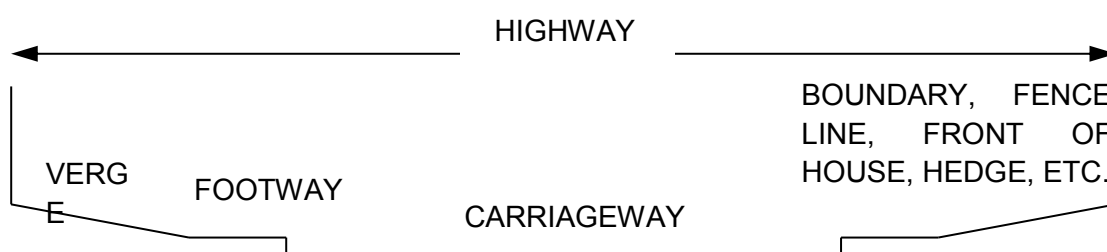


## **1)     Carriageways and Footways**

### **1.a.    The Highway**

The Highways Act 1980 covers the rights and responsibilities relating to the highway but it is worth defining what is referred to as 'highway'. The highway is a corridor along which you pass, i.e. it will include verges and footways as well as the road itself and, in general terms, extends from fence line to fence line.



Unadopted highway is a highway which the Highway Authority does not have responsibility to maintain but they are usually open to the public. However, authorities do have a responsibility to prevent stopping up. Private roads are those which the Highway Authority has no responsibility to maintain and which are not open to members of the public.

The Highway Records team hold the definitive maps of highway land and can answer queries as to the extent of highway land. Gloucestershire has not digitally mapped all of its known extents of highway lands and in many rural areas it may be unclear where the highway boundary stops and private land begins. In such cases, the team will carry out a records search to try to determine the legal highway boundary. This can be particularly important when managing verge or tree maintenance or drainage repairs in determining what is privately owned or owned by another local authority. For more information see the [Highway Records webpage](#).

### **1.b.    Types of Maintenance**

Maintenance activities can be broken down into four types; planned lifecycle or structural maintenance, scheduled or cyclical preventative activities, planned treatment activities and reactive activities.

### ***i. Structural Maintenance***

Planned lifecycle or structural maintenance is the long term strategic renewal or replacement of highway assets. Structural maintenance generally comprises more extensive and therefore expensive treatments to restore the condition and value of the asset compared to more reactive treatment activities such as patching or pothole repairs. Structural maintenance tends to predominately be funded through capital funding. A balance needs to be struck between the scale of planned maintenance and when a decision to replace or renew needs to be made. An example would be when a road surface needs patching for safety purposes; there is a point when a renewal of the surface would be a better long term option, even though it is more expensive. Renewal or replacement of an asset is the key part of lifecycle planning, minimising the whole life cost of the asset.

### ***ii. Cyclical maintenance***

Scheduled cyclical maintenance activities such as gully emptying, street cleaning, weed spraying, grass cutting, grip cutting and ploughing road edges to maintain width are planned programmed work designed to have a preventative affect on the carriageways. Although many of these activities are not explicitly designed to improve carriageway condition, they help prevent damage to the carriageway from water or vegetation and they have a significant effect on customer opinion about the level of service the county is providing.

### ***iii. Planned treatment activities***

Planned maintenance describes activities that are programmed in advance that are aimed at improving local road condition. Routine planned maintenance includes localised patching, edge strengthening and re-profiling to improve drainage. This may also include small drainage, kerbing or pavement schemes. The scale of these works tends to be smaller and more localised as opposed to more strategic and larger scale structural maintenance schemes. As such, these works can be either revenue or capital funded depending on the scope and projected longevity of the treatment. This type of work is often done in order to complete a better repair of a section of carriageway that gets repeated customer complaints or which is regularly highlighted for reactive pothole repairs through the highway safety inspection process.

### ***iv. Reactive Maintenance***

Reactive maintenance covers works necessary to maintain the highway assets in a safe condition to the standards set out in the Highways Safety Inspection Policy or in response to bad weather or other emergencies where a rapid response is required. Reactive maintenance includes pothole repairs, placement of warning signs, emergency tree works, response to highway flooding and other highway emergency work.

### 1.c. Highways Safety Inspection Policy

The establishment of an effective regime of inspection, assessment and recording is a crucial component of highway maintenance. This provides the basic information for addressing the first core objective of highway maintenance, 'Network Safety'.

Safety inspections are used to detect highway defects and instigate repairs, to protect the asset, to minimise risk to road users and to support a statutory defence against third party claims. Our safety inspection policy can be found [here](#).



Highway safety inspectors are trained and accredited under a City and Guilds programme. The inspectors use a tablet computer system to record defects which is GPS enabled allowing inspectors to accurately locate defects. Inspection records are uploaded into the Confirm system which is used to instruct and monitor the repair of the defects within appropriate time scales.

#### Why don't we repair every defect in a road?

The County has a backlog of highways maintenance repair work which is in excess of £90m. The county simply can't afford to repair all the defects out on the network. Which is why a risk based highway safety inspection programme is in place so that the worst defects which could cause a hazard are repaired in a timely manner. Determining which defects should be repaired is the job of our local Highway Safety Inspectors who apply the standards and criteria set out in the Highway Safety Inspection Manual. Every effort is made to repair all of the safety defects found on a road with one visit by a gang; however this is not always possible, especially during busy times of the year or following periods of bad weather when many large safety defects requiring repair within 24 hours have been identified. In these cases the gangs will repair the most urgent defects and then return at a later time to repair other less urgent safety defects.

Most inspections are done from a slow moving survey vehicle with one member of the team driving and the other inspecting and recording defects. Inspectors will often stop to have a closer look, measure or photograph specific defects. Walked inspections may be done for sections of carriageway or footway that cannot be seen from the vehicle. Town centre inspections are typically undertaken on foot and walked in both directions covering all areas within the highway boundary.

Frequency of safety inspections			
Feature	Category	Reference	Frequency
Roads	Strategic Network	2, 3(a), 3(b)	1 month
	Link Roads	4(a)	3 months
	Local Access Roads	4(b)	1 year
	Minor Local Access Roads	5	1 year
Footways	Town Centre	1(a), 1	1 month
	Secondary Walking Routes	2	3 months
	Link footways	3	3 months
	Local access footways	4	1 year
Cycleways	Part of carriageway/footway	A	As for Road/Footway
	Cycle Routes	B	1 year
	Cycle Trails	C	1 year

The frequency of inspections is dependent on the road hierarchy adopted by Gloucestershire County Council, which is based on the road categories suggested in the Code of Practice. Within the Code of Practice there is a comprehensive list of items for inspection. The County Council has adapted this list to reflect local needs and resources.

Defects are risk assessed based upon hierarchy, intervention level, response time, likelihood of predictable deterioration and the requirement for permanent or temporary repair. Defects which present an immediate and critical hazard are corrected or made safe within 2 hours. Defects which represent an urgent or imminent hazard, or when there is a risk of rapid structural deterioration, are made safe or repaired within one working day.

