2.	
Orphir.	Smoogro Road.	P2.	P3.	
Papa Westray.	Central Road.	P2S.	P2.	
Papa Westray.	Pier Road.	P2S.	P2.	
Papa Westray.	School Road.	P2S.	P2.	
Rousay	Scockness Road	P2.	P3.	
Rousay.	Nethermill Road	P2.	P3.	
Rousay.	Hurtiso Road	P2.	P3.	

Rousay.	Hullion Road	P2.	P3.	
Rousay.	Wasbister Road	P2.	P3.	
Rousay.	Johnston's Road	P2.	P3.	
Rousay.	Sourin Road.	P2.	P3.	
Sanday.	Backaskaill Road.	P2.	P3.	
Sanday	Bressigarth Road.	P2.	P3.	
Sanday.	Marston Road.	P2.	P3.	
Sanday.	Measer Road.	P2.	P3.	
Sanday	Heggliober.	P2.	P3.	
Sanday.	Laminess Road.	P2.	P3.	
Sanday.	Cleat Road.	P2.	P3.	
Sanday.	Sellibister Road	P2.	P3.	
Sanday.	Langbigging Road.	P2.	P3.	
Sanday.	Oyce Road (Ortie Road to end of road)	P2	P3.	
Sanday.	Ortie Road (Ortie to end of road).	P2.	P3.	
Sanday.	Howe Road.	P2.	P3.	
Sandwick.	Bristol Road.	P2S.	P2.	
Sandwick.	Swartland Road.	P2S.	P2.	
Sandwck.	Veyquoy Road.	P2S.	P2.	
Sandwick.	B9057.	P2S.	P2.	
Sandwick.	B9055.	P2S.	P2.	
Sandwick.	Quoyloo Road.	P2S.	P2.	
Shapinsay	Swartaquoy Road	P2.	P3.	
Shapinsay	Grinigoe Road.	P2.	P3.	
Shapinsay	Brecks Road	P2.	P3.	
Shapinsay	Strathore Road	P2.	P3.	
Shapinsay	Sandyhill Road (Westhill Road to end of road).	P2.	P3.	
Shapinsay.	Millbank.	P2.	P3.	
Shapinsay.	Helliar View.	P2.	P3.	
South Ronaldsay.	B9042	P2S.	P2.	

South Ronaldsay.	Aikers Road.	P2S	P2.	
South Ronaldsay.	Grimness Road.	P2S.	P2.	
South Ronaldsay	Honeysgeo Road	P2.	P3.	
South Ronaldsay	Oback Road	P2.	P3.	
South Ronaldsay	Uppertown Road (Hoxa Road to end of road).	P2.	P3.	
South Ronaldsay.	A961 (Cleat Road to Burwick).	P3.	P1.	
South Ronaldsay.	Ontoft Road (From Pier Road to Lowertown Road).	P1.	P2.	
South Ronaldsay.	Kirkhouse Road.	P2.	P3.	
South Walls.	Snellsetter Road.	P2.	P3.	
South Walls.	Cantick Road.	P2.	P3.	
South Walls.	Hutts Road.	P2.	P3.	
South Walls.	Hillside Road.	P2.	P3.	
St.Andrews	Tankerness Hall Road.	P2S.	P2.	
St.Andrews	Yinstay Road.	P2S.	P2.	
St.Andrews	Shore Road (Tankerness Hall Road to Groatsetter Road)	P2S.	P2.	
St.Ola.	Inganess Road (Berstane Loan to Quoydandy Branch Road).	P2.	P3.	
St.Ola.	Quoydandy Branch Road.	P2.	P3.	
St.Ola.	Heathery Loan	P2S.	P2.	
St.Ola.	Scapa Bay Road	P2.	P3.	
St.Ola.	Craigiefield Road	P2S.	P2.	
St.Ola.	Work Road	P2S.	P2.	
St.Ola.	Old Finstown Road (Zions Loan to Glaitness Road).	P2S.	P2.	

St.Ola.	Crowness Road.	P2.	P3.	
St.Ola	Sunnybank Road.	P2S.	P2.	
Stenness.	Clouston Corner.	P2.	P3.	
Stenness.	Brodgar Road.	P2S.	P2.	
Stenness	Bigswell Road	P2.	P3.	
Stenness.	Ireland Road (30mph speedlimit to A964).	P2S.	P2.	
Stromness.	Kiribster Road (Hutter Road to end of road).	P2.	P3.	
Stromness.	Howe Road.	P2S.	P2.	
Stromness.	Grieveship Road (From access into top car park of Grieveship Brae to end of road).	P2.	P3.	
Stromness.	Grieveship Brae.	P2.	P3.	
Stromness.	Grieveship West. (Both car park sections and from top car park access to end of road).	P2.	P3.	
Stromsay	Fairhill Road.	P2.	P3.	
Stromsay.	Bay Road.	P2.	P3.	
Stromsay.	Furrowend Road.	P2.	P3.	
Stromsay.	Burrowgate Road.	P2.	P3.	
Stromsay.	Airafea Road (Cleat Road to end of road).	P2.	P3.	
Stromsay.	Everbay Road.	P2S.	P2.	
Stromsay.	Midhouse Road.	P2.	P3.	
Stromsay.	Kirbuster Road.	P2.	P3.	
Stromsay.	Dishes Road.	P2.	P3.	
Westray.	B9067.	P2S.	P2.	
Westray.	Noup Road(B9066 to Furrigarth Road).	P2S.	P2.	
Westray	Ness Road (Russland Road to end of Road.	P2.	P3.	

Westray.	Smittaldy Road	P2S.	P2.	
Westray.	Swartmill Road.	P2S.	P2.	

Footways and Footpaths

Area.	Location.	Existing Priority.	New Priority.	Note.
Kirkwall	Cycleway between Pickaquoy Loan and Wellington Street.	Not currently treated.	P2.	
Kirkwall.	Cromwell Road (Shore Street to Weyland Bay).	Not currently treated.	P2.	
Kirkwall.	Holm Branch Road.	Not currently treated.	P1.	
Kirkwall.	Muddisdale Road.	Not currently treated.	P2.	
Kirkwall.	New Scapa Road (Scapa Crescent to Scapa Roundabout).	Not currently treated.	P1.	
Kirkwall.	Old Scapa Road.	Not currently treated.	P2.	
Kirkwall	Shore Street (Shore Street roundabout to Cromwell Road).	Not currently treated.	P2.	
Stromness	North End Road (North End Roundabout to Swimming Pool Car Park).	Not currently treated.	P1.	

Salting, Gritting and Snow Clearing

1. Statement of Policies

The winter service operation should be delivered in accordance with the Council's Winter Service Policy Statement and this document.

2. Response Time on Receipt of a Weather Warning

The target response time is one hour. This is the mobilisation period for commencing winter service operations (that is gathering employees and preparing equipment) following receipt of a weather warning. Once treatment has commenced the target completion time for Carriageway Priority 1's is 2 hours.

3. Carriageway and Footway Hierarchy

The process for establishing carriageway and footway hierarchies is defined in the Winter Service Policy. The hierarchy is updated annually following consultation.

Carriageways and Footways shall be treated in accordance with the priorities shown in Appendix 1 and Appendix 2.

4. Car Park Hierarchy

The list of car parks to be treated is set out in Appendix 3.

When notified, car parks adjacent to cemeteries will be treated prior to any funeral.

5. Salt Bins

Salt bins will be deposited and maintained in locations such as known trouble spots, steep hills, dangerous bends, and densely populated areas not on priority routes, as set out in Appendix 4. Additional bins may be instructed throughout the winter as deemed necessary.

The Council will provide salt bins, for self-help by members of the public only where the following criteria are met: -

1. In general, where the location is not on a Priority 1 or 2 route.
2. The bin shall not obstruct pedestrians.
3. The location shall not obstruct junction sight lines.
4. In general, where the location is not within 200 metres of another salt bin location.
5. The location is within the boundary of the public road
6. The Council will not provide bins in private roads or car parks or any other public or private property unless a service level agreement is in place.

Bins will only be located where they can be filled from a lorry and shall be replenished on a regular basis during the winter period, as resources permit.

The location of each bin will be recorded in an electronic database, with a unique identity code for each item.

Formal requests should be submitted to the Council's Roads Services for consideration.

Where the criteria for a bin are met the provision will be dependent on available resources.

6. List of Appendices – Winter Maintenance Plan 2021 – 2022

Appendix 1 - Road Maps

- Map 1: East Mainland.
- Map 2: West Mainland (including Finstown).
- Map 3: Linked South Isles (including St Margaret's Hope).
- Map 4: South Isles (Graemsay, Hoy and Flotta).
- Map 5: Kirkwall and Hatston.
- Map 6: Stromness.
- Map 7: Inner North Isles (Rousay, Egilsay, Wyre and Shapinsay).
- Map 8: North East Outer North Isles (North Ronaldsay, Sanday and Stronsay).
- Map 9: North West Outer North Isles (Papa Westray, Westray and Eday).
- Map 10: Quoybanks area 20mph traffic calming gateways.

Appendix 2 - Footway, Footpath and Pedestrian Area Maps

Salting, Gritting and Snow Clearing – Footways, Footpaths and Pedestrian Areas

- Map 11: Kirkwall Footway and Footpath Routes.
- Map 12: Stromness Footway and Footpath Routes.

Appendix 3 - Car Parks.

