



SEVERE WINTER WEATHER MANAGEMENT POLICY

REVIEWED:

September 2024

APPROVAL DATE:

Finance Strategy and Management Committee – 22 October 2024

Town Council – 12 November 2024

REVIEW DATE: September 2025

INTRODUCTION

1.1 Biddulph Town Council does not have a statutory duty to prepare for and deal with snow and ice, but we are in a good position to inform the principal authorities about local needs and we want to do whatever else we can for our community.

The Town Council does have a responsibility to demonstrate that it has taken reasonable steps to ensure the safety of visitors to Council-owned land, which includes the Town Hall, the burial grounds as well as various other small sites throughout the Town Council boundaries.

This document aims to clarify what the community can expect from the Town Council.

Consideration is also given to the management of events in severe weather.

Legislation relevant to the policy is covered in section 5.

OBJECTIVES OF THE POLICY

2.1 This policy will provide staff and members of the public with a clear statement of the measures that will be taken by the Town Council in the event of snow and ice conditions occurring in the Biddulph area. The Town Council's

objective is to use the resources available to assist in the continuance of safe access to areas of land that are owned and managed by the Town Council.

PROVISIONS

3.1 The Clearing of Ice and Snow from Council Property

If the snow and ice are on Town Council land (which is not a highway) the Council has a duty under the Health and Safety at Work Act 1974 and the Occupiers Liability Act 1957 to take reasonable care to ensure that employees and visitors coming onto its land are safe; this might well necessitate removing ice from a slippery path.

Failure to do so could result in claims for negligence and nuisance.

3.2 How Much Maintenance? When? Where?

When clearing snow and ice from council land, the council is only required to do what is **reasonable** in the circumstances.

If everywhere is covered by two feet of snow, then people know they must take care. But it is important to guard against those places where people may not expect an icy spot or where, if untreated, the ground will be particularly hazardous.

In general, people do not expect (and probably do not want) the council to spend time and money clearing a footpath across a rural field, but they will almost certainly expect to be able to walk along a tarmacked footpath in a public place.

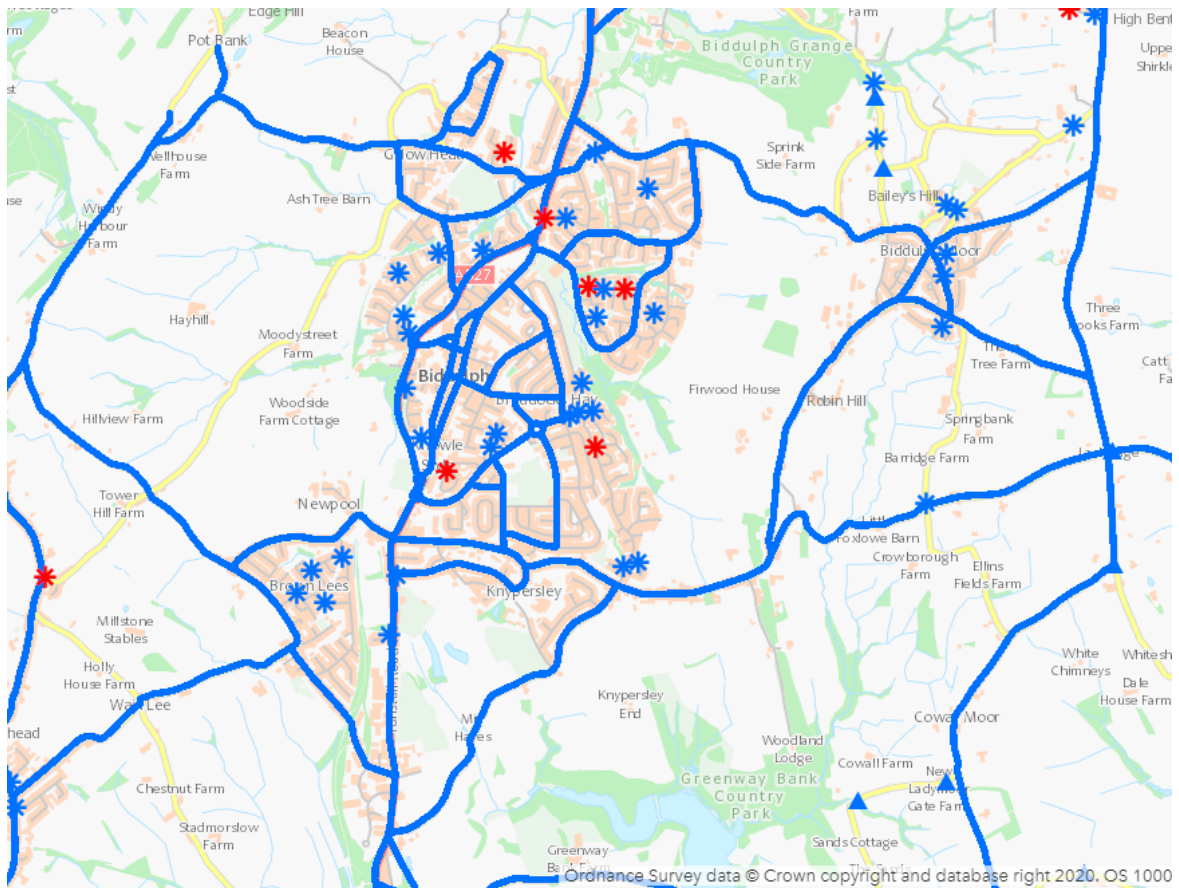
3.3 Staffordshire County Council Highways Gritting

Winter “officially” starts for the County Council on the third Monday of October.