Defects which, following a risk assessment, are deemed not to represent an urgent or imminent hazard, or when there is not deemed to be a risk of rapid structural deterioration, have a time period of 28 days.

The county also investigates and repairs potholes or other carriageway defects as reported by members of the public either via the county's website or the customer contact centre. The county has committed to investigating non-emergency defects within 5 days and identifying the correct intervention and repair based on the Highway Safety Inspection Manual.

#### **1.d. Highway claims**

The Safety Inspection regime forms a key aspect of Gloucestershire's strategy for managing liability and risk. Gloucestershire County Council uses its safety inspection process, monitoring information and a regime of proactive maintenance to reduce risk and provide the public with a safer highway network. Further, if compliance with the safety inspection process permits, Section 58 of the Highways Act 1980 may be used in defence of claims against the Highway Authority. By virtue of the Highways Act 1980 Gloucestershire County Council are able to repudiate a claim relating to alleged injury, loss or damage if it can prove that:

- It had in place adequate policies and procedures to maintain the highway.
- The policies and procedures were being implemented effectively.

Third Party claims against the County as the Highway Authority can be for either personal injury accidents or damage to personal property such as cars, clothing or premises, caused by alleged defects in the publicly maintainable highway or a nuisance caused or permitted by the County Council.

The County Council will determine liability using evidence to ascertain whether it has been negligent or in breach of its statutory duty. Such decisions will be based on legal principles. The County Council must process all claims in accordance with the Civil Procedure Rules, investigating and considering each claim on its merits, irrespective of value. If liability is established claims will be settled promptly. Any report of a highway defect will be investigated in the interest of safety, without prejudice to any claim that might be associated with it.

#### **1.e. Carriageway and footway maintenance**

Routine and reactive maintenance on carriageway and footway surfaces is largely driven by Highways Safety Inspections (as outlined in the previous section). Larger scale repairs and renewals are prioritised across the county as part of the life cycle planning for carriageway and footways - this is discussed in more detail in Appendix 2.

In some town and city centres, prestige or high quality non-standard materials are used. Whilst these are appropriate for the local character of the area, they are costly to maintain and often require specialist skills. In general, maintenance will use standard materials to minimise ongoing costs except where specific instances are agreed. The detail of this is outlined in Gloucestershire's [Enhanced Materials Policy](#) which can be found in the Appendix O of the [Manual for Gloucestershire Streets](#). In many cases, even when an enhanced material, concrete slab or small element paving is the right material to be used, temporary repairs are made with flexible tarmac in order to 'make safe' the defect and arrangements are then made for a permanent repair with the correct material.

#### **1.f. How we fix potholes – The Process**

To ensure a pothole repair lasts as long as possible we aim to carry out the following stages of repair to not only fill the hole in the carriageway, but seal it so that water cannot get into the area around the pothole and cause further deterioration around it:

- Operatives must first prepare the area to be repaired by making it safe to work. This often involves controlling the road traffic with temporary traffic lights, stop and go board, signs, cones or other traffic management control. This ensures the safety of our road repair teams and road users.
- Using a mechanical saw, operatives cut out an area around the pothole. This helps to provide a smooth vertical face to make a join between the old and new surface .
- The area within the cut section is excavated and removed using a pick or a hydraulic breaker pack and gun.
- The loose and deteriorated material is cleaned out, removing loose debris and very often water, exposing the clean edges and base in which to lay material into.
- A bitumen based tack coat is sprayed or poured into the base of the pothole and the edges are sealed with a bitumen joint sealant, this helps soften the material and encourage it to bind with the hot tarmac fill. It also helps prevent water from entering the road surface and damaging the repair.
- Hot tarmac material is placed in the hole, levelled and then compacted using a 'wacker' plate vibration machine or a vibrating road roller for larger repairs.
- Finally, a bitumen based sealant is applied from a spray can or brushed onto the surface joints of the repair in order to seal them from water ingress.
- Before the site can be re-opened the material must have suitably cooled before being driven over, otherwise the repair could be damaged.
- Once the site is reopened, vehicle traffic over the repair will assist with compaction and binding in the repair.

Where safety defects are being repaired in advance of more permanent works such as patching or resurfacing, the sides of the pothole will not be cut out to reduce the cost of the repair as it will be shortly replaced by the permanent works. We will still remove loose material from the pothole and apply tack coat to the base and sides of the pothole. Once the material has been compacted and prior to leaving site a white 'S' will be sprayed onto the surface of the repair to show that it is a short term repair. This will help to identify which repairs are intentionally not cut out properly when queries are raised from members of the public or internal stakeholders. These variant repairs will still be classed as permanent repairs in accordance with the Highway Safety Inspection Manual.

### **1.g. Highway drainage**

The purpose of highway drainage is to clear water that falls onto the highways surface. It is not designed or expected to cater with water that runs onto it from adjacent properties or land. The Highway Authority is responsible for the maintenance of the highway drainage system (except roadside ditches).

Under the 1980 Highway Act the Highway Authority is permitted to discharge water from off a road into a roadside ditch. However the ownership and maintenance of these ditches is generally the responsibility of the adjacent landowner. Roadside ditches drain the water into streams, brooks or rivers. It is illegal for anyone to make a private connection to a highway drain without seeking permission from the Highway Authority.

To report flooding on the road or to notify us of blocked drains/gullies, please visit [our dedicated webpage](#).

### **1.h. Sweeping**

The responsibility for clearing the highway (carriageway, footways & verges) of litter and debris (including sweeping) is the responsibility of the appropriate District / Borough / City Council. However if the litter (or object) is deemed to be causing an immediate hazard to the safety of road users then the County Council can arrange to have the location made safe.

### **1.i. Mud on road**

Mud and muck from vehicles and animals is a potential hazard to other road users, and can be the cause of accidents. It is also an offence to allow soil or refuse from land adjacent to a public highway to fall, be washed, or carried onto the road (under the Highways Act 1980). The County Council, as the highway authority has a statutory duty under Section 130 of the Highways Act of 1980 to 'assert and protect the rights of the public to the use and enjoyment' of the highway and this includes taking steps to keep the highway clear of deposits which are likely to cause a danger. Specific powers are given both at common law and under statute to deal with such nuisances.

The Council's specific powers include bringing proceedings against persons who deposits mud on the road in consequence of which someone is injured or put in danger (Section 161 of the Highways Act of 1980) and to serve a statutory notice requiring removal of the mud, etc. or the execution of works to prevent mud from being carried on to the street. If we consider the mud to be a potential hazard, we will contact the landowner responsible and ask for the mud to be removed. If it is not removed within a reasonable time, then we may arrange for the work to be done and charge the person responsible. Where the Council believe that the mud constitutes a danger, it can remove the deposits straight away and recover its reasonable costs from the person who deposited it.

If there is a potential danger to road users the police have powers under the Road Traffic Act to prosecute drivers who bring mud onto the road.