Appendix 4 - Salt and Grit Bins

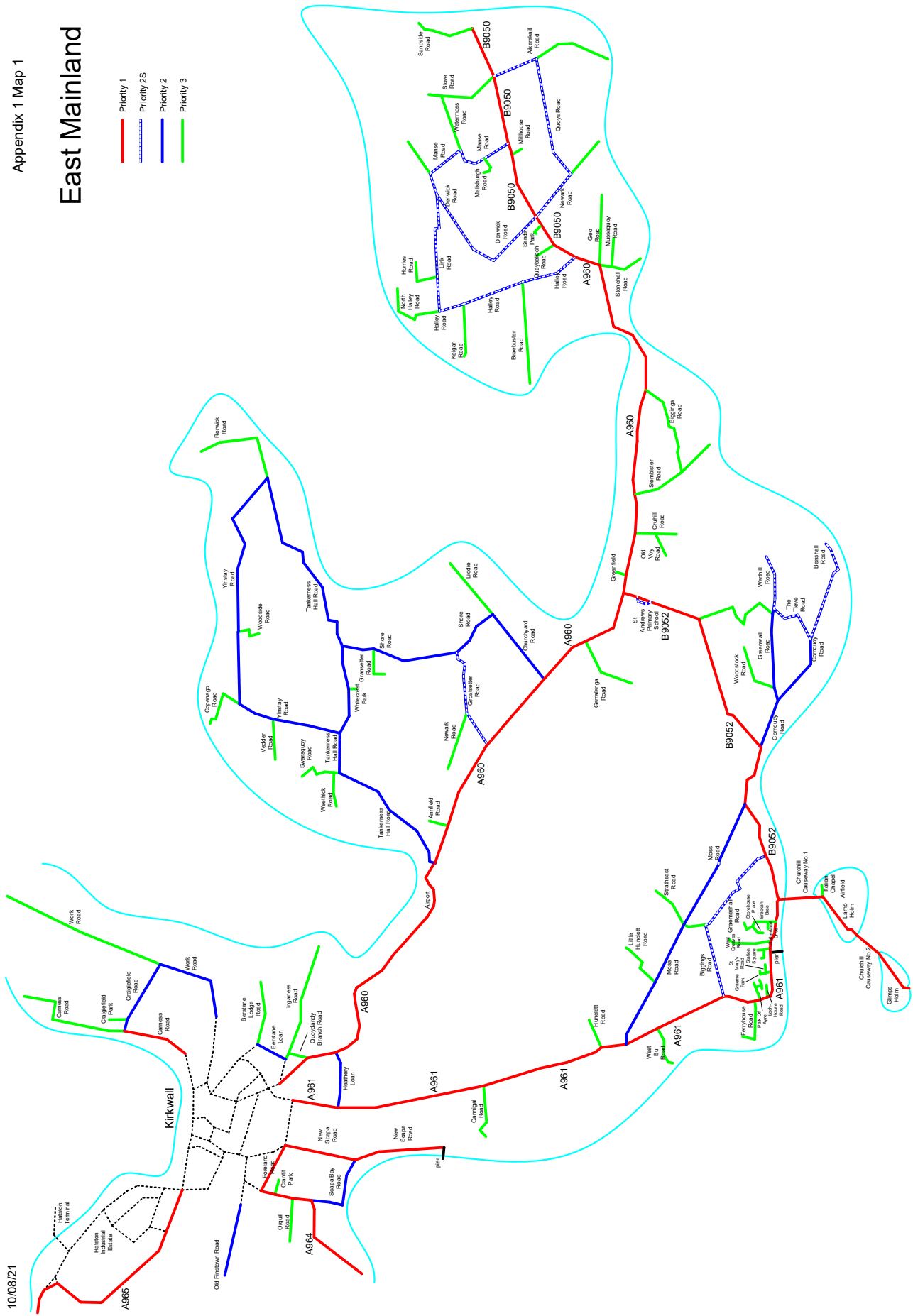
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- Map 10: Quoybanks area 20mph traffic calming gateways.

On the Orkney Islands Council website, the individual maps are provided as separate attachments (in PDF format) on the Winter Service Plan web page.