The main focus is known as the primary network.

Staffordshire County Council is responsible for deciding and maintaining their gritting routes and should be consulted for the most up to date information regarding their winter services.

For indicative purposes here, a copy of the gritting route information is below (accurate at the time this policy was reviewed). Blue stars and red stars indicate the location of grit bins and blue lines are the primary gritting routes.



3.4 Private Land

All private land owners have a duty to take reasonable measures to provide a safe environment to users of their land under the Occupiers Liability Act. Where snow and ice is identified as a risk issue on private land, the issues would need to be escalated to the landowner for remedial action.

3.5 Town Council action

Officers within the Town Council will monitor weather conditions from October to March each year. The Town Council owns several areas of green space and it is **not** feasible to clear snow or ice in these areas.

The Town Council actions are outlined in the following sections of this policy:

- Section 5 – the approach taken to assessing how each site is managed,
- Appendices A1-A6 - site management plan for each Town Council managed site
- Section 3.5 - Town Council roles in highway gritting
- Section 3.7 - management of events in severe weather

3.6 Biddulph Town Council's role in Highway Gritting

Biddulph Town Council does not have an official role in replenishing grit bins or completing gritting of primary networks. The Town Council does not own any

grit bins on the highways and is only responsible for a small number of grit bins on Town Council managed sites, which are not for highway use. However, Biddulph Town Council is in an effective position to understand the impact of ice and snow on the community, review public opinion on gritting and to utilise local knowledge.

Therefore, the Town Council may undertake the following actions to support the management of highways in snow and grit:

- Recommend and support applications for additions to gritting routes and salt bins to Staffordshire County Council.
- Maintain a contingency stock of salt for urgent situations which Highways are unable to resolve within a reasonable timeframe. This is only to be used with the permission of Staffordshire County Council Highways team.
- With County Council permission, and where County resources are stretched and require Town Council input, support the operation of refilling local grit bins.

3.7 The role of the Lengthsman

If a local council takes on the responsibility for clearing ice and snow from highways, it must exercise reasonable care in doing so. If it does the job negligently, the local council will be liable for claims arising from its negligent actions.

Historically, the Lengthsman position within Biddulph has been funded by Staffordshire County Council. In doing so, the County permitted some gritting of footpaths to take place. In 2017/18 this role was funded by Biddulph Town Council. If gritting of footpaths along the highway is required, caution will be exercised and advice sought from the County Council and relevant insurance providers.

3.8 Management of events in severe weather

Outdoor events may be affected by severe weather; this may include the Artisan/Twilight Market, Christmas Lights Switch-On, exhibitions, sporting events, etc.

Severe weather conditions might have implications for:

- The health and safety of visitors, participants, and members of staff involved in the event.
- The potential lasting impact on the site landscape and ecological habitats if the event were to proceed.
- Any relevant accessibility issues regarding visitors reaching and leaving the site.

- Potential reputational damage to the event provider and Biddulph Town Council.

In the event of new information becoming available regarding adverse weather conditions during, before or directly after the event, the Chief Officer and event organiser must meet to discuss the event.

The meeting must be held as soon as reasonably possible after information about adverse weather conditions becomes available and must be held on-site wherever possible.

The Chief Officer should, at the conclusion of the meeting, make a decision regarding cancellation. Any decision shall be final.

Biddulph Town Council will not accept liability for any costs or contingent liabilities associated with cancellations due to forecast or actual adverse weather conditions.

PRINCIPLES GUIDING SITE PLANNING FOR SEVERE WEATHER

4.1 Resources

Biddulph Town Council possesses the following resources to manage frost, snow and ice:

- Grit Bins in the following location:
 - On the path to the side of Biddulph Town Hall, next to the police entrance.
 - Woodhouse Burial Ground, bin store
 - Town Burial Ground, left hand side of access road upon entry.
 - Country Park Visitor Centre
 - Station Road garden area.
- Grit (Rock Salt – stored in grit bins).
- Wagon for grit transportation (stored in Town Hall chair store).
- Shovel (stored in Town Hall chair store).
- Barriers (stored in Town Hall storage – retrievable through Lengthsman).

4.2 Prevention of accidents

- While snowfall is likely to inhibit access, settled snow is generally visible to users of the site, all of whom have a responsibility to take reasonable care.

- Heavily trodden snowfall and ice formed due to frost or frozen surface water however present a much more significant risk as the slip hazard is not always obvious.
- Therefore, while clearance of snow will be undertaken to provide access as part of the gritting plan, most focus is placed on the management of ice on site.