### **1.j. Vehicle accesses**

Permission to install a [vehicle access onto a hard-standing](#) is required from Gloucestershire County Council. All requests for applications are initially handled by the contact centre and then passed on to the relevant Area Office. Approval of the application is determined by various criteria:

- Class of road (all A road, B roads and class 3 highways will also require planning permission).
- Roads which fall into the Cheltenham Borough area may require a Certificate of Lawful Proposed Use for which there is a charge from Cheltenham Borough Council.
- Location of the access i.e. on bend/corner/junction.
- It should also be noted that due to an increased flooding risk in certain areas planning permission may also be needed to pave over an area of front garden.

- It is the responsibility of the applicant to get their own quotes and fund the works. The contractor must hold £10m Public Liability Insurance and must hold the necessary accreditation to work on the highway (New Road and Streetworks Accreditation).
- Approval must also be sought from the Statutory Undertakers (Utility Companies i.e. BT, Gas, Electric etc) to determine whether any of their services lay under the intended site for the access. This is done by the applicant/contractor and any cost is borne by the applicant and not the Utility Company.

### **1.k. Scaffolds/hoardings**

Scaffolding/hoarding (boards surrounding a site) are only permitted to be erected on highway land subject to an application/appropriate fee being made by the scaffold or appropriate company and then approval given by the Highway Authority. All requests are initially handled by the contact centre and then passed onto the relevant Area Office. Each site will be reviewed to ensure that it is suitable and will not cause problems for other highway users.

## **2) Lay-bys**

### **2.a. General**

The Authority will consider, over time, the usage of lay-bys and remove lay-bys that are dangerous to use by reinstating them to a surface that is appropriate to their surroundings. Encouraging motorists to use surfaced lay-bys is important for safety reasons and the County will endeavour to keep the surface and verges of these lay-bys in appropriate condition. Unofficial (un-surfaced) lay-bys and passing bays will not be routinely maintained.

### **2.b. Fly tipping**

It is the responsibility of private landowners to address the disposal of any materials fly tipped (dumped without permission) onto their land. Responsibility for clearance of any material fly tipped onto publicly owned land (including the highway) falls to the appropriate District / City / Borough Council.

However, if any fly tipped materials are causing an immediate safety-related hazard to the highway users then action may be taken by the Highway Authority to make the area safe. This may involve arranging to have the dumped material moved to the side of the road, i.e. verge or have the road closed (e.g. if it is completely blocked by the debris). If identified, the county will seek to recover costs of any remedial action from the culprit.



### **2.c. Litter**

The appropriate District / City / Borough Council is responsible for litter bins, litter clearance and cleansing, including carriageways, footways, verges and lay-bys.

### **2.d. Roadside trading**

Roadside trading is generally discouraged for safety reasons and unauthorised trading on the highway presents the Highway Authority with difficulties. Whilst the Highways Act 1980 S147a(i) specifically makes roadside trading an offence on the principal road network, securing a successful prosecution has been difficult due to the complexities of the legislation and the need to demonstrate that the activity represents a safety risk. The County Council recognises there may be situations where trading from the highway may be carried out in a safe manner and offer a beneficial service to the highway user.

The provisions of the Local Government (Miscellaneous Provisions) Act 1982 may be enacted by the District Council to help regulate and control the activity. Section 147A of the Highways Act is only appropriate in specific situations relating to the principal road network.

Should trading on the highway be taking place without approval and the highway has not been designated then the County Council shall take action under the powers of the Highways Act 1980 Section 147A to remove the offender.

## **3) Signs, Lines and Street Furniture**

### **3.a. Signs**

Before deciding to erect a new sign or replace existing signs that have been damaged, officers will take into consideration the need to reduce sign clutter and will aim to keep the proliferation of signs to a minimum. In most cases only mandatory and safety related signing will be considered for replacement.

Maintenance of direction and advisory signs will be limited to the replacement of knock-downs only. Regulatory signs will be replaced and maintained across the network as appropriate with the legislative framework.

Sympathetic consideration will be given to requests from Parish or District Councils to erect signs at their expense; however decisions will be taken in the context of the County's decluttering guidance which aims to reduce sign clutter.

In general new traffic signs will normally only be provided where absolutely necessary and under the following circumstances:

- Where specifically recommended after an accident study.
- In conjunction with improvements or alterations to the road network.
- Where existing signs are misleading and there is evidence of causing confusion to motorists.

- Where the alterations to signing would be positive benefit to commerce, industry or tourism.

Non-mandatory road signs and street furniture containing an element of signing such as keep left bollards and reflective marker posts will be provided where investigations have shown that road safety benefits would result.

Road signs will be provided and installed in accordance with the requirements and guidance set out in the Traffic Signs Regulations and General Directions 2016 (TSRGD).

### **3.b. Sign clutter**

For a variety of reasons over time, streets can become cluttered with traffic signs. As well as having a negative effect on the general appearance of the streetscape, sign clutter can distract drivers from the primary task of driving. Safety critical signs such as warning of height restrictions, slippery road signs or advanced warning of junctions can get lost within an environment of a large number of signs in close proximity. The TSRGD states:

*“Appropriate warning signs can greatly assist road safety. To be most effective, however, they should be used sparingly. Their frequent use to warn of conditions which are readily apparent tends to bring them into disrepute and detracts from their effectiveness”*

Sign posts can also block footways and cause difficulties for pedestrians and cyclists. For these reasons the County has adopted a standard of reviewing signs whenever carrying out a road improvement or structural maintenance scheme with the aim of reducing or eliminating signs whenever possible within TSRGD guidance.

### **3.c. Road markings and studs**

Road markings will be applied in accordance with the requirements and guidance set out in TSRGD. Carriageway markings and studs will be provided only where necessary to maintain safety and will be maintained in a condition to ensure that they provide clearly visible guidance to road users. In general, edge of carriageway markings will not be routinely maintained on minor roads. As with sign decluttering, the County has adopted a policy of reviewing road markings on any capital schemes with an aim to not replacing road markings whenever possible, but only installing those required to ensure safety.

In all conservation areas, Gloucester and Cheltenham, all new yellow lines will be in primrose and 50mm wide. Where remedial work is being done, a judgement will be taken as to whether “like for like” should be used.

### **3.d. Access protection markings (H Markings)**

Access protection markings are white 'H' shaped lines painted onto a road in front of accesses to highlight dropped kerbs to other road users. They may be used to highlight any type of access or uncontrolled crossing point including vehicle accesses to properties

(vehicle crossovers). Access protection markings are advisory only as there are no legal traffic orders behind them. However, blocking an access whether there is a line there or not, is classed as obstruction and the police may issue a fixed penalty notice for this.

There has been a considerable increase in the number of requests for these markings. This has led to concern that overuse of them may result in them being brought into disrepute. In addition, the over use of such markings particularly in rural villages, leads to clutter and 'urbanisation' of the road network. It also adds to the County's long term maintenance costs.

As such, access protection markings will only be considered where the access is not obvious to drivers e.g. a concealed entrance. There must also be a proven problem of continuous obstruction.

