



## FACT SHEET

# Winter maintenance

The winter service plan operates between 1 October and 30 April. It sets out how Cormac delivers Cornwall Council's Winter Service Policy.

## Where we salt

The plan sets out 25 pre-determined routes, covering around 1488km (925 miles) of the road network. The routes cover all A and B roads and other roads with a high volume of traffic, which account for around 80% of daily movements, and prioritises sites such as hospitals, and secondary schools. This is known as the precautionary salting network.

All routes are published online. You can track when and where Cormac plan to salt routes at:

[www.cornwall.gov.uk/gritting](http://www.cornwall.gov.uk/gritting)

Roads that are not specified in the predetermined route plan are not routinely salted. However, in the event of snow, or extended icy periods, we will treat on a priority basis, after the main roads are cleared.

We will not routinely treat footways. When there is a significant risk of icy conditions for long periods we may salt busy footways in main towns, but only if it does not affect the treatment of the precautionary network.

Please note the A30 from the boundary with Devon to Penzance and the A38, which are the main trunk roads through Cornwall, are the responsibility of National Highways (formerly Highways England) which manages its own winter service.

## How we decide which routes to treat ?

We receive a daily forecast from our weather specialists. The forecast provides detailed information on projected road surface conditions, taking into account factors such as ground temperature, precipitation, air temperature, dew point and wind speed. Data collected from the 20 roadside sensors located across Cornwall also feeds into the forecast models.

Based on all of the data and observations available, our experienced Cormac duty coordinators will make a decision on which of the 25 routes will be treated and when.

The timing of precautionary treatment will depend on the expected onset of freezing conditions for each part of the road network and may vary across Cornwall.





When all the instructions are in place, we fill and send the lorries out from our six gritting depots across Cornwall.

Each gritter will usually complete its route within three hours. Our aim is to complete salting at least an hour before road surface temperatures are predicted to reach freezing point.

Our teams are on standby 24 hours a day, seven days a week – including Christmas Day - to enable them to respond to emergency situations at very short notice.

## Our fleet of vehicles

We have a fleet of 28 named gritting lorries, all set and ready to go out at any time, day or night when conditions dictate.

When it snows heavily, snow ploughs are fitted to all gritters. However, snow ploughs don't clear all snow from the highway. Instead, they operate approximately 50mm above the carriageway to avoid damaging the road surface, road studs (cats-eyes) and the plough.

## How does the salt work?

The salt doesn't melt snow or ice.

When mixed with water, salt lowers its freezing point. However, salt can take time to dissolve and requires some moisture to activate. Traffic passing over newly spread salt can break up the salt and assist the activation process. In dry conditions, it is possible for salt to lay on a surface and for ice to form around or on top of it.

Where salt has dissolved into the water, the chances of encountering layers of ice are far less likely. However, the possibility can never be removed altogether because:

- Sub-zero temperatures can reach the lowered freezing point required
- Salt can fail to dissolve properly in dry conditions
- Rainfall during or after the salting process can wash it away before it can take effect
- High winds can disperse the salt, reducing the effective coverage

While salt may help to speed up the thawing process, it will not prevent snow from sticking to the road surface. Where there is light snow on a road with a large volume of traffic, the action of tyres passing over it will create moisture and help the salt to work.

During prolonged periods of snowfall, snow will accumulate despite all the work we do in advance. Similarly, salt will not prevent the formation of ice immediately following a heavy hail downpour.

## Salt stocks

Every year Cornwall Council pre-orders salt which is stored in six covered barns based in highways depots across Cornwall. We currently have around 15,000 tonnes of salt ready for use this winter and will top this up during the winter months if required.

## Salt bins

There are currently more than 700 salt bins across the county sited at locations not covered by the main salting routes, for example in villages or near schools etc.

We fill the bins once at the start of each winter season. Subsequent top-ups can be provided at a cost and town and parish councils are encouraged to fund these where they consider them to be a priority in their community. Cornwall Council does not provide new bins, but town and parish councils can choose to fund these where appropriate.

## How much does a salt bin cost?

Empty salt bin (0.2m3)	£283.34
Filled salt bin (0.2m3)	£300.68
Additional refills (0.2m3)	£175.69

If town and parish council's wish to commission a new salt bin, or have any refilled please email: [enquiries@cornwallhighways.co.uk](mailto:enquiries@cornwallhighways.co.uk)

## And finally ...

To report urgent emergencies of ice or snow on the road that is resulting in hazardous conditions, telephone **0300 1234 222** (24-hour service) giving details of the location.

We will assess the situation and send our teams to the places in most need when the precautionary network is clear and where resources allow.

If you would like this information in another format or language, please contact us:

Cornwall Council, County Hall, Treyew Road, Truro TR1 3AY

Email: [customerservices@cornwall.gov.uk](mailto:customerservices@cornwall.gov.uk)

[www.cornwall.gov.uk](http://www.cornwall.gov.uk) Telephone: 0300 1234 100