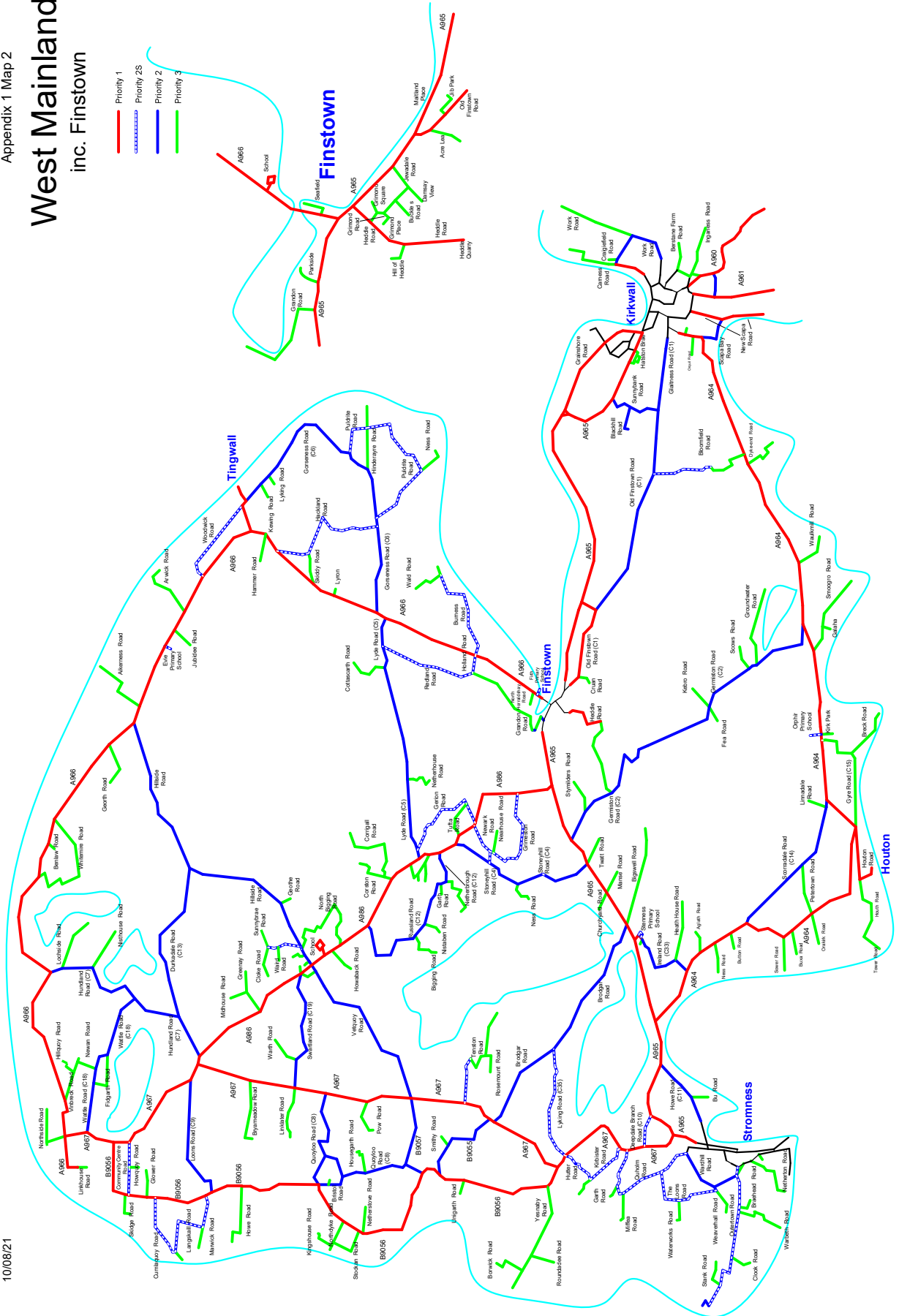
East Mainland

- Priority 1
- Priority 2S
- Priority 2
- Priority 3

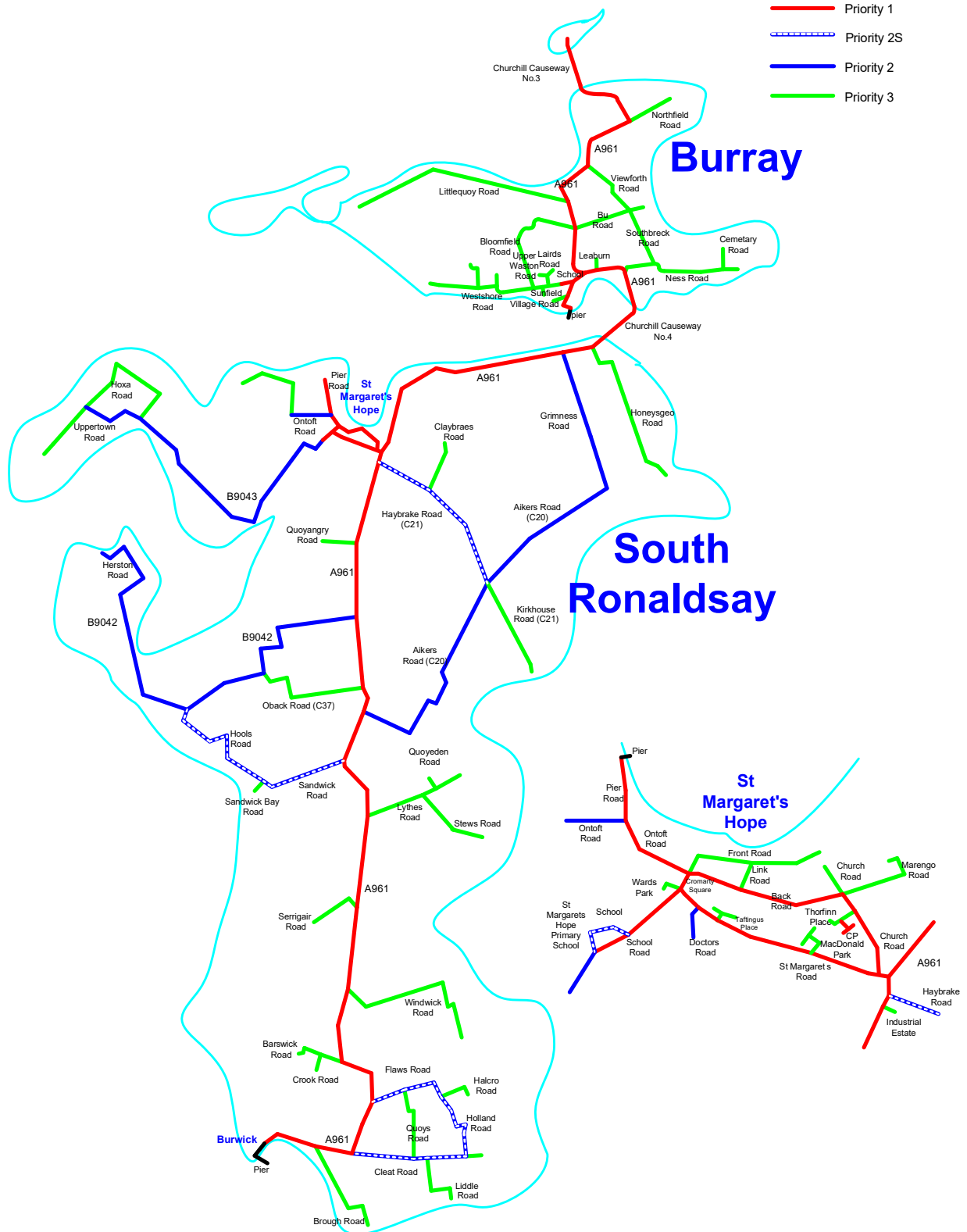


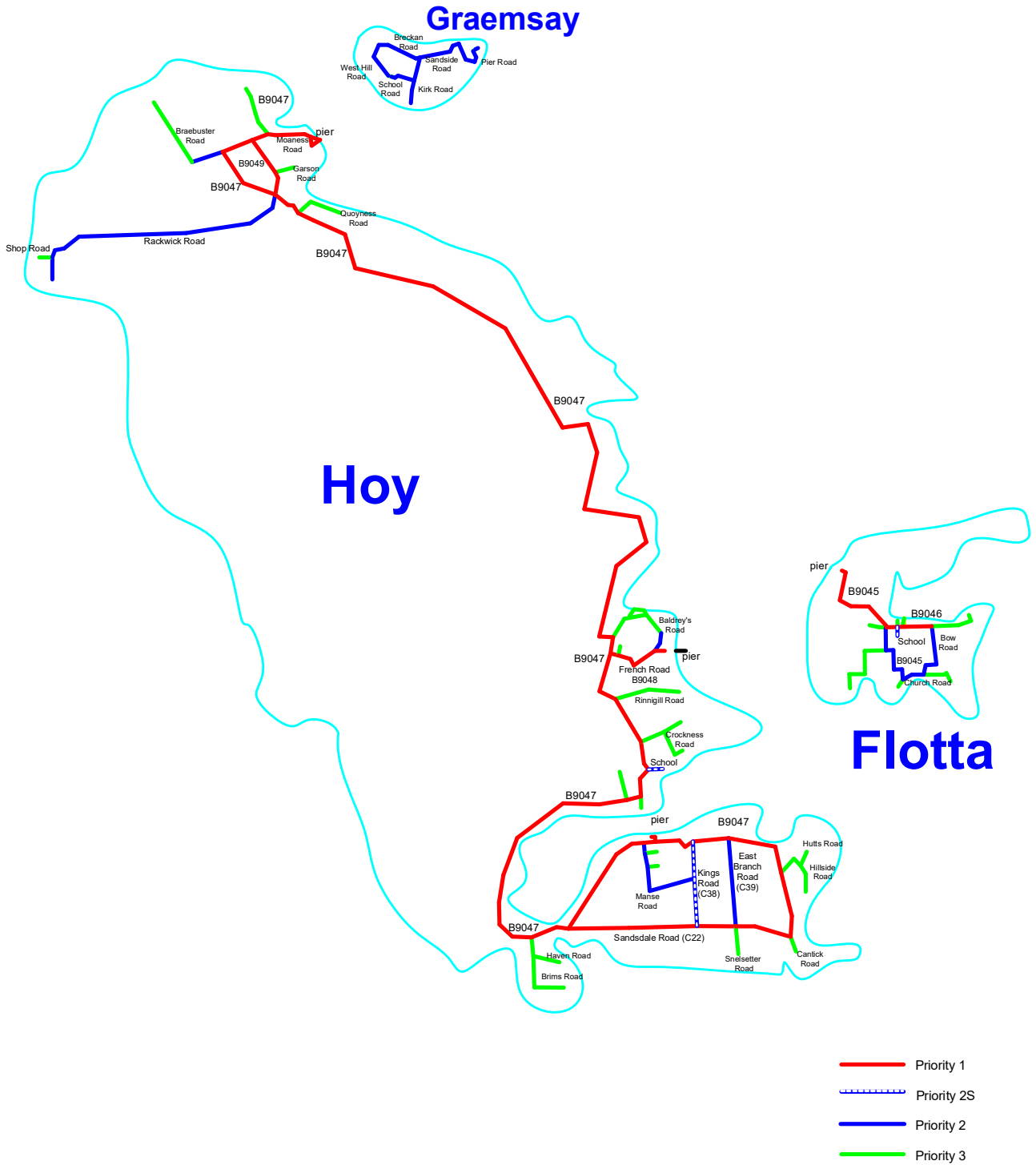
West Mainland inc. Finstown

- Priority 1
- Priority 2S
- Priority 2
- Priority 3



Linked South Isles inc. St Margaret's Hope

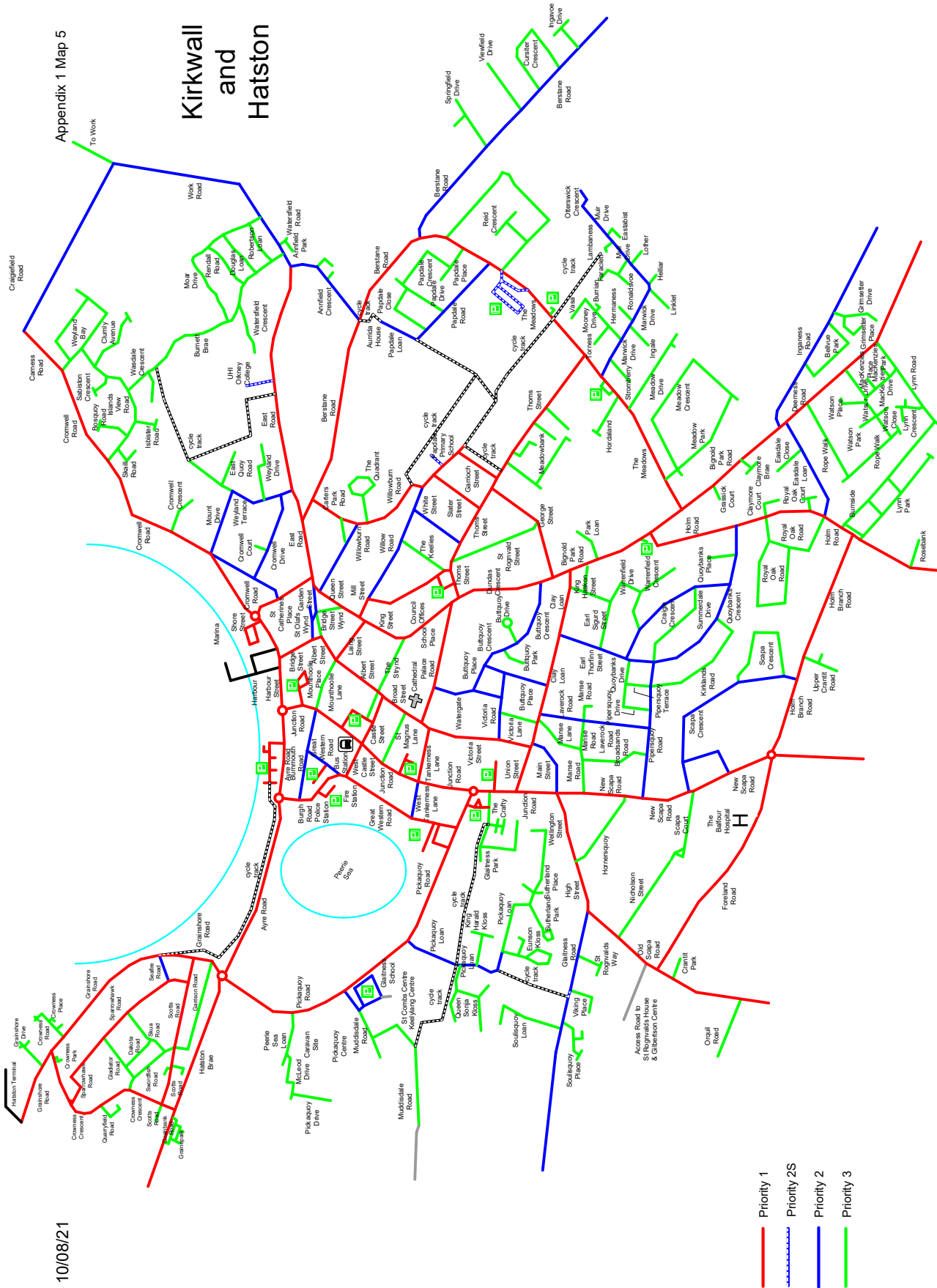




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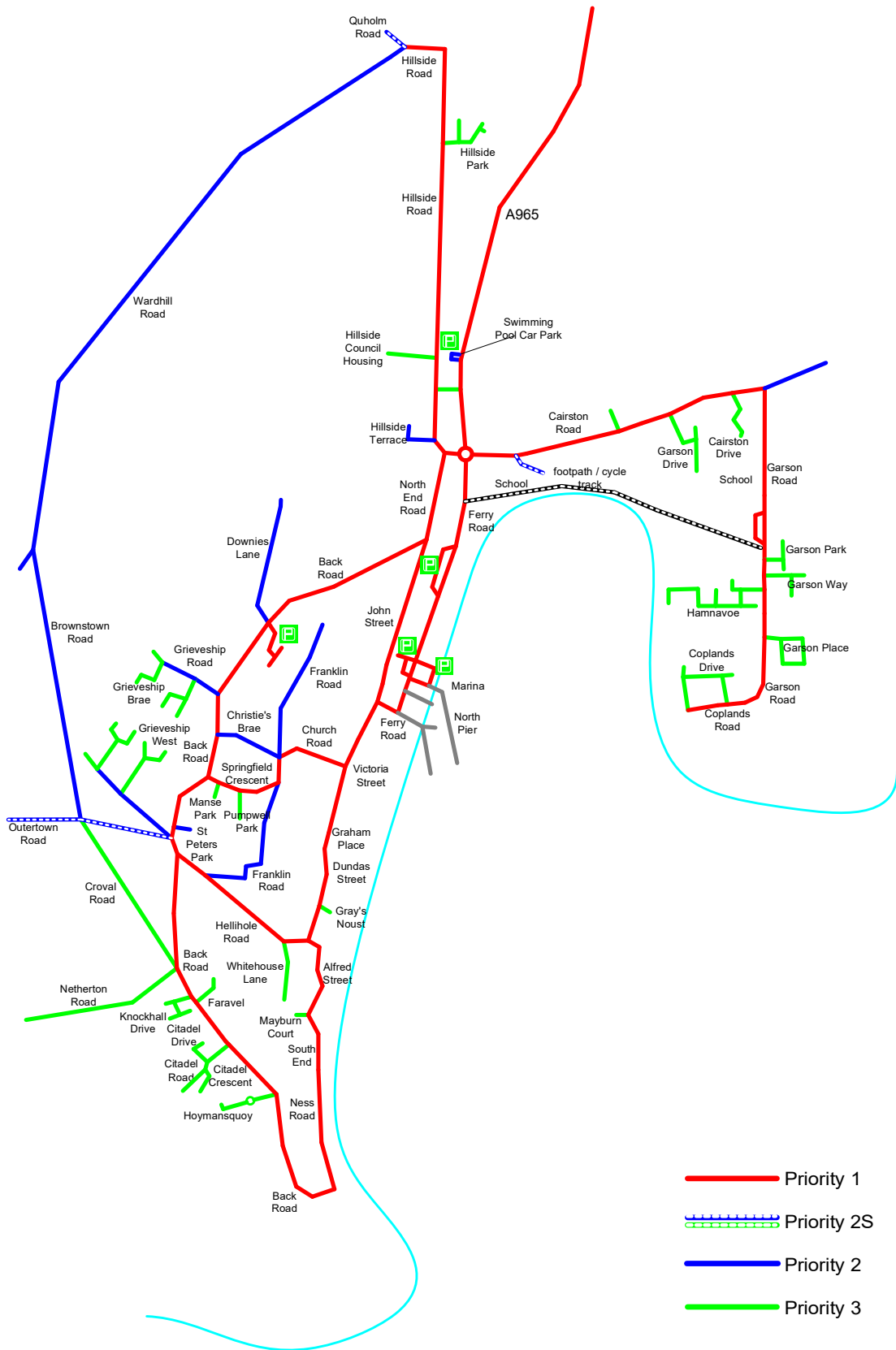
Appendix 1 Map 5