In general:

- Our standard approach is not to approve new requests for H markings unless it is clear that an entrance is not conspicuous and there is a genuine parking issue observed.
- In the exceptional circumstance when approval for H markings is given, the cost of installation would be expected to be paid for by the requester.
- The County will replace existing H markings if they conform to the standard above (costs of remarking to be charged to the applicant)
- Where H markings are not approved, but the requester paints their own markings, the County will take enforcement action and request the markings be removed. Failure to remove the lines will result in Amey Highways removing the lines and the costs being reclaimed from the offender.

The markings will extend only across the access and only where a legal dropped kerb is present at the property access. There must also be no existing waiting restrictions (yellow lines).

An application form is available and is sent out on request. Applications cost £80. On receipt of the completed form/payment an inspection will be carried out to determine whether the site is suitable. The applicant will be informed of the outcome of their application whether it is approved or not..

For budgetary reasons new H markings will only be installed when other road marking works are planned to take place in the same locality and hence a short delay may occur between accepting an order and the works being undertaken.

### **3.e. Disabled bays**

Gloucestershire County Council may provide advisory disabled bay markings for people who have mobility difficulties provided they meet the following criteria:-

- A letter of recommendation from Social Services Occupational Therapist
- A vehicle must be registered to the address on the application
- The applicant must live permanently at the given address and using the vehicle on a daily basis
- No available off road parking (eg driveway or garage)

- The applicant must be registered disabled and a blue badge holder

The law does not permit such markings on all roads and at some locations, allowing a disabled bay would be unsafe. Some examples may include a main or classified road, sites where parking restrictions apply or within residents' parking zones, adjacent to junctions, outside neighbouring properties, opposite entrances etc.

An advisory disabled bay is granted entirely at the discretion of Gloucestershire County Council, and are not authorised for carers or other visitors. The marking is advisory only and is not enforced by a Traffic Regulation Order. Any disabled bay can be used by any Blue Badge holder and is not exclusive to the person who paid for it.

Gloucestershire County Council may, at any time after a disabled bay has been marked, request confirmation that the applicant still holds a valid badge. If confirmation is not provided, this may result in the bay being removed.

All applications are dealt with by Amey Highways and carry a flat fee of £60, VAT is not applicable. Once approved, we aim to complete the lining work within 3 months. Lining work is very weather dependent and parked cars frequently cause problems, therefore time scales are not guaranteed.

### **3.f. Street name plates**

The installation and maintenance of street name plates are the responsibility of the appropriate District / Borough / City Council.

### **3.g. Special/major event signing**

Temporary signs for occasional functions or events may be erected with the consent of the County Council. Diversion routes will be signed where delays are expected to be caused by works on the highway or other events. All applications are dealt with by the Amey Highways Team.

### **3.h. Unauthorised signs and obstructions**

Some signs on the highway, it must be acknowledged, do not cause particular danger to the users of the carriageway or footway. However, the law under these circumstances does not distinguish between varying degrees of danger and therefore all unauthorised signs on the highway must be regarded as an obstruction. The owners of the signs will be contacted in the first instance to remove, but if the situation persists the county may arrange for them to be removed and the costs reclaimed from the offender. Obstructions that are a safety hazard will be removed immediately.

### **3.i. Advertising Boards ('A' Boards) and displaying goods**

The council recognizes how important it is for shops in the county to advertise and that the use of advertising boards ('A' Boards) is part of attracting shoppers and creating an ambience in shopping areas. In some shopping areas this ambience is enhanced by the display of goods along shop fronts on footways or pedestrianized areas of the carriageway, or even by cafe style seating for patrons. The council wishes to encourage traders to promote their business activities in a way which both enhances the street scene and is sensitive to the needs of its users. As such, the council tries to strike a reasonable balance between the need of traders to promote their business and the reasonable and safe access for pedestrians to footways or carriageways.

In general all signs, boards, displays etc. must:

- Be temporary in their nature so that they can be easily removed and do not require any construction, excavation or demolition in order to be installed or removed.
- Not be located within 2 metres of any other permanent or temporary sign, pillar, post, item of street furniture, other display, or the edge of the carriageway.
- Leave an unobstructed minimum footway width of 2 metres; but where this is not practicable a minimum width of 1.5 metres should be maintained. In pedestrianised areas the minimum width is increased to 3.5 metres and in some historic areas where highway geometry is restricted a minimum of 1.2m may be agreed with the Area Highways Manager. .
- Not cause a visual distraction or obstruction to vehicle sight lines or block visibility for pedestrians.
- Take into account the other reasonable needs of the area e.g. bus stops, pedestrian crossings, etc. in relation to their positioning.
- Take into account any local town, borough, parish or district council policies including if required the appropriate consent.
- Be removed at the end of the trading day
- Advertising boards are limited to one per business and should normally be located directly outside the business.

In some areas, due to high volumes of pedestrians, or vehicle access, advertising boards and the display of goods may not be allowed. This decision will be made by the Area Highways Manager.

Any advertising board or displays will be the owner's responsibility when placed in the public highway and the Highway Authority will not be liable for any injury or damage caused to highway users.

The council (or Amey as its agent), as the Highway Authority may require the immediate removal of any feature if requested by the police or with other reasonable cause including the need for access to maintain the highway.

### **3.j. Mirrors**

The traffic signs which are permitted on the highway network are strictly controlled and governed by the Traffic Signs Regulations and General Directions 2016 (TSRGD). Mirrors are classified as a sign and although a number of mirrors can be seen on the network, the majority would have either been placed prior to the regulations coming into force or are located on private land. Road mirrors on or next to the public highway are not normally recommended as they can be:

- misleading at night when reflecting headlights
- damaged by vandals or by accident
- affected by glare from sunlight
- sometimes obscured by condensation and dirt
- confusing for non-local motorists
- difficult to site satisfactorily
- Misleading due to difficulties of judging speed and distance.

#### ***v. Exceptions***

In exceptional circumstances, we will consider placing a mirror on public roads at junctions in rural and semirural areas where:

- There is a collision history relating to a lack of visibility (based on data received from the police).
- Visibility for vehicles emerging from the side road is severely restricted.
- A visibility improvement scheme is not feasible.
- Visibility cannot be improved by removing hedges, walls, and trees or other obstacles.
- The speed limit on the major road is above 30mph

#### ***vi. If approval is granted***

- Authorisation is usually granted initially for a 12 month trial period.
- Permanent authorisation will be based on evidence of how effective the mirror has been as a road safety measure.

#### ***vii. Private Entrances***

- Road mirrors at private entrances cannot be put up on the public highway.
- Any mirrors put up without permission will be removed and all costs reclaimed from the offender.
- All such mirrors must be on private land with the approval of the landowner.
- You may need to get planning permission from your Local District Council
- We will not be responsible for any damage, repair or replacement of mirrors.
- Public Liability Policy must be held by the owner indemnifying Gloucestershire County Council for at least £10,000,000 for any incident or any one claim involving the road mirror.