4.3 Prevention of icy paths

- a. Rock salt is most effective when applied prior to the formation of ice on a surface. The rock salt works by mixing with water, lowering the freezing point and therefore reducing the temperature at which ice will form.
- b. However, rock salt becomes less effective when temperatures drop below -5°C and is almost totally ineffective at temperatures below -10°C
- c. Rock salt should be spread at a rate of 10-15g per sqm as a preventative treatment. This amount may increase to 20-40g/sqm on steep ramps, slopes and on steps. The higher rate of spreading will also be needed when ice or snow has already formed, and the temperature remains within the effective range.
- d. Accurate spreading rates can be more difficult to gauge without a grit spreader but the rates can give an approximation of how much grit to use when spreading with a shovel.
- e. Rock salt is less effective when it is applied to snow and ice that has already formed.
- f. Therefore, the use of forecasting and prevention treatment is necessary to manage the risk of slips on icy paths.
- g. Forecasting however is not likely to predict dawn frost. Rain that occurs after gritting will likely wash much of the salt away. In these instances, monitoring of the site and reactive measures are required as adequate preventative measures are not reasonably practicable.
- h. Reactive measures will also be required when ice and / or snow falls after a Sunday, Bank Holiday or any other period where there are no caretaking or grounds maintenance staff on duty to implement preventative measures before the formation of snow and ice.
- i. Sand, ash and dishwasher salt can also be used to provide grip on ice areas. They do not prevent or melt ice however and can only be used as a reactive measure. The use of such measures may be considered where

salt becomes unavailable or is proving ineffective due to the weather conditions.

- j. The use of sand, ash or other grits that provide traction only are likely to be tracked into buildings, resulting in a significant amount of extra cleaning being required inside. This is likely to occur at a time when maintenance and cleaning staff already have an increased workload due to the weather conditions.
- k. Under no circumstances should water be used to thaw ice or snow, as this will often refreeze, causing black ice, which in turn poses an even greater risk of slips and falls.

4.4 Clearance of snow

- a. Less than two inches of snow doesn't usually require clearance as it will be sufficiently addressed with grit.
- b. Dry powdery snow can usually be swept aside with a broom.
- c. A significant amount of settled snow, or snow which is relatively wet is likely to need a snow shovel to clear
- d. Use of the snow shovel constitutes a manual handling task and the risk assessment should be consulted
- e. Snow moved as part of the clearance process may melt then refreeze, causing black ice, therefore consideration must be placed upon where the snow is moved to.
- f. Any person can clear snow or ice from a pavement or highway providing it is done so safely, but it is an offence to clear snow onto a public highway (for instance a person clearing their drive way but depositing the snow on the road or pavement).

4.5 Associated risk assessments

- a. Slips, Trips and Falls Risk Assessment.
- b. Manual Handling Risk Assessment.
- c. Lone Working Risk Assessment.

RELEVANT LEGISLATION

5.1 The Highway Maintenance Powers of Local Councils

Parish and Town Councils have a power (not a duty) (in section 43 of the Highways Act 1980) to maintain:

- footpaths (not the footways running alongside carriageways)
- bridleways, and

- ‘restricted byways’. (A restricted byway is, broadly, a road which cannot be used by motor vehicles.)

If a parish or town council chooses to use this power, then they also have the power to provide and supply grit bins, but only along those footpaths, bridleways and restricted byways. If they do carry out winter maintenance, they must exercise reasonable care in doing so.

5.2 The Clearing of Ice and Snow from Highways

The current allocation of responsibilities for highway winter maintenance (the removal of ice and snow) rests with the central government (through their Highways Agency) and with County, Metropolitan and Unitary Councils. Some District Councils (in so-called two-tier areas) have maintenance responsibility for some minor highways under section 42 of the Highways Act 1980. The duty of a highway authority under section 41 of that Act is ‘to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice’.

All highway authorities and District Councils have the power to delegate to Parish and Town Councils the Counties’ (etc.) and Districts’ power in section 185 of the Highways Act to provide and supply grit bins. This power to delegate is in section 101 of the Local Government Act 1972. Apart from that, the section 185 power to provide grit bins is not given to Parish and Town Councils; it applies only to Counties, Mets, Unitarians and Districts. Eligible local Councils may however be able to use the Power of Well Being in the 2000 Act (or the General Power of Competence which replaces it) to provide and fill grit bins, and other local councils may be able to use the power in s 137 LGA 1972.

APPENDIX 1: SITE MANAGEMENT PLAN: Biddulph Town Hall

A1.1 This purpose of this plan is to support the safe opening and operating of Biddulph Town Hall in winter conditions, especially where there is snow fall or icy weather.

A1.2 Background

Biddulph Town Council is based at Biddulph Town Hall and office space is also used by police from Staffordshire Constabulary and staff from Staffordshire Social Services. In addition to being a place of work, the Town Council provides meeting room and venue space for a variety of purposes, and provides a face

to face service for residents of Biddulph to be signposted to advice and support.

Biddulph Town Council has a duty to 'so far as is reasonably practicable' to provide safe access and egress from its places of work (Health and Safety at Work Act 1974). The Workplace (Health, Safety and Welfare) Regulations approved code of practice requires that 'arrangements should be made to minimise risk from snow and ice.' This may involve gritting, snow clearing and closure of some routes. Furthermore, the Occupier's Liability Act places a duty of care on the Council towards visitors to ensure that they are reasonably safe while using council services.