Kirkwall and Hatston

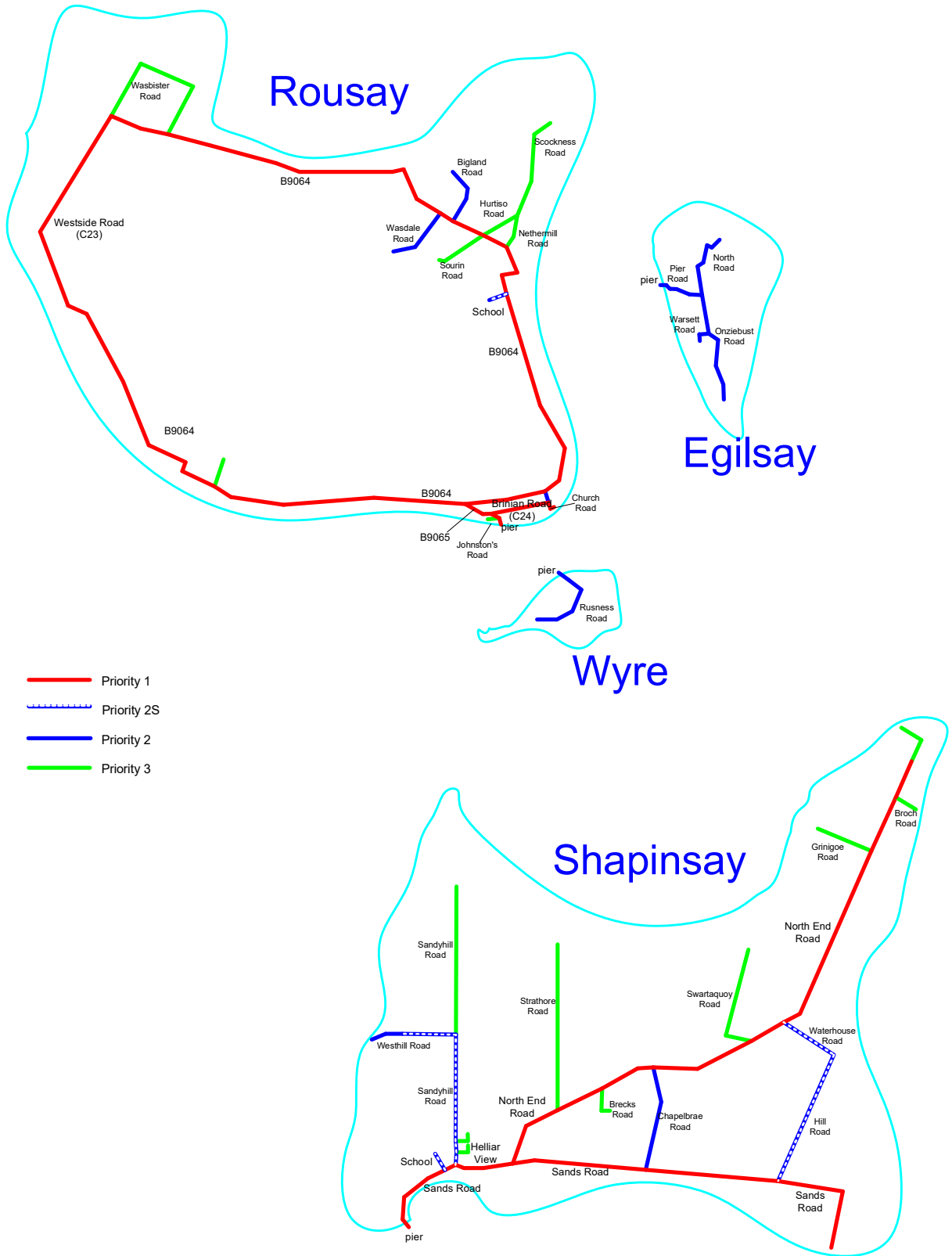


- Priority 1
- Priority 2S
- Priority 2
- Priority 3

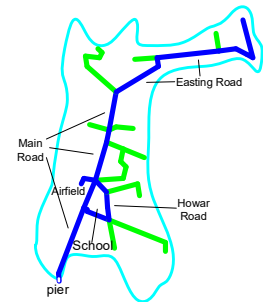
Stromness



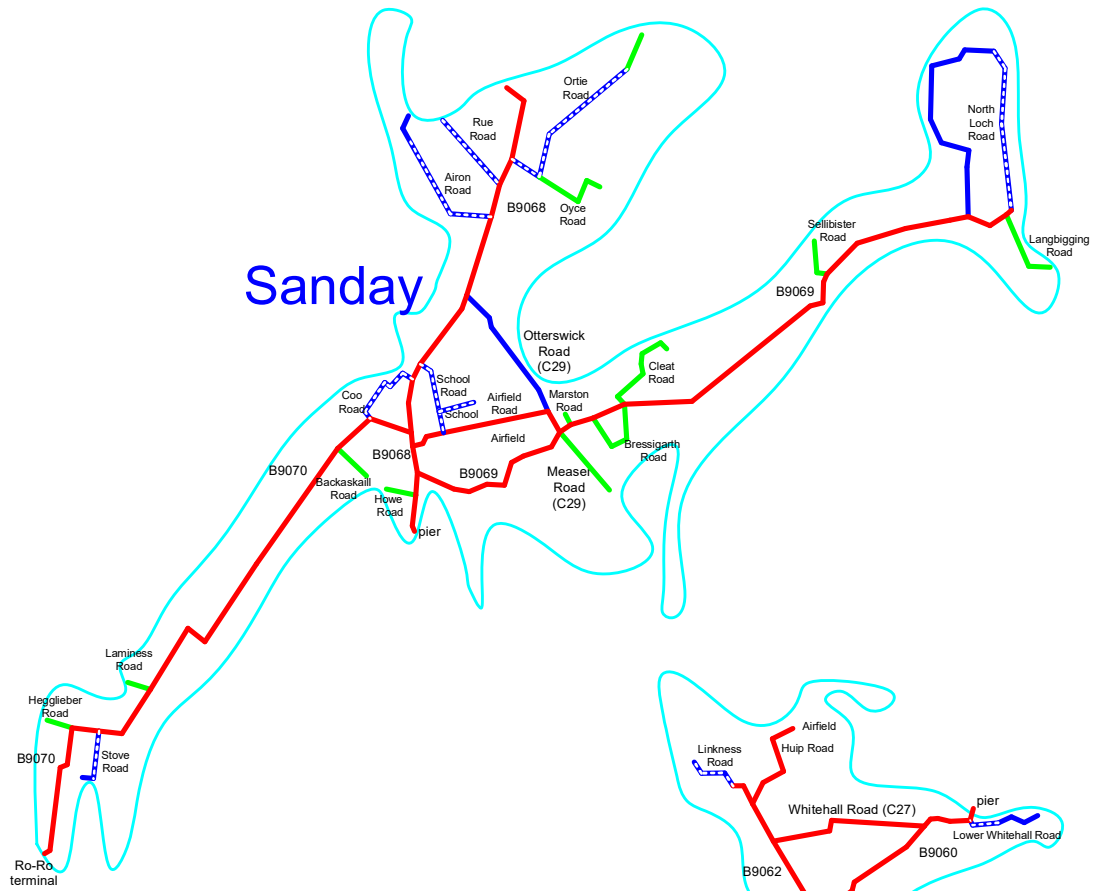
Inner North Isles



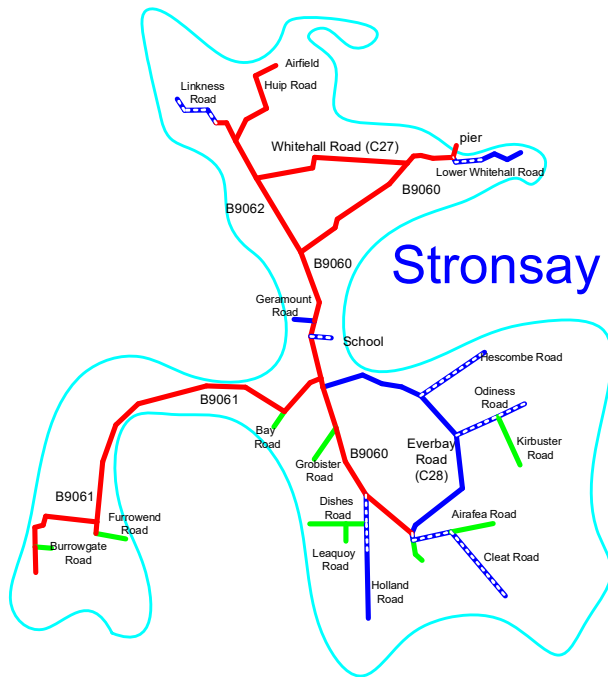
North Ronaldsay



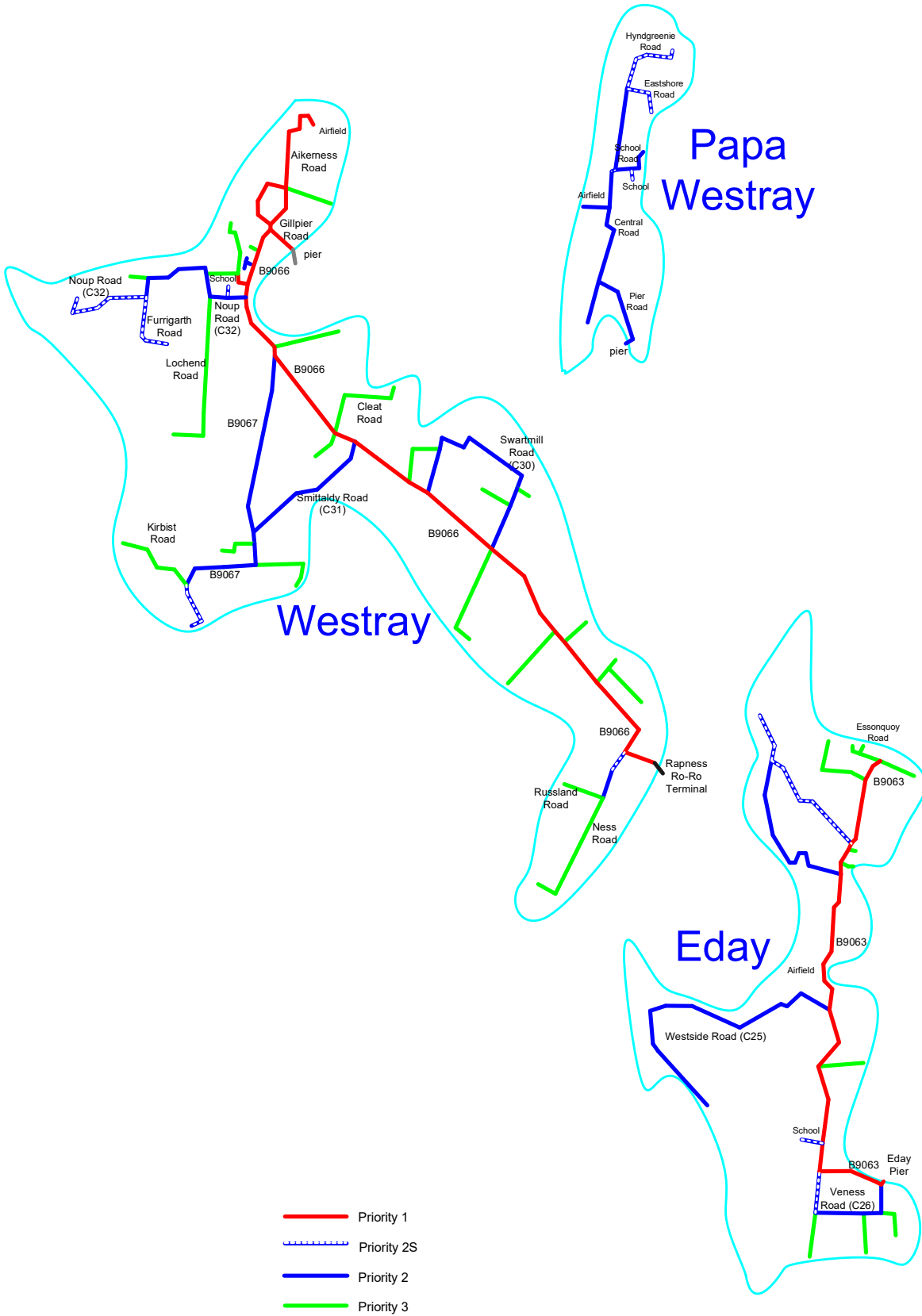
Sanday



Stronsay



- Priority 1
- Priority 2S
- Priority 2
- Priority 3

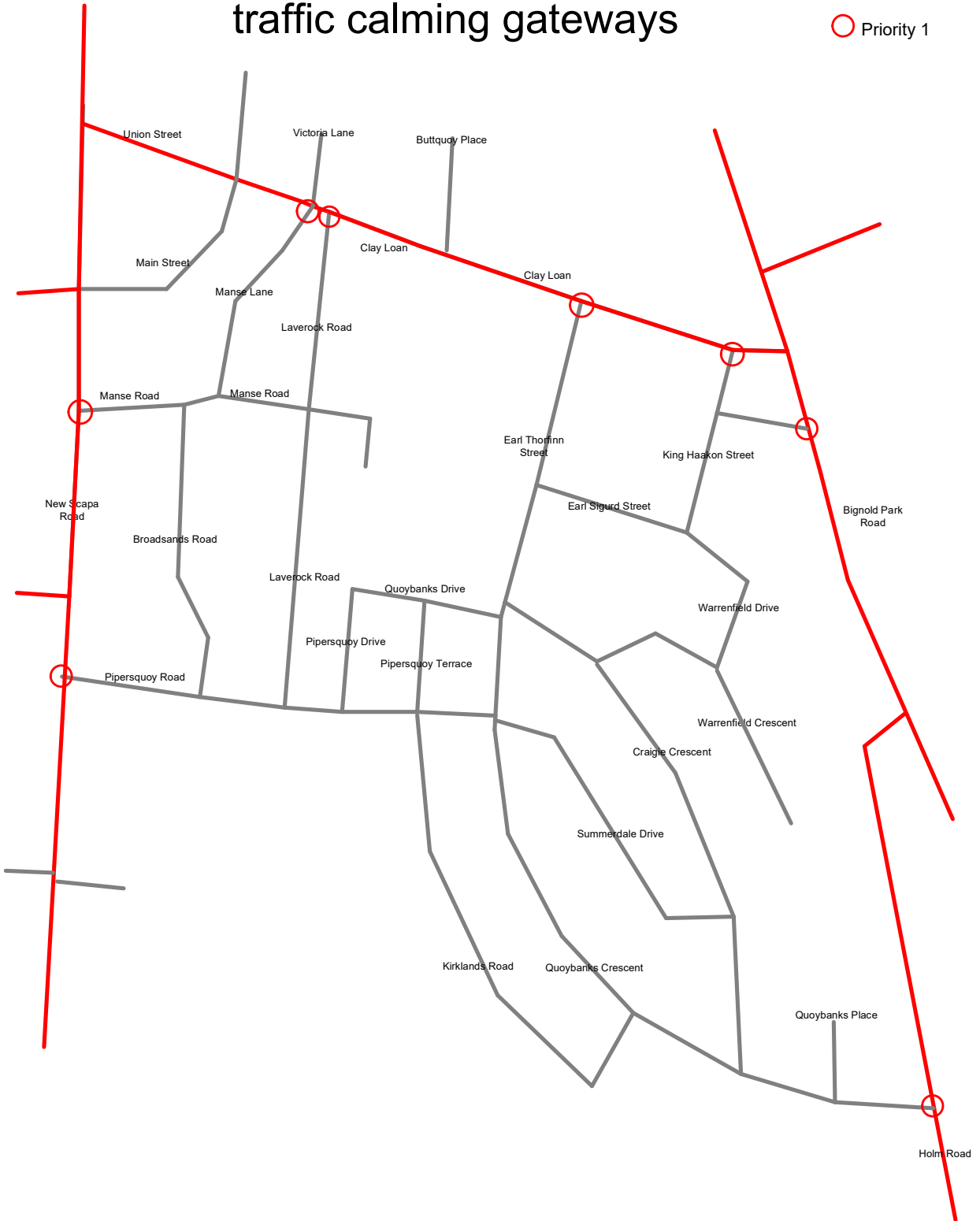


10/08/21

Quoybanks area 20mph traffic calming gateways

Appendix 1 Map10

○ Priority 1