#### ***viii. Procedure***

If you would like to discuss the possibility of installing a mirror, please contact your Local Highways Manager on 08000 514 514. Any mirror given authorisation by the County Council must meet the requirements set out in TSRGD. Costs regarding assessment and installation will be discussed upon application for a mirror.

### **3.k. Bollards**

Gloucestershire County Council's policy is not to install new bollards/marker posts where they do not already exist unless there is a known safety issue which is supported by accident data through the highlighting of hazards, bends or property. This approach is taken due to the maintenance liability of increased street furniture and limited resources for non safety related work. This applies to paved and grassed areas given the increased costs associated with strimming around additional street furniture and obstructions for disabled and the visually impaired. The County will seek to remove bollards that are providing no further benefit.

Where a sequence of bollards already exists and a small number have been damaged, then the damaged bollards will be replaced. Where the majority of the bollards have been damaged within a sequence then the site will be reviewed to determine whether all the bollards should be removed, taking into account accident data in the area.

In general, marker posts and bollards that are damaged or knocked down will not be replaced unless there is an overriding safety concern.

### **3.l. Vehicle activated signs (VAS)**

Interactive and vehicle activated signs will only be considered when in accordance with the County's VAS policy, which may be found [here](#).

This policy takes into consideration vehicle speeds, accident statistics and traffic flows to assist in determining the impact of installing a VAS. As with any traffic calming measure, the use of VAS equipment has to be carefully controlled to ensure their impact is not diminished by inappropriate use/overuse. All VAS requests must also be priority assessed for funding and openly compete with other safety schemes for funding.

### **3.m. Fencing & guardrail**

In general the decision to fence land rests with the owner and occupier of the land fronting onto the highway, although in most locations they will be liable in negligence if damage is caused by his animals straying onto the highway.

The County Council has no general obligation to fence off its highways, although there is a power to fence highways in Section 80, as modified, of the Highways Act 1980. Any fencing along the boundaries of the highway is therefore generally the responsibility of the adjoining landowner/user, following any agreed maintenance period after installation on new schemes.

Fences may be installed by the Highway Authority for the protection of drivers and/or pedestrians either by segregation and the channelling of pedestrians to a safe crossing point or by deflecting vehicles back onto the carriageway. Fences may also be used to define the edge of carriageway and/or the boundary of an adjacent property owner's land.

When fences are damaged or knocked down, Amey Highways officers will carry out an assessment to determine whether there is a need to repair or re-erect the fencing based on safety concerns and proven accident history. In many cases, the County may elect to

remove the fencing to reduce the long term maintenance costs if no overriding safety concern is present. Accident damage to crash barriers will generally be repaired.

### **3.n. Bus stops and shelters**

The provision and maintenance of bus stop posts, sign flags and timetable boards is the responsibility of Gloucestershire County Council's Integrated Transport Unit. In rural areas of Gloucestershire the local Parish Council is usually the organisation responsible for the shelters within its Parish, unless the asset is directly owned by Gloucestershire County Council. The location of new shelters on the highway must be agreed with the Integrated Transport Unit.

### **3.o. Seats, litter bins**

Under the Highways Act, Town or Parish Councils can apply for permission (licensing) to place a seat on the highway. The Town or Parish Council then assume all maintenance responsibilities (and liabilities) associated with the new asset. The location, provision, maintenance and emptying of litter bins is the responsibility of District Councils.

### **3.p. Authorisation for street furniture**

Tables and chairs outside restaurants and cafés, particularly in pedestrian areas and locations where there are wide footways, are frequently requested. Provided that free and safe passage for pedestrians can be maintained then such amenities can be beneficial and permission may be granted on an individual basis. Licences may be granted by the District Council under the provision of the Highways Act 1980 Section 115E subject to the consent of the Highway Authority. Factors which are taken into consideration include the volume of pedestrians, footway width, use by mobility vehicle users and the proximity of other highway features, e.g. bus stops.

Suitable conditions shall be drawn up by the Highway Authority relating to the extent of the tables and chairs, clearances, pedestrian access provisions and signs together with any obligations relating to Statutory Undertakers' plant. The licensees shall conform to conditions laid down in the licence and these shall be enforced by the District Council. Should there be non compliance this shall be reported to the appropriate District Council

## **4) Traffic Regulation and Control**

### **4.a. Traffic Regulation Orders**

Measures that legally regulate the movement of vehicles (such as those listed below) require the making of a Traffic Regulation Order (TRO). The procedures for making such orders are laid down by the Secretary of State and must be strictly observed by the County Council. It can take several months to design, consult, advertise and install an order before it comes into effect.



Our dedicated TRO webpage (with video guidance) may be found [here](#)

***i. Access only***

Access only orders will not generally be considered unless it is being introduced as part of an accident reduction scheme.

***ii. Residents' parking***

Resident parking schemes will be considered in residential areas which are severely affected by non-resident parking and where funding is available. Requests are handled by County's Parking Team who may be contacted on [parking@gloucestershire.gov.uk](mailto:parking@gloucestershire.gov.uk).

***iii. Waiting restrictions/CPE***

Requests for new waiting restrictions, or alterations to existing waiting restrictions, will be considered and priority assessed to determine if there is justification to proceed. As with all TROs, those that proceed will be subject to a period of extensive investigation and public consultation.

***iv. Speed limits***

Excessive speed accounts for more road casualties than any other accident cause. However engineering measures and wider use of speed limit reductions do not provide the complete solution. There is little point in establishing a speed limit, however desirable in environmental or safety terms, if it will not reduce the traffic speeds. GCC has adopted the guidance issued by DfT which points highway authorities towards making reasonable speed limit decision based on the road environment. For example, a driver would find it unreasonable to drive at 30mph on an open country road with good visibility and few vehicle accesses. Likewise, a driver will naturally slow down in built up environments where there are vehicles, accesses, junctions, parked cars, and pedestrians. A copy of this guidance can be found [here](#).

**4.b. Traffic calming**

The justification for the introduction of a traffic calming scheme will be assessed on a case by case basis. All potential schemes are assessed and managed through a system of priority assessment. The priority assessment will take into account many different factors, e.g. accident history, speed and volume of traffic, pedestrian and cycling activity, land use, proximity to schools and value for money. Physical traffic calming measures (road humps, build outs etc) can only be installed in areas where there is street lighting.

**4.c. Heavy Goods Vehicles (HGV's)**

The impact of HGV's on communities can be significant, particularly where inappropriate routes are being used. Large vehicles may be restricted through weight restrictions

although this is a formal TRO process that requires consultation and support from both the County Council and Gloucestershire Police (as the enforcing authority). However, regardless of restrictions many HGVs still have a legitimate reason to use the route for access/deliveries and therefore a proven benefit will need to be established before such initiatives are progressed.

Gloucestershire has developed a Lorry Management Strategy to set out a more comprehensive and holistic approach. This aims to minimise the increasing environmental impact that large lorries are having on rural communities by routing lorries away from small towns/villages and narrow lanes onto more strategic routes.