Taking in to account the above legislation and the use of the Town Hall, the following groups of people are considered in the management of snow and ice at Biddulph Town Hall

- Staff based at Biddulph Town Hall attending work and carrying out duties at the Town Hall.
- Members of the public attending the Town Hall for any reason.
- Hirers of Town Hall rooms and the attendees of their session /event.

A1.3 Considerations specific to the Town Hall Site

- It is neither practical nor reasonable to grit the entire site of Biddulph Town Hall, therefore key routes of access and use have been identified and a path approximately a metre wide and clearly marked will be gritted.
- Similar to above, the entire car park cannot be gritted by hand. However, as the car park will remain in use by staff and visitors of the Town Hall in icy weather, measures must be taken to reduce the risk of slips. Therefore, two heavy lines of grit will be placed at the entrance of the car park. Cars will then track this grit as they move in and around the car park, providing a means for the salt to be spread throughout the car park and reducing the risk to staff and visitors using the space.
- Biddulph is situated within a relatively hilly area and there are a number of steep routes within and around the town. Additionally, the road network around Biddulph largely consists of small country roads in remote areas. Snowfall and ice are therefore likely to affect staff and visitors' ability to travel safely to and from the Town Hall.
- The Town Hall site is sloped and largely tarmacked, increasing the risk of melt water refreezing on the access routes or pavement in front of Town Hall. Therefore, placing cleared snow on to the grassed area where

excess moisture will drain more freely is likely the best option to minimise such risks.

A1.4 Application to Town Hall site

Maintaining Adequate Grit Supplies		
Caretaker	At least once a week	Check level of salt at least once a week, more often during weeks where there is higher levels of grit and snow.
Caretaker	As required	Request a salt order if level falls below 25%.
Chief Officer	As required	Order salt upon request.
Ensuring Functionality and Availability of Equipment		
Caretaker	At all times	Return equipment to allocated storage space. Clean equipment after use with rock salt, to minimise corrosion.
Caretaker	As required	Report any breakages or repair issues and remove damaged equipment from use as appropriate.
Chief Officer	As required	Organise repair or replacement items as requested.
Checking and Responding to Forecasts		
Senior Caretaker / (in absence – late shift caretaker)	2pm Mon - Fri between November and March	Check the weather forecast (use www.metoffice.gov.uk , searching for Biddulph, Staffordshire) and implement gritting plan if either: <ul style="list-style-type: none"> • Frost, snow or icy weather is predicted. • If the ground is wet and the temperature is due to drop below freezing. <p>NB – it may not be appropriate to implement the gritting plan if significant rainfall is due between when the gritting would take place at the formation of ice. Alert Chief Officer, via email, if temperature is likely to fall below -5°C or there is due to be particularly heavy snow fall.</p>
Chief Officer		Consider whether additional measures can manage the risk during particularly cold weather of severe snow, or whether the closure of the Town Hall needs to be considered.

Gritting and Clearing (The Gritting Plan)

Caretakers on duty	6pm-8pm on evening before forecasted weather	<p>Ensure that another member of staff is on duty and aware of whereabouts. Your mobile phone should be kept on your person, so that you can call for help if needed. (Evening gritting should not be carried out while lone working).</p> <p>It is recommended to wear a hi-vis jacket or suitably bright coloured / reflective clothing while carrying out gritting duties in the carpark, together with appropriate protective gloves; aside from the cold, there is a risk of cuts or abrasions from grit. Grit and salt water can be flung into the air, and therefore, eyes should be protected from painful or damaging salt spray. Appropriate footwear should be worn; sturdy boots that support the ankle, that are flat soled with good tread and have steep toecaps.</p> <p>Apply grit to areas marked in yellow on Section A1.5, at the appropriate spreading rate as shown in section 4.3c.</p> <p>Place barriers along the lines marked in green as shown on the site map in section A1.5.</p> <p>Place lines of grit along the areas marked in orange with a yellow border on section A1.5. (Avoid placing this before most vehicles have left the carpark, as vehicles leaving will track the grit out of, rather than into the carpark.)</p>
Caretakers on duty	8am, 12pm, 4pm on days where gritting plan is in place	<p>Ensure barriers have remained in place.</p> <p>Check pathways highlighted for iciness and snow.</p> <p>Apply additional salt as required.</p> <p>Remove any settled snow from pathways, placing excess snow on grassed area.</p> <p>Check condition of car park and add salt to lines of grit at carpark entrance as required.</p> <p>Highlight any concerns with access to Chief Officer.</p>

Identifying Unforecasted Ice and Snow

Caretakers on Duty caretaker	8am Monday to Saturday between November and March	Check main access points of site for any ice that has formed. Implement gritting plan if ice related slip hazards have occurred. Remove snow from pathways as required.
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A 'Winter Gritting Record' is updated by the Caretakers/Duty Caretaker; noting when routes have been gritted/salted – as shown below:

Date:	Area:	Time:	Treated By:	Action Required (if any):

A1.5 Site Plan – Biddulph Town Hall

NB Blue line denotes boundaries of land under Biddulph Town Hall remit. Red line denotes building edges



APPENDIX 2: SITE MANAGEMENT PLAN: Biddulph Bus Hub

A2.1 Background

- The waiting area of the bus hub itself isn't in use by the public, the toilets to the rear are a relatively high traffic area.
- Biddulph Town Council is only responsible for the actual building itself and the lease does not cover the paved area.
- Biddulph Town Council does not have a role in the maintenance of footways.