Appendix 2 – Footway, Footpath and Pedestrian Area Maps

Salting, Gritting and Snow Clearing – Footways, Footpaths and Pedestrian Areas.

Priority 1, 2 and 3 routes will be cleared in frost or snow conditions.

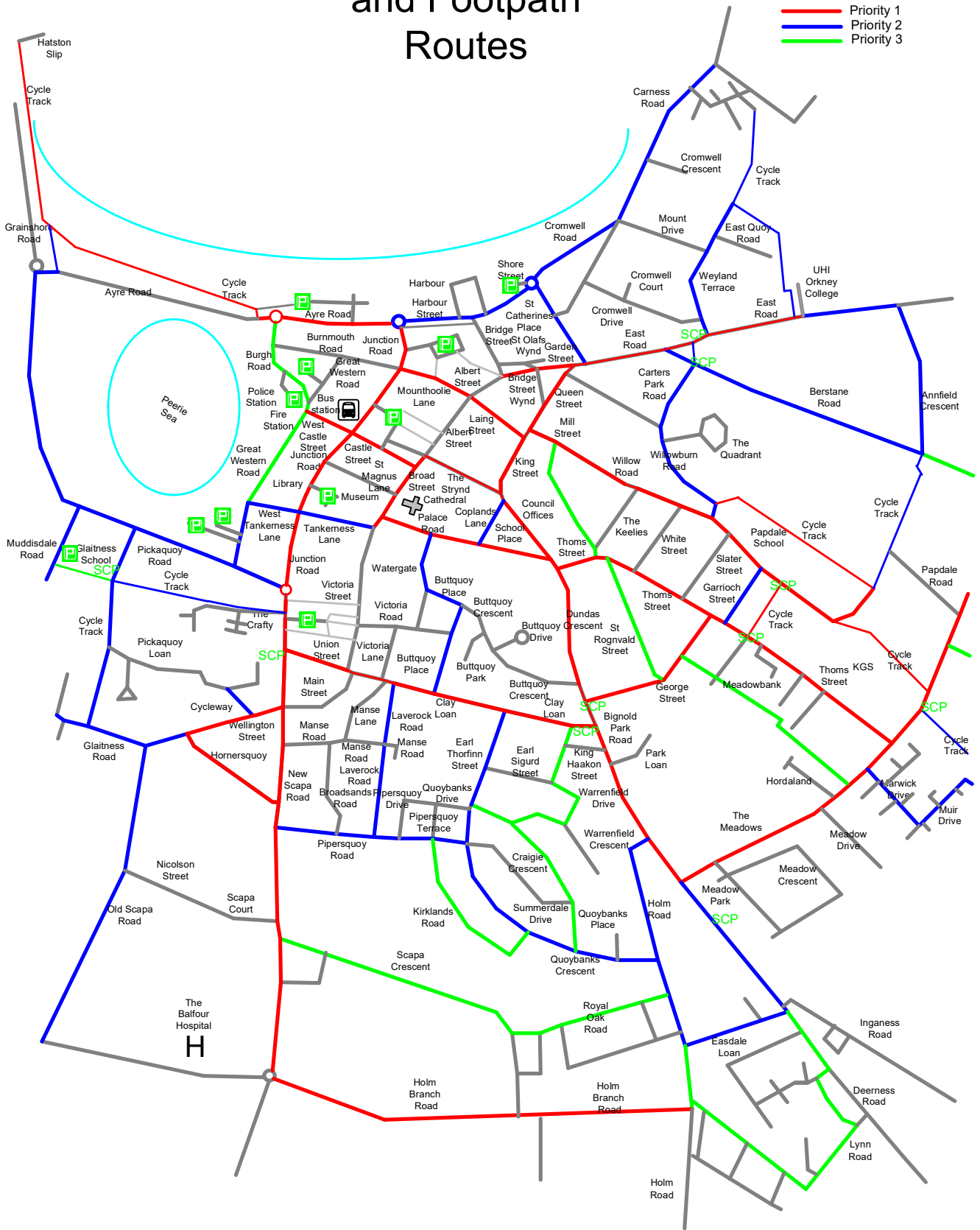
Only one side of the road/street should be cleared/treated as per the priority indicated.

- Kirkwall Footway and Footpath Routes (Map 11).
- Stromness Footway and Footpath Routes (Map 12).

On the Orkney Islands Council website, the individual maps are provided as separate attachments (in PDF format) on the Winter Service Plan web page.