As part of this strategy and after much consultation with local communities and the freight trade industry, the Council introduced a Lorry Management Zone (LMZ) within the Cotswold AONB. A visual overview of Gloucestershire's freight gateway, together with supplementary information on how the council manage the freight network may be found [here](#).

#### **4.d. Sponsorship of roundabouts**

The County Council supports the concept of roundabouts on the public highway being enhanced by means of a sponsorship agreement with a third party (local business, Parish Council etc). This can often lead to a more enhanced maintenance regime and have the added benefit of maintenance cost savings to the authority. Sponsorship may take the form of planting/landscaping or public art (monument, statue or sculpture). The highway authority will have a view on the safety of such schemes, particularly on high speed roads, and each case will be considered on its merits.

It shall be the responsibility of the relevant District Council Authority to implement any sponsorship agreement as it is considered that for planting schemes the District Council is effectively acting as the County Council Contractor but is doing so for nil consideration from the County Council. The County Council has powers under S64 of the Highways Act 1980 to carry out such planting schemes. Under the Public Health Act Amendment Act 1980 the District Council has powers to permit the erection of sponsorship signs.

#### **4.e. Response to Traffic Accidents (Non-Fatal)**

The County is often requested to attend traffic accidents to clean debris or make repairs to the carriageway. This includes an out-of-hours service. The County will make every effort to liaise with police and/or drivers involved to collect insurance details to recharge the costs involved with attendance and repairs at accidents. Sensitivity to the families concerned will always be paramount in the minds of highways officers.

### **5) Verges**

#### **5.a. General**

The highway verge comprises of the generally un-metalled parts of the highway within the limits of the defined highway. Highway verges are generally un-trafficked although they

may be used by pedestrians and equestrians for passage. Verges can contain street furniture and signing, as well as vegetation.

The primary maintenance obligation is to ensure the safety of the highway user by ensuring that visibility is not restricted and verges are free from obstructions and without defects which would be detrimental to the user. The protection and enhancement of biodiversity is also important and it is also recognised that verges are important sites for rare flora and fauna. Some areas are identified as special interest and receive special treatments.

The Natural Environment and Rural Communities Act 2006 (NERC) sets out the statutory duty of the County Council to conserve biodiversity whilst carrying out its functions, including those of maintaining the highway. Further guidance is available [here](#)

The County Council has a Notice and Assent Agreement with English Nature for works within and adjacent to Sites of Special Scientific Interest (SSSI). The agreement must be complied with when working in or near any SSSI. If works do not fall within the terms of the agreement then separate assent from English Nature may be required. Information about the location of SSSI's in Gloucestershire can be found at [www.natureonthemap.org.uk](http://www.natureonthemap.org.uk) or [www.magic.gov.uk](http://www.magic.gov.uk):

Highway verges shall be maintained to prevent the encroachment of verge soil and growth onto the carriageway and footway. Siding out shall also be carried out as required before routine maintenance works such as surface dressing, edge lining and special maintenance schemes.

From time to time, accident damage and vehicular overrun may cause rutting and erosion to the highway verge. Where verge damage has been identified this shall be prioritised prior to remedial works being carried out.

#### **5.b. Grass cutting**

Grass cutting is carried out to maintain sight line visibility at junctions and bends, to prevent traffic signs and bollards being obscured, to control brushwood and scrub, to prevent the loss of width of paved surfaces, prevent the spread of noxious weeds and to lessen the risk of fire.

Verges are currently cut annually with a swathe width (approx 1.2 metres) to include visibility sways. The latter then receive a second cut (depending on growing conditions) later in the year. In some areas grass cutting is carried out in partnership with parish councils, district councils and housing associations and the county contribute toward this work.

#### **5.c. Trees, hedges and vegetation**

Trees in Gloucestershire are an important conservation and amenity resource and should be preserved but they can present risks to highway users and adjoining property.

A highway tree is any tree planted within the public highway with the potential to fall or cause damage to the highway or adjacent property. As a general rule, hedges, trees

growing in the hedgerow, and the ditches in front of them, are owned by the adjoining landowner. They are seldom the County Council's responsibility. However, trees growing in the highway verge, as well as undergrowth on the verge, are matters for the County Council.

Tree inspections are carried out routinely by the County Council and the detail of this is outlined in the following section.

Trees within the highway will only be removed, pruned and lopped if there is a risk to highway users or where it is necessary to prevent or abate a legal nuisance. The County will remove fallen trees from the carriageway and undertake emergency pruning if an immediate danger to highway users is apparent. The County also have an interest in trees that are not planted in the highway but affect it in some way, causing obstruction for example, where we liaise with owners on the appropriate action to be taken.

The County places a high priority on public safety and this extends to the management of its tree stock and trees under its regulatory control. All landowners, public or private, have a duty of care to ensure that they have taken reasonable steps to prevent or minimise the risk of personal injury or damage to property arising from the presence of any tree on the land, or from its breakage (falling limbs) or uprooting (falling tree).

The County has certain powers to act in the interest of safety, where trees situated on private property are in a dangerous condition and constitute a risk. Section 154 of the Highways Act 1980 empowers the County to deal with hedges, trees and shrubs growing on adjacent land which overhang the highway, and to recover costs. The County would normally only take action where it was clear that the risk of harm was significant and immediate. The county would expect individual property owners to attempt to resolve issues of dangerous trees as private matters.

The County will not take action to remove or prune trees where they block light or view, or obstruct CCTV on private property. Only obstructions to official police CCTV cameras will be resolved. The Council will not normally carry out work to control the fall of leaves, seeds or fruit. These are natural events in the lives of trees that would not be considered a legal nuisance and cannot be controlled without damage to the tree's health and appearance.

The county do not automatically clear undergrowth on verges. It provides cover for wildlife and a varied and natural landscape. But where visibility is seriously affected, or where pedestrians need the verge to escape from the traffic the county will endeavour to remove vegetation.

Where a highway tree is alleged to be causing damage to a property, including the blockage of pipes or drains, the County Council cannot advise on structural damage or the potential thereof. Independent advice from a structural engineer should be sought.

The County Council's responsibility, as the Highway Authority, is to maintain roads to a condition fit for the traffic that might ordinarily be expected to use it. Unless there is a traffic order in force restricting the size or height of vehicles that can use a particular road, a vertical clearance of 17 feet (5.20m) shall be maintained on the strategic network to allow sufficient clearance for vehicles which might ordinarily be expected to use the highway to gain access. In addition, the council will aim to maintain a 2.4m clearance over footways.

#### **5.d. Tree inspections**

Tree inspections are designed to identify trees that have the potential to cause danger or serious inconvenience to users of the highway network or wider community.

Currently the County employs arboriculturalist tree inspectors to carry out inspections of high risk trees in Gloucester City and Cheltenham Borough on a three year frequency. The promenade in Cheltenham however is inspected on a twelve month frequency. Both urban conurbations have a significant stock of street trees - Cheltenham in particular (with an estimated 7,500 trees) has a heritage of mature tree lined avenues.