A2.2 Site Considerations

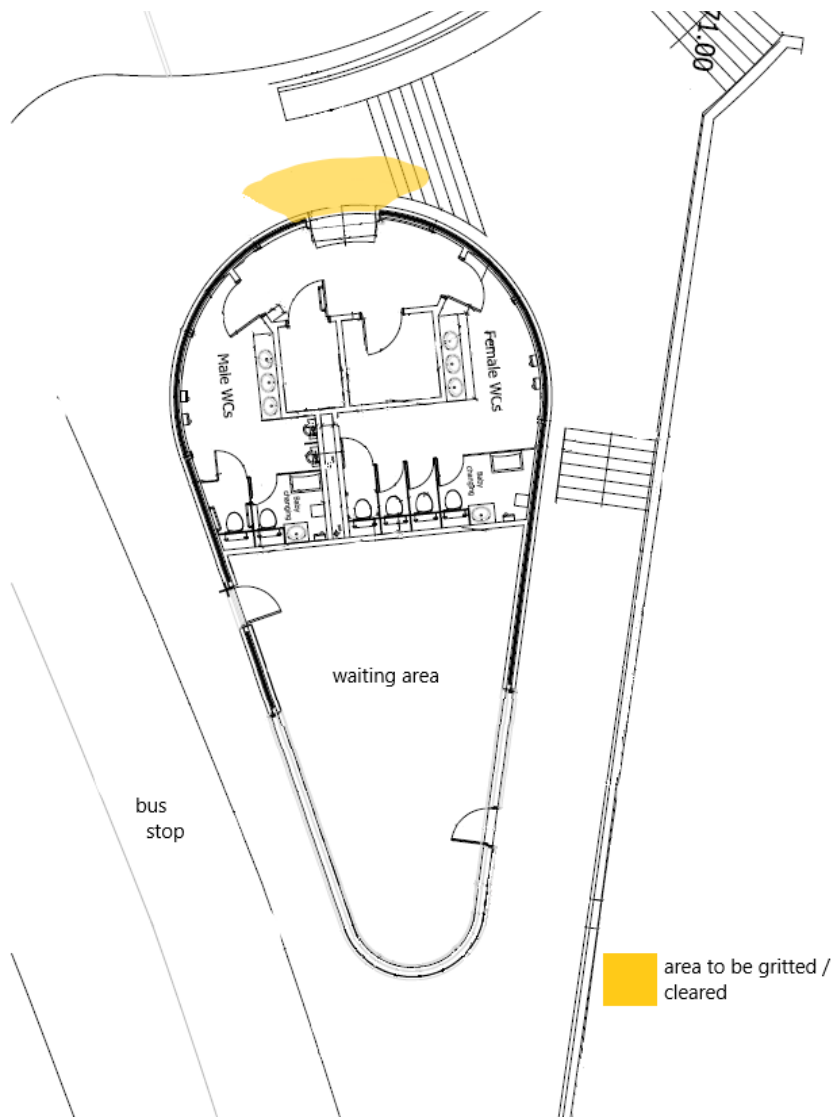
- There is a significant amount of foot traffic in front around the bus hub, as this is a main route between Wharf Road Car park, Sainsbury's and the High Street. This is likely to result in compacted ice near the entrance to the bus hub toilets.
- The pavement outside the toilet entrance slopes towards the toilet entrance, increasing the likelihood of melt water refreezing in this area and black ice forming.

The site is in close proximity to the Town Hall, allowing for staff to bring equipment and supplies across.

A2.3 Application

- At the same time as the Town Hall is gritted, caretakers will carry out gritting the entrance of the bus hub toilets, as marked in yellow in the attached plan.
- Snow will be cleared from the area marked in yellow, and any snow removed should be placed in the hedge area behind the benches on the Town Hall side of the bus hub.

A2.4 Site Plan – Bus Hub



APPENDIX 3: SITE MANAGEMENT PLAN: Biddulph Burial Grounds

A3.1 Background

- The Town council owns two burial grounds in Biddulph, Woodhouse Burial Ground and the Town Burial Ground. In addition, the Town Council provides maintenance duties for St Lawrence's churchyard, though there is no formalised agreement in place.
- St Lawrence's Churchyard and the Town Burial Ground are contiguous, and separated only by a tree line. Woodhouse Burial Ground is positioned slightly to the south, and is connected to the Town Burial Ground via the James Bateman Walk.
- Most new burials are taking place at Woodhouse Burial Ground, as the remaining full grave spaces at the Town Burial Ground are largely reserved or there are concerns about ground stability. However, the town burial ground is still used for interments in to existing graves, half graves and the Garden of Remembrance.
- Woodhouse Burial Ground is opened in the morning and closed at dusk. There is no closure of the Town Burial Ground.
- Both burial grounds appear to be well visited, and on average there is 1-2 interments in the grounds a week.
- Biddulph Town Council contracts a groundsman to maintain the burial grounds. This is the same contractor who also carries out the Lengthsman duties. There is no requirement to grit or manage snow and ice within the Grounds Maintenance Contract.