Kirkwall Footway and Footpath Routes

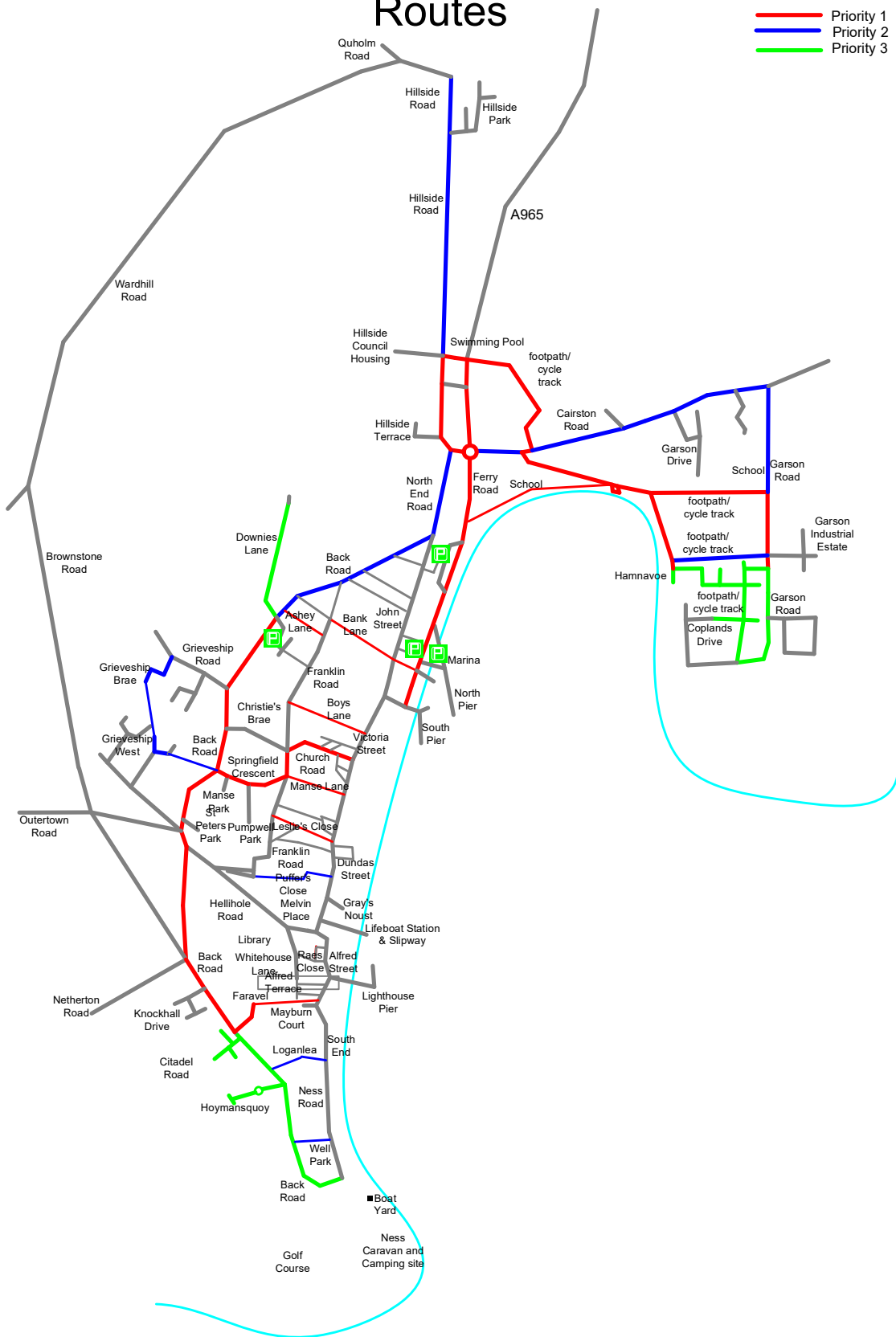
- Priority 1
- Priority 2
- Priority 3



Stromness Footway and Footpath Routes

10/08/21

Appendix 2 Map 12



Appendix 3 - Car Parks

Public Car Parks

Kirkwall Pay and Display	Priority
Castle Street.	1.
St Magnus Lane.	1.
Gunn's Close.	1.
Albert Street.	1.
Burgh Road.	1.
Great Western Road (North).	1.
Kirkwall Short Stay	Priority
6/8 Broad Street.	1.
St Olaf Wynd.	1.
Kirkwall Long Stay	Priority
Ayre Houses (Burgh Road).	3.
Ayre Road (Waterfront West).	1.
Clay Loan near Manse Lane.	3.
Council Offices.	1.
Cromwell Road.	3.
East Church.	1.
Great Western Road (South).	1.
Holm Road/Bignold Park Road.	3.
King Street (IT Building)	1.
King Street OIC/OHB.	1.
Muddisdale Road (Glaitness School).	2S.
Shore Street (Waterfront East).	1.
St Catherine's Place.	3.
The Crafty.	1.
The Meadows North (Vasa).	3.
The Meadows South (Hordaland).	3.
Stromness Pay and Display	Priority
Ferry Inn	1.

Ferry Terminal.	1.
Stromness Long Stay	Priority
Ferry Road West	1.
Ferry Road East	1.
Ferry Road North	1.
Old Academy.	1.
Swimming Pool.	2.
Stromness Academy.	1.
Finstown	Priority
A965 at Cemetery.	2.
Dounby.	Priority
Swartland Junction.	2.
Community School access & car park.	1.
South Ronaldsay	Priority
School Access Road, St Margaret's Hope.	1.
Church Road (at Thorfinn Place).	1.
Burray	Priority
Car Park adjacent to Community Hall.	1.
East Mainland	Priority
St Andrew's School Access.	1.
Deerness Community Centre.	3.
West Mainland	Priority
Harray Road Junction.	1.
Harray Hall Community Centre.	3.

Education Car Parks

Any car parks already noted in Public Car Park list are not shown.

Location.	Priority.
Kirkwall Grammar School.	2S.
Papdale Primary School.	2S.
Stromness Primary School.	2S.
Firth Primary School.	2S.
Orkney College.	2S.
St Andrews Primary School.	2S.
Evie Primary School (Community School).	2S.
St Margaret's Hope Primary School (Community School).	2S.
Orphir Primary School (Community School).	2S.
Stenness Primary School (Community School).	2S.
Sanday (Community School).	2S.
Stronsay Junior High School (Community School).	2S.
Westray Junior High School (Community School).	2S.
North Walls Junior High School (Community School).	2S.
Shapinsay Primary School (Community School).	2S.
Rousay Primary School (Community School).	2S.
Eday Primary School (Community School).	2S.
Papa Westray Primary School (Community School).	2S.
Flotta Primary School (Community School).	2S.
Burray Primary School.	2S.
North Ronaldsay Primary School (Community School).2S	2S.

Care Facility Car Parks

Location.	Priority.
Eunson Kloss, Kirkwall.	2.
Hamnavoe House, Stromness.	1.
St Rognvald's House, Kirkwall.	1.
Aurrida Hostel, Papdale Loan, Kirkwall.	2.
Smiddybrae, Dounby.	1.
Kalisgarth, Westray.	1.
Braeburn Court, St Margaret's Hope.	1.
Rae's Close, Stromness.	1.
St Colm's Day Centre, Kirkwall.	2.
Gilbertson Day Centre, Kirkwall.	1.
Marengo Centre, St Margaret's Hope.	2.

Appendix 4 - Salt and Grit Bins

Location of Grit Bins - Mainland

Birsay

- Cloke Road (Opposite Quoyscottie).
- Hillquoy Road (Against dyke opposite The Bungalow).
- Howe Road (Corner east of East Howe).
- Howe Road (At bend east of Gerraquoy).
- Howquoy Road (at bend north of Ocean View).
- Midhouse Road (Halfway up brae).
- Ravie Hill Road (Suilven).
- Ravie Hill Road (Opposite Wranglehall).
- Sunnybrae Road (Midbigging).

Burray

- Bloomfield Road (Junction with A961).
- Bloomfield Road (Junction with West Shore Road).
- Leaburn (Far right corner of car park).
- Ness Road (Junction with A961).
- Sunfield (Junction with West Shore Road).
- Upper Waston Road (Next to sub-station).
- West Shore Road (Junction with Hillfield Road).

Deerness

- Geo Road (Delday).
- Geo Road (Bottom of brae at shore).
- Sands Park (Build out between Numbers 4 and 5).
- Sands Park (Build out outside Valhalla).
- Stove Road (Newhall).

Dounby

- A966 (In grass in front of Number 9 Market Green).
- Back Road (Post Office).
- Market Green (In grass opposite number 3).
- Quilco (In grass opposite Number 16).
- Quilco (Opposite No.24)
- Quilco (Parking spaces at back of Number 12).

Evie

- Arwick Road (Mount).
- Broch of Gurness road (Junction with A966).
- Evie Housing Scheme (Next to bus stop).
- Jubidee Road (Just above crossroads).

Firth

- Acrelea Road (Community Centre).
- A965 (Clairwood House).
- A965 (Finstown Post Office).
- A965 (Opposite Baikies).
- Acrelea Road (At end of road).
- Cruan Road (Junction with Old Finstown Road).
- Cruan Road (Opposite Brekka).
- Grandon Road (Asgard).
- Grimond Place (Number 5).
- Grimond Road (Opposite number 6).
- Grimond Square (On footpath next to Number 5).
- Grimond Square (number 9).
- Heddle Road (Brae Neuk).
- Heddle Road (Breckan).
- Heddle Road (Corner above Lismhor).
- Heddle Road (Just up brae from Quarry).
- Heddle Road (Stenaday).
- Hill of Heddle (Opposite number 1).
- Jewadale Drive (Opposite junction with Buckles Road).
- Jewadale Drive (Opposite Number 20).
- Jib Park (At build out outside Number 10).
- Jib Park (Service strip at Number 1).
- Parkside (Bottom of car park).
- Parkside (Parkhead Gardens).
- North Horraldsay Road (Junction with A966).
- Seafield (End of road).
- Wald Road (South Wald).

Harray

- Bimbister Road (At junction with A986 at Glenerne).
- Community Centre.
- Corston Road (At junction with A986).
- Nearhouse Road (At junction with Grimeston Road).
- Newark Road (At junction with Grimeston Road).
- Northbigging Road (Brettavale).
- Northbigging Road (Mirbister).
- Northbigging Road (Nether Gueth).

Holm

- Stratheast Road (At 40mph speed limit signs).

Kirkwall

- Annfield Crescent (Sub Station).
- Annfield Park (Number 4).
- Bellevue Park (Sub Station).

- Berstane Road (Opposite Linklater Drive).
- Bosquoy Road (Number 1).
- Bridge Street Wynd (Queen Street junction).
- Burnett Brae (Opposite Number 1).
- Burnside (Build out opposite number 19).
- Burrian (Junction with Mooney Drive).
- Buttquoy Drive (Centre of circle).
- Buttquoy Park (Car park).
- Clay Loan (Opposite Buttquoy Place).
- Clay Loan (Opposite Earl Thorfinn Street).
- Claymore Brae (Number 11).
- Claymore Court (Royal Oak House).
- Clumly Avenue (Number 6).
- Council Offices (In grass at top of main car park).
- Council Offices (King Street Car Park).
- Craigie Crescent (steps up to Quoybanks Place).
- Craigie Crescent (Garages behind number 14).
- Craigie Crescent (Garages behind number 23).
- Crantit Park (Junction with A964).
- Cromwell Road (St Catherine's Place junction).
- Crowness Park (Fence on right hand side).
- Crowness Place (Junction with Crowness Road).
- Cursiter Crescent (Number 1).
- Douglas Loan (Junction with Moar Drive).
- Easdale Close (Opposite number 3).
- East Road (Orkney College layby).
- East Road (Berstane Road sub-station).
- Eastabist (Junction with Muir Drive).
- Eunson Kloss (Number 1).
- Eunson Kloss (Number 41).
- Faraclett (End of garages).
- Flett Road (At junction with Bignold Park Road).
- Garrioch Street (Junction with Thoms Street).
- Glaitness Park (Number 20).
- Glaitness Park (Opposite number 1).
- Glaitness Park (Opposite Phoenix Terrace).
- Grainbank (Opposite Glenora).
- Grainepark (Number 21a)
- Grainepark (Shalimar).
- Grassick Court (On footway in front of Desswood).
- Great Western Road (Fire Station).
- Grimsetter Place (Grimsetter Drive junction).
- Grimsetter Place (On service strip outside Number 11).
- Grimsetter Place (At turning head at end of road).
- Helliarr (Garages).
- Hermaness (Junction with Muir Drive).
- Hordaland (Corner at Number 8).