Moderate risk trees in other urban areas of Gloucestershire are inspected on a 5 year cycle to record the tree asset and identify potential hazards. All other highway trees are regularly inspected as part of routine Highway Safety Inspections as detailed previously. Inspectors will identify required cutting for road sign visibility and any potentially dangerous trees on route. Ad hoc requirements such as assessment/cutting back on bus routes etc are also considered on request from the public.

Details of Gloucestershire's Tree Inspection Policy can be found [here](#).

#### **5.e. Weed control**

The County Council recognises that weed growth can cause damage to the highway network and can prevent the efficient operation of drainage systems. Additionally the County Council recognises the potential safety implications and the unsightly nature of weed growth on the public highway. It is noted that unless required by legislation the policy of weed management is one of control, not eradication.

As a result of reductions in funding, the County will not routinely carry out weed spraying of kerblines and paved areas although where funding allows the County will spray or remove noxious and harmful weeds.

Suitable methods of control for all weeds shall be determined taking into account the safety of operatives and the public, timing of control, size of infestation, effectiveness, and the effect on the environment. The requirements of any legislation will also affect the type of control.

When undertaking other maintenance activities we eliminate weeds from footway surfaces and formations prior to resurfacing/reconstruction. All weed spraying is being carried out in accordance with The Control of Pesticides Regulations 1986. Only approved pesticides are used, these are chemicals listed in the "Blue Book", Pesticides Approved Under the Control of Pesticides 1986 (ISBN 0 11 242 782 0)

Noxious and harmful weeds include Ragwort, Creeping or Field Thistle, Spear Thistle, Broad-leaved Dock, Giant Hogweed, Japanese Knotweed and Common Ragwort are listed within the Weeds Act 1959 as an injurious weed. The County Council has adopted The Department for Environment Food and Rural Affairs, Code of Practice to Prevent and Control the Spread of Ragwort including recommended methods of identifying, prioritising and controlling Ragwort.

#### **5.f. Environmental Considerations**

The County Council has involvement in many activities that affect the environment. Local Planning Authorities designate certain areas as conservation areas and Gloucestershire responds to this by having specific policies to ensure that works are carried out using sympathetic designs and materials, retaining and reusing features such as granite kerbs and stone flags whenever possible. Sites of Special Scientific Interest (SSSI) and certain highway verges containing rare wildlife also require sympathetic maintenance policies. The use of herbicides and pesticides is kept to a minimum.

Where highway maintenance may affect habitats and species (biodiversity) then the [Gloucestershire Highways and Biodiversity Guidance](#) (GHBG) should be consulted for further guidance. The County Ecologist can also give advice where necessary.

The GHBG is a guide on how to take account of biodiversity in the planning and carrying out of all maintenance operations on county roads and Public Rights of Way. The overall aim of the document is to facilitate the conservation and enhancement of biodiversity through the adoption of appropriate working practices. It will assist the County Council in contributing to objectives and targets in the Gloucestershire Biodiversity Action Plan.

#### **5.g. Cultivation licences**

Members of the public are encouraged to take on the general maintenance of the verge area outside their property. This could include grass cutting, planting some low growing plants, and creating flower beds. However, there may be certain restrictions that may need to be adhered to, e.g. the depth of excavation, the height and type of certain shrubs, the non construction of structural features or hard landscaping, no enclosing of the area with fencing, walls or shrubs etc.

Ownership of the land is retained by Gloucestershire County Council and at any time the Statutory Authority has the right to dig it up to maintain or install services. Applications for cultivation licences are dealt with by the relevant Officer and must be made in writing. If approved, a licence agreement will be drawn up which will set out any conditions that need to be adhered to.

Parish Councils can also request to maintain areas of Highway land within their Parish. Again a request will need to be made in writing with a plan indicating the area concerned. This will need to be reviewed by the relevant Officer within GH.

#### **5.h. Obstructions**

The placing by private householders of stones, rocks, boulders, or other such objects on public highway verges in order to deter vehicles from driving / parking on them is not permitted. Similarly areas of highway verge cannot be staked or fenced off. Such action can be dangerous to road users and could leave the householder liable for injury or damage claims.

### **5.i. Roadside Tributes and Memorials**

The County Council seeks to respect the wishes of those who have lost friends and relatives in road collisions but also has a responsibility to protect other road users. Therefore, the County is required to balance both safety and sensitivity in its approach.

Each case must be sensitively taken on its own individual merits.

Roadside tributes and memorials can raise awareness of the importance of road safety, but could also be a source of distraction to motorists.

Members of the public who lay floral tributes or erect roadside memorials may be putting themselves in danger in the process of doing so.

The placement of temporary roadside tributes and memorials is discouraged for the health and safety reasons already outlined. However, the County recognises that a temporary tribute can be an important part of the grieving process for some families.

The County recommends that this is done in conjunction with the Police Family Liaison Officer [FLO] as they can arrange for visit to the location of the collision if the family wish it.

Friends and acquaintances of the deceased may not have access to the FLO or the benefit of knowing this guidance.

If a tribute or memorial could unintentionally pose a risk to other road users it will be removed in consultation with the family.

Should tributes of a temporary nature be placed on the roadside, they should not form a hazardous obstruction and must be placed on the edge of the highway boundary, which is as far as possible away from the road itself.

Temporary memorials tend to deteriorate quite quickly, particularly floral tributes, and as the county are not qualified to impose a definite time for when grieving should end, generally it is advised to take no action in relation to temporary floral tributes.

A permanent memorial is considered to be any object within the highway boundary including verges and footpaths that is fixed in place by penetrating the verge, road or other surface, and /or is anchored to another object. The Highways Act precludes the use of such tributes unless they are granted permission by the Highway Authority.

The highway authority may, under Section 132 (subsection 2) of the Highways Act 1980, remove any picture, letter, sign or other mark which has, without either the consent of the authority or an authorisation given by, or under an enactment, been painted or otherwise inscribed or affixed upon the surface of the highway or upon any tree, structure or works on or in the highway.

Police Family Liaison Officer's are experienced trained officers who volunteer for this specialist role. Where the police investigate a death they have a positive duty to communicate with the bereaved family. They inform and facilitate care and support for, the family, who are themselves victims, in a sensitive and compassionate manner. FLO's are under the supervision of the Roads Policing Inspector at Bamfurlong.

## **6) Winter Service and Other Emergencies**

### **6.a. General Notes**

The action necessary to treat Gloucestershire's roads for winter weather conditions can vary from a relatively small number of salt runs to guard against the formation of ice, to a full-scale battle against drifting snow and freezing conditions extending over many days and nights.

Like most Shire Counties, Gloucestershire has a mixture of dense urban streets and remote rural lanes, of sheltered routes where freezing fog can be a recurrent problem and high, wind-swept main roads where snowdrifts can build up quickly. The County Council's organisation for winter maintenance has to be prepared to cope with any of these, and other, emergency conditions whilst ensuring that the cost of preparing for the unknown is not an over-bearing burden on the public funds available for year-round road maintenance.

The County Council has, for many years, believed the most effective way of dealing with winter maintenance is a combination of professional expertise, specialist equipment, adapted locally-available equipment, voluntary effort and self-help. The Council's organisation has been set up to ensure the most effective use of all resources available through direction and co-ordination.