A3.2 Site Considerations

- Both Congleton Road and Woodhouse Road are gritted or cleared by Staffordshire County Council Highways. However, neither the small access road/ roundabout sited within Town Burial Ground nor the access route and car park in Woodhouse Burial Ground are gritted by the County Highways Team.
- There are two Biddulph Town Council owned grit bins situation in the burial grounds. One in the bin store at Woodhouse Burial Ground and by the access road to Town Burial Ground.
- The Town Burial ground is adjacent to St Lawrence's Churchyard and appears contiguous, so visitors are unlikely to be aware of any different standards between snow and ice management between the two grounds, unless clearly marked.
- Paths are tarmacked throughout all sites, though the connecting James Bateman Park is not paved. Where interments are taking place at

Woodhouse Burial Ground, the procession is likely to come from St Lawrence's church via part of the James Bateman Walk.

- Though visitors to site may naturally reduce during the severe winter weather, it will still be important for many of the families of people interred in the burial ground to be able to visit the site. In addition, the burial grounds will need to remain accessible for burials and interments to continue as planned.
- While sensitive action is required at all times in the burial ground, the Christmas Period is often particularly difficult time for people remembering loved ones, and this should be considered in any actions carried out in the early winter period.
- The Burial Ground site is reasonably large, with sloping areas and a high grave density. As a result there is not a single site that snow can be cleared to and there are multiple paths which could be affected by melt water. Therefore snow should be cleared to the grass on the edge of the path, on the lowest side of the path. Care should be taken to ensure that no graves are obstructed.

A3.3 Application to Burial Ground Sites

From the last week of October through to the last week of March, signage will be placed at the entrances to the burial grounds advising that the site is unsupervised and visitors are assessing whether it is safe for them to enter the site.

The Chief Officer, having received a weather update on a Monday from the caretaking team will review the weekly the weather anticipated and the events due to take place at each of the burial grounds.

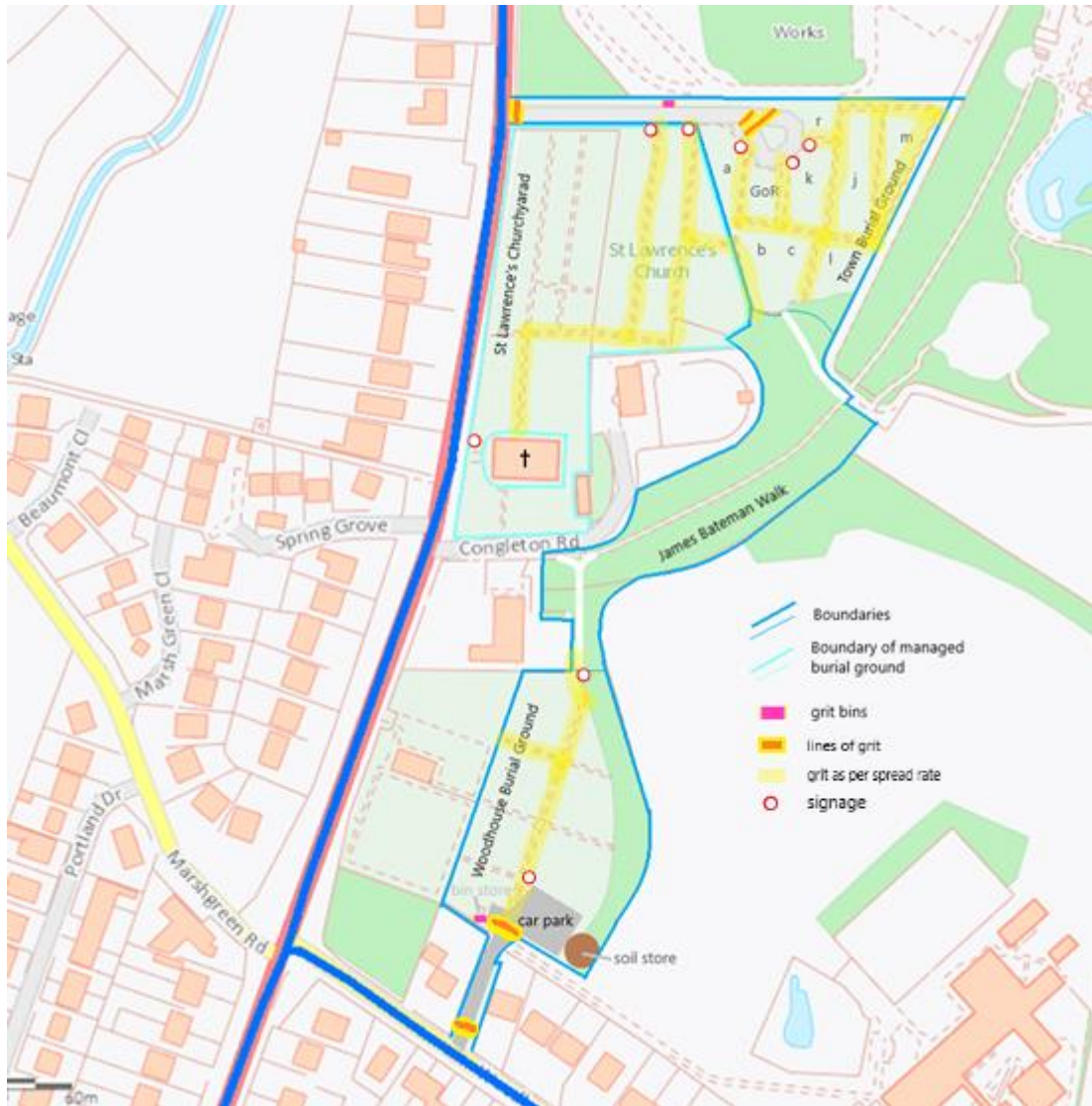
Based upon this information, during icy or anticipated icy weather, the Chief Officer will instruct the groundsman to grit and / or clear the following