- Hordaland (Number 22).
- Hordaland (Number 27).
- Ingale (Garages).
- Inganess Place (Junction with Inganess Road).
- Inganess Road (Balay Cottage).
- Ingavoe Drive (Number 12).
- Isbister Road (Number 7).
- Islands View Road (Number 7).
- King Haakon Street (Opposite No.1 on corner).
- King Harald Kloss (Number 20).
- King Harald Kloss (Corner at number 17).
- King Street (Car Park at No.9).
- Kirklands Road (Against wall at Number 46).
- Lambaness (Courtyard at number 25).
- Lambaness (Garages).
- Lambaness (Number 20).
- Laverock Road (Junction with Clay Loan east).
- Laverock Road (Junction with Clay Loan west).
- Liberator Drive (5no.)
- Linklet (Garages).
- Lothar (Number 2).
- Lynn Crescent (Lynn Road Junction).
- Lynn Crescent (Number 13).
- Lynn Crescent (Number 33).
- Lynn Park (Build out opposite number 19).
- Mackenzies Drive (Build out at number 14).
- Manse Road (Corner opposite number 1).
- McLeod Drive (Traffic calming build out).
- Meadow Crescent (Footpath in front of No.5).
- Meadow Drive (Footpath next to No.4).
- Meadow Drive (Footpath next to No.18).
- Meadow Park (On corner at No.20).
- Meadowbank (car park outside number 13).
- Meadowbank (Gable end number 74).
- Meadowbank (Number 38).
- Meadowbank (Number 51).
- Meadowbank (Opposite number 29).
- Moar Drive (Traffic calming build out).
- Orkney College (Junction with East Road).
- Orkney College (Top of footpath coming up from Watersfield Crescent).
- Otterswick (Number 7).
- Otterswick Crescent (Number 10).
- Papdale Close (Number 7).
- Papdale Crescent (Papdale Place junction).
- Papdale Drive (Junction with Papdale Road).
- Papdale Loan (North of grass build out opposite Aurrida House).
- Pickaquoy Loan (On lane next to No.32).

- Queen Sonja Kloss (Number 5).
- Queen Sonja Kloss (Number 31).
- Quoybanks Crescent (Entrance to Car Park).
- Quoybanks Crescent (Far corner of Car Park).
- Quoybanks Crescent (Opposite Kirklands Road).
- Quoybanks Drive (Junction with Quoybanks Crescent).
- Quoybanks Place (Junction with Quoybanks Crescent).
- Reid Crescent (Number 13).
- Reid Crescent (In footpath up to Berstane Road outside Number 22).
- Reid Crescent (Number 34).
- Reid Crescent (Number 35).
- Reid Crescent (Number 43).
- Rendall Road (On west side of junction with Burnett Brae).
- Ronaldsvoe (Number 17).
- Rope Walk (Number 10).
- Rope Walk (Number 33).
- Rosebank (Opposite number 7).
- Royal Oak Court (On bend at east end of garden of No.1)
- Royal Oak Road (Corner at number 33).
- Royal Oak Road (Number 3).
- Royal Oak Road (Number 25).
- Sabiston Crescent (Number 4).
- Scapa Court (On east side of island outside number 12)
- Scapa Crescent (against wall at Number 22).
- Skail Road (In chips opposite number 7).
- Soulisquoy Loan (Glaitness Road junction).
- Soulisquoy Place (Number 20).
- Soulisquoy Place (Number 21).
- Springfield Drive (Berstane Road junction).
- Strombery (Garages).
- Summerdale Drive (Garages).
- Sutherland Park (Build out at number 18).
- Sutherland Park (Number 2).
- The Keelies (Willow Court).
- The Quadrant (Grass opposite Number 3).
- Torness (Garages).
- Upper Crantit Road (Brantwood).
- Upper Crantit Road (Braedon Court).
- Upper Crantit Road (Holm Branch junction).
- Vasa (Left hand side opposite garages).
- Victoria Lane (Number 5).
- Viewfield Drive (Berstane Road junction).
- Viking Place (Number 9).
- Warrenfield Crescent (At end of road).
- Warrenfield Crescent (Against wall to Southwest of car park).
- Warrenfield Drive (Garages).
- Warrenfield Drive (Junction with Warrenfield Crescent).

- Wasdale Crescent (Number 8).
- Watersfield Road (Junction with Work Road).
- Watson Park (Junction with Watson Drive).
- Weyland bay (Corner at Lincadia).
- Weyland Drive (Number 7).
- Weyland Drive (Junction with Weyland Terrace).
- Weyland Terrace (Greyharlings).
- White Street (Number 22).

Orphir

- A964 (School bus layby).
- Kirk Park (Number 2).
- Scorradaile Road (Old School).
- Smoogro Road (Junction with A964).
- Smoogro Road (Opposite junction with Galaha).
- Waulkmill Road (Opposite Waulkmill Lodge).

Rendall

- Gorseness Road (Opposite Skailbrig).
- Hackland Road (Hackland Church).
- Hammar Road (Kilkerran).
- Lyde Road (Fiold).
- Lyde Road (Lyde).
- Lyde Road (Netherhouse).
- Lyron Housing (Opposite number 2).
- Tingwall Jetty (On bend between toilet and bus shelter).

Sandwick

- Bristol Road (At right bend sign up brae from Quoyloo Road).
- Daisybank (Parking spaces on left).
- Quoyloo Road (Devil's Elbow).

South Ronaldsay

- B9042 (Top of brae just south of Herston).
- Cleat Road (Junction with A961).
- Lythes Road (at corner opposite Mucklehouse).
- Windwick Road (Double bend above Mhardale).
- Windwick Road (Halfway down brae from road to Trocaire).

St Andrew's

- B9052 (At end of footway opposite School)
- Greenfield (Number 1).
- Whitecrest Park (Number 2).

St Margaret's Hope

- Back Road (Opposite access to playpark).
- Doctor's Road (Junction with St Margaret's Road).
- Front Road (Bellevue Hotel).
- Macdonald Park (Bend at car park).
- Marengo Road (Number 7).
- Ontoft Road (Opposite Hameneuk).
- School Access Road (Cottage of Ronaldsvoe).
- St Margarets Road (Sub Station opposite Braeburn Court).
- Taftingus Place (Junction with St Margarets Road).
- Taftingus Place (On footpath at bottom).
- Thorfinn Place (Junction with Church Road).
- Wards Park (Right hand side of Car Park).

St Mary's

- Breckan Brae (Junction with A961).
- Breckan Brae (Number 23).
- Breckan Brae (Opposite Sutherland Drive).
- Breckan Brae (Top of Brae).
- Park of Ayre (Number 2).
- St Marys Road (Community Centre).
- Station Square (Number 17).
- West Greaves Road (Junction with A961).

St Ola

- A964 (Cott of Blinkbonny).
- A964 (Junction with Foveran access).
- Berstane Loan (North side of Repeater Road at 10b).
- Berstane Lodge Road (At junction with Berstane Road).
- Berstane Lodge Road (Lodge).
- Berstane Lodge Road (Opposite Springfields).
- Blackhill Road (Opposite Netherbrook).
- Blackhill Road (Top corner of brae).
- Bloomfield Road (Orcadia).
- Cannigal Road (Access up to Abundaflo).
- Craigiefield Park (On build out on east side of junction with Craigiefield Road).
- Dyke-end Road (Junction with A964).
- Garrison Road (In footway near junction with Grainshore Road).
- Hatston Park (Junction with A965).
- Old Finstown Road (Junction with Bloomfield Road).
- Sunnybank Road (Junction with Water Works access).

Stenness

- Aglath Road (Whitebeam).
- Button Road (Junction with A964).
- Clouston Corner (Junction with Ireland Road).

- Ireland Road (Appiehouse).
- Stymilders (Quarry House).

Stromness

- Back Road (Junction with Marwick Lane).
- Christies Brae (Junction with Back Road).
- Citadel Crescent (Entrance to garages).
- Coplands Drive (End of cycle track).
- Coplands Drive (Number 24).
- Downies Lane (Junction with Back Road).
- Downies Lane (Opposite The Rosary).
- Franklin Road (Number 29 Bramwell Cottage).
- Franklin Road (Back of Community Centre).
- Franklin Road (Top of Leslie's Close).
- Franklin Road (The Gatehouse).
- Faravel (Far right corner of car park).
- Faravel (End of garages).
- Garson Place (Entrance to Aurora).
- Gray's Noust (End of wall at bottom of car park).
- Grieveship Road (Junction with Back Road).
- Grieveship Brae (Left of steps outside number 40).
- Grieveship Brae (Opposite number 17).
- Grieveship West (In grass outside number 66).
- Grieveship West (In grass outside number 70).
- Grieveship West (In footway outside number 76).
- Grieveship West (In footway to east of number 78).
- Grieveship West (In footway to south of number 93).
- Grieveship West (Footway outside number 95).
- Guardhouse Park (Footpath behind number 17).
- Hamnavoe (Number 17).
- Hamnavoe (Number 50).
- Hamnavoe (Number 54).
- Hillside Road (Swimming Pool car park).
- Hillside Road (Council Houses).
- Hillside Park (Junction with Hillside Road).
- Hillside Road (Orkadale).
- Hillside Terrace (Junction with Hillside Road).
- John Street (Surgery).
- Knockhall Drive (Back of number 27).
- Manse Park (Junction with St Peters Park).
- Ness Road (Opposite Ness House).
- Old Academy (Entrance to main car park).
- Outertown Road (Brownstown Road junction).
- Outertown Road (Leafea Brae).
- Pumpwell Park (Grass at back of number 9).
- Raes Close (Far left corner of car park).
- Springfield Crescent (Back Road junction).

- St Peters Park (Parking spaces).
- Whitehouse Lane (Stromness Hostel).

Location of Grit Bins - Isles

Eday

- Hamarhill (Number 3).
- Hamarhill (Shop).

Egilsay

- North Road (Halfway up brae).
- North Road (North Tofts).
- Pier Road (Top of slip at Pier).
- Warsett Road (Junction with Onziebust Road).

Flotta

- Burnside East (Grass at number 23).
- Burnside West (Grass at number 2).
- Church Road (Cemetery).

Graemsay

- Pier Road (Top of slip at pier).
- School Road (Halfway up brae).

Hoy

- Cantick Road (Cemetery).
- French Road (Number 9).
- Pier Road (Junction with B9047).
- St Colm's Quadrant (Opposite number 30).
- St Colm's Quadrant (Opposite number 9).

Papa Westray

- School Road (Opposite shop)

Rousay

- B9065 (Top of slip at pier).

Sanday

- Loth Pier (Top of Slip at pier).

Shapinsay

- Balfour Village (Top of Slip at pier).
- Helliar View (Number 3).
- Millbank (Number 1).

Stronsay

- Whitehall Pier (Harbour Office).

Westray

- Balaclava Road (Junction with B9066).
- Howanbreck (Number 10).
- Lastigar (Grass at number 16).
- The Quarry Road (On Footway outside No.1).

Wyre

- Russness Road (Top of slip at pier).