### **6.b. Description of Service**

Gloucestershire is committed to providing an adverse weather and other emergency situation service e.g. precautionary salting, snow clearing, addressing storm damage/effects etc within reasonable response times.

### **6.c. Duty (Statutory Responsibilities)**

Gloucestershire County Council as the Highway Authority is under a duty to maintain the highway so far as is reasonably practicable, in a safe enough condition that passage along a Highway for the travelling public is not endangered by snow or ice (Highways Act 1980 Section 41.1a). This duty is not absolute given its qualification of reasonableness and practicability. The definition of 'highway' is highway maintained at public expense.

### **6.d. Objective**

In practice Gloucestershire aims to safeguard the travelling public from the hazardous effects of snow or ice on the highway so far as it is able with the resources available and the severity of the weather conditions. Proactive winter maintenance operations will be undertaken based on the latest forecast information, prevailing local weather conditions, and local short-term history to help prevent the formation of ice and to assist in the removal of snow.



#### **6.e. Strategy**

When icy road conditions are forecast, precautionary salting will be carried out on the following routes included in the strategic road network, defined as follows:

1. All Class 1 and 2 roads (A and B roads)
2. Roads leading to important industrial establishments
3. Roads leading to hospitals, ambulance stations, fire stations
4. Strategic public transport routes
5. Roads serving main shopping centres
6. Slip roads, approaches and approaches to strategic interchanges

These routes represent 28% of Gloucestershire's total road network. The Gloucestershire Highways Adverse Weather Plan, developed in consultation with key stakeholders, is reviewed annually and explains the winter service delivery in detail.

If, in the judgement of the local Area Highways Manager, strategic routes require no further attention then resources may be re-prioritised to secondary routes, defined as follows:

- In term times routes adjacent to major educational establishments provided treatment could be completed by 0800 hrs.
- A single access road to major villages
- Other locations where high traffic volume, speed, or local conditions, dictate.

It must be recognised that in prolonged and exhaustive snowfall conditions, or in freeze/thaw conditions the available resources may be continuously employed in maintaining the strategic network.

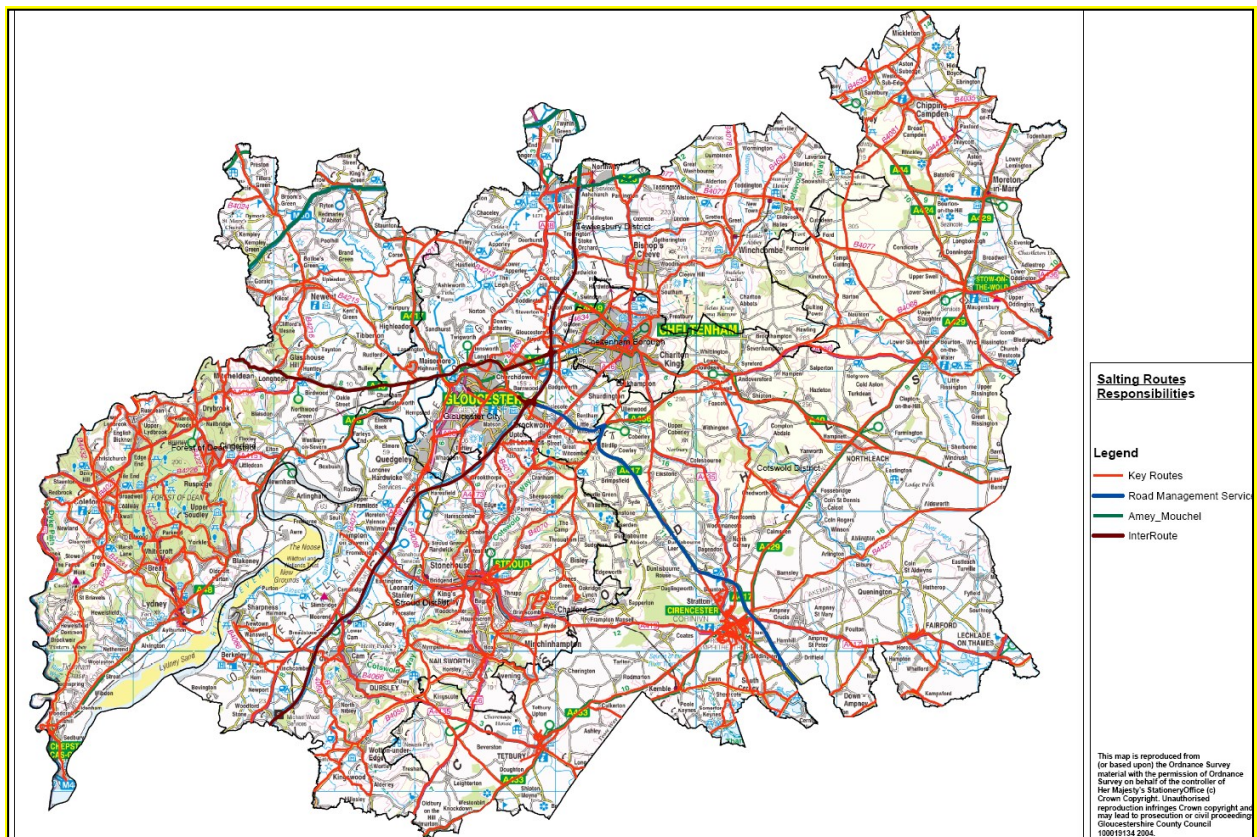
In extreme snow Gloucestershire works in partnership with local Parish volunteer Snow Wardens and Plough Operators. They advise us on local road and weather conditions, and assist with the opening up of local minor routes.

#### **6.f. Salting**

The mobilisation time for treatments is one and a half hours. The completion time for precautionary treatment is three hours. Treatment start time has to remain flexible to fit with prevailing weather conditions. Wherever possible, treatments are timed to be completed by the morning rush hour (0700 hrs).

#### **6.g. Management and communication**

For operational purposes the County is divided into three areas; West, Central and East, each under an Area Highways Manager. It is recognised that Gloucestershire has four distinct climatic zones. An Ice Detection Network monitors these and a weather forecast is obtained for each climatic zone. Treatment decisions for these zones are made at an area level in accordance with the decision-making matrix.



The general direction and co-ordination of activities throughout Gloucestershire is the responsibility of the Area Highways Manager (West).

Proactive communication with the emergency services and media will be undertaken by a designated Area Highway Manager, normally Central because of its location, based on Network condition reports.

#### 6.h. Salt bins

Gloucestershire County Council do not supply or install grit bins for public use, although existing bins are filled at the beginning of each winter season and bags of replenishment salt are made available to local communities during the winter. New grit bins are provided by the relevant town or parish council who will agree the location with the County Council.

#### 6.i. Other Extreme Weather Events

Whilst these are much less frequent, the general principals of our winter decision making process will apply i.e. addressing our strategic network first, followed by our secondary routes.