- Once a week: the paths highlighted in yellow on the site map on A3.4, with two lines of grit at the car park / access entrances as highlighted in yellow and orange in the same site map. These are the identified main routes in use.
- Main access routes to the plot and any procession routes within 24 hours prior to a burial or interment. These routes will depend on the specific funeral arrangements.

Any snow removed should be placed on grass next to the path but downslope, avoiding placement on graves.

The groundsman will be required to check the levels of grit bins on minimum weekly visits to the burial ground during snow and icy weather and organise refills to maintain supplies. The grit bins will be kept padlocked with the code available from the Town Council to those authorised to access the bins.

A3.4 Site Plan - Burial Grounds



APPENDIX 4: SITE MANAGEMENT PLAN: Country Park Visitor Centre

A4.1 Background

The Grange Country Park is managed by Staffordshire Wildlife Trust. The Visitor Centre is managed by Biddulph Town Council and sits within the country park, approximately 150m from the carpark and approximately 110m from the nearest public access road, Grange Park Drive. There is a small track that runs directly to the Visitor Centre from Grange Park Drive which is for staff / contractor access and disabled access.

The Visitor Centre was opened as a café in August 2021. When not open, the public toilets remain accessible. It is the intention that the workshop area will be offered as a community space in the future.

A4.2 Site Considerations

- Staffordshire Wildlife Trust does not carry out any gritting at the Grange Country Park. This is likely due to the fact that there are few tarmacked surfaces at the park and the carpark covering and gravel / earth paths provide a level of traction that would be expected in a country park.
- The Visitor Centre is situated well within the country park, having required visitors to have walked at least 100m on foot to reach the Centre. It is therefore reasonable to expect that the public will be sufficiently aware of the risks of ice and snow on the paths and the need to take care at the Centre. However, as there is tarmac at the area, there is an increased likelihood that the area will become slippery.
- Given the distance from car parks, it is unlikely that grit will be removed from site by individuals for private use.
- Town Council staff are not based at the Visitor Centre; a private contractor operates the café on behalf of the Town Council.

During times when the café is not open to the public, facilities and instructions for gritting will be provided for the public to grit as needed.

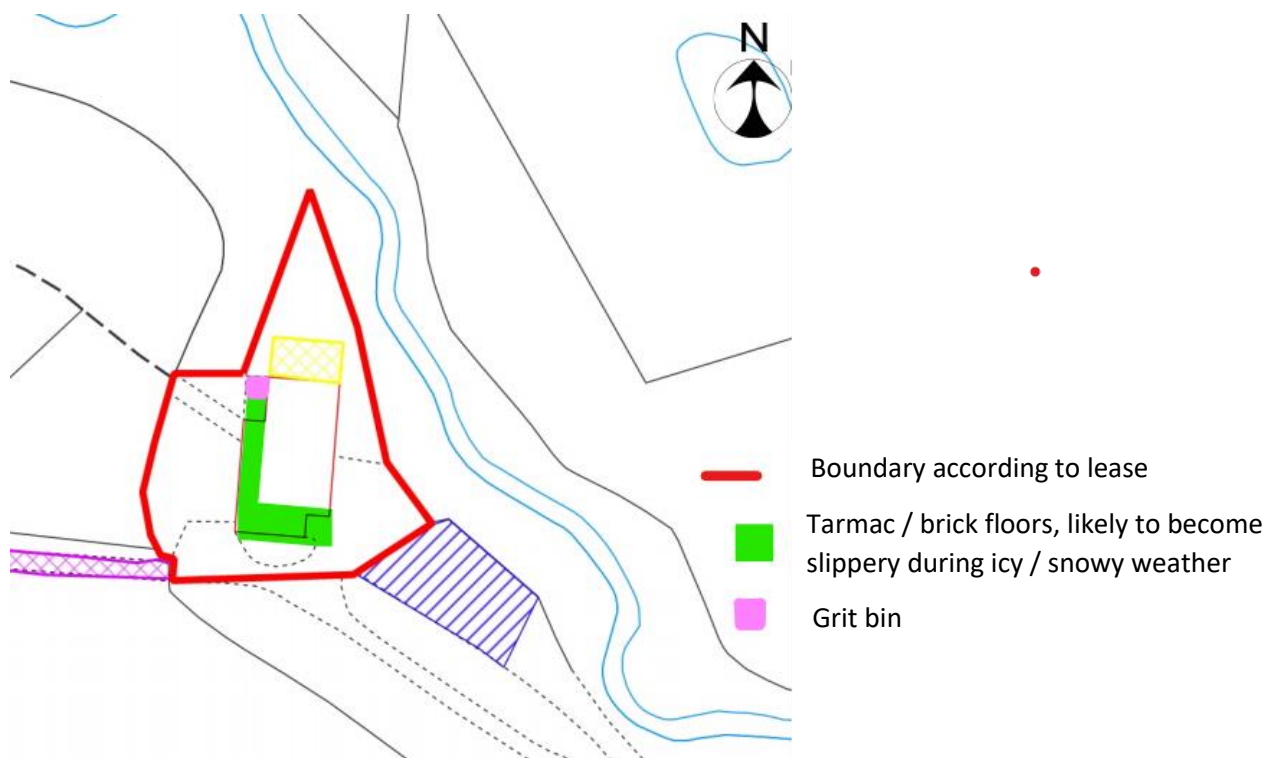
During times when the café or workshop are operational, it is expected that the operator will grit areas in the immediate vicinity of the Visitor Centre, as necessary.