Winter Service Policy and Winter Service Plan Stakeholder Consultation Responses 2021

Consultee	Document	Comment	Roads Comment
OIC Safety and Resilience Manager	Winter Service Plan	Has vaccination hub been included in this years WSP?	This car park is NHS responsibility.
OIC Safety and Resilience Manager	Winter Service Plan	Has building works at The Crafty impacted on WSP?	Does not impact on ability to deliver WSP.
OIC Safety and Resilience Manager	Winter Service Plan	Unsure why some care facilities are P1 and others P2. Do these close in inclement weather? Aurridda will still have service users with complex needs to service for example.	The priority refers to the road adjacent to the facility.
OIC Safety and Resilience Manager	Winter Service Plan	Should part B also reference the Kirkwall Harbour Flood Prevention Scheme?	Part B removed and added as an appendix to the Roads Management and Maintenance Plan.
OIC Safety and Resilience Manager	Winter Service Policy	Would this not extend to mutual aid or outside recruitment?	Outside Recruitment also added to this paragraph.
OIC Education	Winter Service Plan	Very pleased to hear that the plan is now to treat all school car parks in the same way. Westray school does not have janitor hours to deal with the car park and the car park has become a serious safety concern in recent years.	No response required.
Graemsay, Hoy and Walls Community Council	Winter Service Plan	Could we see about getting the Quoyness Road in Hoy changed from a P3 to P2S as there's kids down the road?	School Routes are updated following discussion with the Education Department. It will be ensured that all roads which are used by school transport will be at least a P2S.
Graemsay, Hoy and Walls Community Council	Winter Service Plan	Could Whaness Road in Hoy be changed to a Priority 2S.	School Routes are updated following discussion with the Education Department. It will be ensured that all roads which are used by school transport will be at least a P2S.
Orphir Community Council	Winter Service Plan	Scorradale Road is still a School bus route and do not see why this has been downgraded from a Priority 2S to a Priority 2.	Following the review of all routes it was decided to make some roads permanent Priority 2's rather than only Priority 2 on school days (P2S). It was determined that Scorradale warranted being Priority 2 all of the time instead of only on School days.

Orphir Community Council	Winter Service Plan	Linnadale Road has a number of NHS staff and key workers who stay along that road and therefore recommend it stays a Priority 2 route and not be downgraded to a Priority 3.	Roads and Environmental services have establish a Carriageway and Footway hierarchy, based on the risk-based approach, which provides a resilient network utilising the budget and resources available. In order to ensure that p1 and P2 routes are treated in accordance with this policy, it is not possible to upgrade this road to a priority 2.
Orphir Community Council	Winter Service Plan	Germiston Road is still a bus route with children being pickup either with bus and taxi companies providing service. So recommend that this remains a priority 2S route and not been downgraded to priority 2. There are also a number of NHS staff and key worker who live along that road.	Following the review of all routes it was decided to make some roads permanent Priority 2's rather than only Priority 2 on school days (P2S). It was determined that Germiston Road warranted being Priority 2 all of the time instead of only on School days.
Orphir Community Council	Winter Service Plan	Smoogro Road also has a number of NHS staff including two GP's and key workers who live along that road who require suitable access to the main road and should remain at priority 2 and not been downgraded to priority 3.	Roads and Environmental services have establish a Carriageway and Footway hierarchy, based on the risk-based approach, which provides a resilient network utilising the budget and resources available. In order to ensure that p1 and P2 routes are treated in accordance with this policy, it is not possible to upgrade this road to a priority 2.
Orphir Community Council	Winter Service Plan	Should there be an accident or road closure on the main Kirkwall to Stromness road a suitable diversion route in the past has used either Germiston Road or the Houton/Scorradale Road and maintaining then to a suitable level would be essential to alleviate further delays in people getting home. That can also apply should Hobbister be inaccessible that the other roads are used to divert traffic.	During any closures on Priority 1 routes we will ensure that any diversions are upgraded to Priority 1 to take account of the increased traffic.

Rousay, Egilsay, Wyre and Gairsay Community Council	Winter Service Plan	After reviewing the "Winter Service Delivery 2021" I note that the majority of the "side" roads on Rousay have been downgraded from "Priority 2" down to "Priority 3" The Winter Service Policy 2021 - 2026 states that on Priority 3 routes "No Salting or Gritting to be undertaken" As these routes will affect many households on Rousay, including NHS staff, Ferry Crew, School teachers, School children, School transport provider etc. I believe this to be unsatisfactory so would request that these routes remain at "Priority 2"	Roads and Environmental services have establish a Carriageway and Footway hierarchy, based on the risk-based approach, which provides a resilient network utilising the budget and resources available. In order to ensure that p1 and P2 routes are treated in accordance with this policy, it is not possible to upgrade this road to a priority 2.
Rousay, Egilsay, Wyre and Gairsay Community Council	Winter Service Plan	I note that the proposal for Egilsay and Wyre roads is to move them from Priority 2 to Priority 3 meaning that no gritting will take place. I would not support this for the following reasons. All residents on Egilsay and Wyre rely on the safety of the roads on those islands to connect with the ferry - There is only one road on each island and the only means of residents of these two islands have to the ferry to access Health Services, Education Services, onward travel, emergency services, food, fuel and supplies. In fact, most of the reasons listed under Priority 1 for mainland Orkney.	These will remain as P2 routes however will only be treated as and when resources are available. Additional grit bins can be made available on request
Rousay, Egilsay, Wyre and Gairsay Community Council	Winter Service Plan	For the few times when gritting is required, we insist that the service we have i.e Priority 2 is continued.	These will remain as P2 routes however will only be treated as and when resources are available. Additional grit bins can be made available on request
Rousay, Egilsay, Wyre and Gairsay Community Council	Winter Service Plan	Without a Priority 2 service we are left with 4 salt bins on Egilsay for approx. 3 miles of tarmac. With the best will in the world a few shovels of salt from a bin is not going to make travel to the pier safe with a prolonged period of bad weather especially in the pitch black of winter morning. I would imagine it would be just as quick if not quicker for the gritting lorry to cover the road as it would for the roads man to bring a lorry across to maintain and fill the salt bins on a regular basis.	These will remain as P2 routes however will only be treated as and when resources are available. Additional grit bins can be made available on request

Sanday Community Council	Winter Service Plan	To note that Marston Road, Measer Road and Langbigging Road should change from Priority 3 to Priority P2S due to there being school children living in these roads.	School Routes are updated following discussion with the Education Department. It will be ensured that all roads which are used by school transport will be at least a P2S.
Sanday Community Council	Winter Service Plan	To note that Cleat Road and Oyce Road should change from Priority 3 to Priority 2, due to there being elderly residents residing in these roads.	Roads and Environmental services have establish a Carriageway and Footway hierarchy, based on the risk-based approach, which provides a resilient network utilising the budget and resources available. In order to ensure that p1 and P2 routes are treated in accordance with this policy, it is not possible to upgrade this road to a priority 2.
Sanday Community Council	Winter Service Plan	To note that the Bressigarth Road should change from Priority 3 to Priority 2, due to the ambulance and hearse being situated in this road.	NHS Orkney and the Scottish Ambulance Service were consulted but no response was received.
Sanday Community Council	Winter Service Plan	To note that Backaskaill Road should change from Priority 2 to Priority 3 as this roads access is to a beach and picnic area.	This will be changed to P3
Sanday Community Council	Winter Service Plan	Would prefer if all roads could be covered in the plan rather than some not getting treated at all and due to the elderly population on the island, having untreated roads isn't very safe.	Roads and Environmental services have establish a Carriageway and Footway hierarchy, based on the risk-based approach, which provides a resilient network utilising the budget and resources available. In order to ensure that p1 and P2 routes are treated in accordance with this policy, it is not possible to upgrade this road to a priority 2.
Sanday Community Council	Winter Service Plan	How does it stand if someone goes off one of the P3 roads with ice which hasn't been treated at all? At least if there is a token gesture of a dressing it is surely better than nothing. Or is there a cheap alternative or just less quantity, that could be used on the P3 roads?	Roads and Environmental services have establish a Carriageway and Footway hierarchy, based on the risk-based approach, which provides a resilient network utilising the budget and resources available. In order to ensure that p1 and P2 routes are treated in accordance with this policy, it is not possible to upgrade this road to a priority 2.

Shapinsay Community Council	Winter Service Plan	Shapinsay Community Council asked that the designation be swapped so that the Sandyhill Road is a Priority 2S and Westhill is a 3, as there are no School aged children down the Westhill Road now.	School Routes are updated following discussion with the Education Department. It will be ensured that all roads which are used by school transport will be at least a P2S.
St Andrews and Deerness Community Council	Winter Service Plan	The St Andrews and Deerness Community Council would wish the Groatsetter Road remains as a Priority 2 route as this is a busy commuter road and needs gritting at the same time as other roads in the area.	Roads and Environmental services have establish a Carriageway and Footway hierarchy, based on the risk-based approach, which provides a resilient network utilising the budget and resources available. In order to ensure that p1 and P2 routes are treated in accordance with this policy, it is not possible to upgrade this road to a priority 2.
Stromness Community Council	Winter Service Plan	Stromness Community Council members request that the following areas be added to the Schedule for salting/gritting: 1. The path along the shore from the junction with the Hamnavoe/Pumping Station footpath towards Copland's Road. 2. The pavement on North End Road.	The section from the Pumping Station towards Hamnavoe is already a Priority 1. The remaining section from Hamnavoe to Coplands Drive is a Core path and not an adopted footpath. Core paths are not included in teh winter service provision. The footway on North End Road up to the Swimming Pool has been added to the Plan.

Winter Service Options

Option 1

Adopt new winter service policy and plan as developed in accordance with the Code of Practice. This is the ideal solution however would require an increased physical resource and consequently would result in an increased spend on winter treatment.

Mild Winter costs based on a similar year to 2019-20 were £813,057, using 3397 tonnes of salt to treat the network.

Average Winter, costs based on a similar year to 2019-20 but with 7 additional days of Snow and 7 additional days of ice were £883,590, using 4499 tonnes of salt to treat the network.

Severe Winter, costs based on a similar year to 2010-11 were £1,327,642, using 11,387 tonnes of salt to treat the network.

Option 2

Adopt new winter service policy and plan developed to suit available physical resources. This would be less onerous and require less physical resource than option 1 however could still have an impact on current budget allocation. This option allows for treatment in accordance with code of practice, but on a reduced network.

For all scenarios 372km P1 and 342km P2 routes would be treated and all P3's removed.

- Mild Winter cost would be £794,460 using 3126 tonnes of salt.
- Average Winter cost would be £859,211 using 4138 tonnes of salt.
- Severe Winter cost would be £1,279,332 using 10671 tonnes of salt.

Option 3

Do not adopt new winter service policy and continue with current service provision. This would cover the same network as Option 1, however does not comply with the Code of Practice and NWSRG guidance.

Based on experience over the last 10 years the Service would be able to cope if the existing treatment methods were to continue. However, treatment of the network within the existing budget is only achievable for a mild winter, therefore the Winter Service budget would need to be reviewed.

Quality of salt has improved therefore there is a reduction in wastage.

Options Matrix

Ref	Recommendation	Option		
		1	2	3
1	Complies with 2016 Code of practice	Green	Green	Red
2	Complies with NWSRG Winter Treatment Guides	Green	Green	Red
3	Priority 1 network continues as existing	Green	Green	Green
4	Priority 2 network continues as existing	Green	Red	Green
5	Priority 3 network continues as existing	Green	Red	Green
6	Current school bus routes treated	Green	Green	Green
7	Salt meets required specification	Green	Green	Green
8	Mild winter treatment achievable within existing budgets	Green	Green	Green
9	Average winter treatment achievable within existing budgets	Red	Red	Red
10	Severe winter treatment achievable within existing budgets	Red	Red	Red