A4.3 Application to site

- Signage will be placed by council staff in the last week of October and will remain in place until the last week of March advising that the site is unsupervised and may become slippery, directing users of the area to the grit bin as needed.
- A grit bin will be placed on site behind the Visitor Centre and will be for public use.
- Guidance will be placed within the grit bin on spreading rates, and who to contact if there are significant concerns or grit is running low.

The site will be inspected by Town Council staff a minimum of once a week to check the overall condition of the site and grit usage and that correct signage and advice is in place.

A4.4 Site Plan – Country Park Visitor Centre



APPENDIX 5: SITE MANAGEMENT PLAN: Station Road Gardens

A5.1 Background

Station Road Gardens is a small green space which is in the process of being redeveloped. The land is currently occupied on a license agreement from Staffordshire Moorlands District Council, with the stopped-up road having been acquired by the Town Council in 2021.

The space is situated next to a pedestrian crossing on the relief road, Meadow's Way, and so is often used as a pedestrian route to the town centre for anyone walking from the Craigside, Dorset Drive, Halls Road area as well as Gillow Heath.

A5.2 Site Considerations

- The site is a well used pedestrian route between Meadow's Way and the Town Centre.
- There is a significant amount of grass coverage, through the pedestrian route is through the tarmacked and paved area.
- Staffordshire County Council does not carry out any gritting of footways and pedestrians using the route are likely to have had to manage ungritted footways prior to reaching station gardens.
- The area is unlikely to be used as a space to spend time in cold icy weather.
- The tarmacked route is reasonably small, at approximately 60m length.
- Overall maintenance of the site is carried out by the Lengthsman, and maintenance jobs are billed on a job by job basis.
- The location is close to roads with sufficient places to stop, increasing the risk of public removing stored grit for use at other locations.
- It is not manageable or affordable to grit Station Road Gardens on a regular basis during winter months, nor would regular gritting be in keeping with the management of footways and pavements during winter months.
- Therefore occasional gritting may take place during particularly severe weather or when a particular need is identified, however the primary responsibility will fall upon users of the footpaths to take appropriate care and assess the safety of the route.

A5.3 Application to site

- A grit bin will be installed on site, with proposed installation next to the small storage cupboards, as outlined in the site map in section A5.4.
- The lengthsman will maintain supplies of grit in the grit bin, ensuring the level is kept to a minimal amount.
- Signage will be placed within the grit bin advising on usage and spreading rates.
- Where a particular need is identified, the lengthsman may be instructed to grit by the Chief Officer of the town council.

Signage will be placed in the last week of October and will remain in place until the last week of March advising that the site is unsupervised and may become slippery, advising to assess risk and offer opportunity to use the grit bin. The placement of signage is at the locations identified on the map.

A5.4 Site Plan – Station Road Gardens



APPENDIX 6: Sites Requiring No Action

A6.1 Allotments

Biddulph Town Council has two allotment sites, one off Park Lane, and the other off Moorland Road.

Allotment sites are unlikely to be worked by plot holders during severe weather, and the use of rock salt for gritting paths would seep in to the ground damaging the existing plants and making the soil unsuitable for future growing. Therefore, no gritting or snow and ice clearance will be carried out by Biddulph Town Council on either of the allotment sites.

A6.2 Wharf Road Toilets

The Wharf Road Toilets are not publicly accessible and are for staff access only. As the building is rarely used by staff at present, the risk of slips due to severe weather is best managed by avoiding access to the building during icy weather.

A6.3 Butterfly Garden

The Butterfly Garden is an area of public access at the very south boundary of Biddulph, close to Brindley Ford. The Town Council holds riparian duties. The site has a small woodland feel to it, with non-tarmacked paths and a natural setting. It is unlikely that the site will be frequently visited during icy or snowy weather and it is reasonable to expect that those that do visit will be aware of the risk of ice and snow and able to assess the risk to themselves of entering the site during such weather. In addition, the use of rock salt at the site is likely to impact to quality of soil and local ecosystems. Therefore no ice or snow clearance will take place at the Butterfly Garden. Biddulph Town Council will retain their riparian duties and will continue to inspect the site, but may postpone inspections during icy or snowy weather.

A6.4 Springfield Road

Springfield Road is a small area of green space which is not used for any purpose other than green space. While the public can access the land there are not paths and there is no reason for the public to expect that snow or ice management will take place. Therefore the Town Council will not undertake any ice or snow management at the site.