Comhairle Contae Chill Mhantáin
Wicklow County Council

WINTER SERVICE PLAN 2026-2027



TRANSPORTATION AND INFRASTRUCTURE DELIVERY DIRECTORATE

September 2026

VERSION: Final

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1.0 DOCUMENT CONTROL

This document "Wicklow County Council Winter Service Plan 2026-2027 defines the methodology by which Wicklow County Council intends to deliver its Winter Maintenance Programme for Winter Season of October 2026 to April 2027.

Any issues relating to the content of this plan should be referred to the Winter Services Manager for their attention.

A condensed non-sensitive version of this document may be made available on the Wicklow County Council website for public information.

Revision	Status	Revision Details	Issue Date
1.0	Draft Issue	Issued for Review	8th October 2026
4.0	Final	Final	19th October 2026

2.0 APPROVAL LIST

This document has been circulated internally to relevant Staff for review prior to final approval.

Role	Name	Signature	Date
Director of Services for Transportation & Infrastructure Development	Joe Lane		19/10/2026
Senior Engineer	David Reel		19/10/2026
Senior Engineer	John Bowes		19/10/26
Winter Service Manager	Kevin Scanlon		19/10/26

3.0. DISTRIBUTION LIST

3.1 Internal Distribution list

This document shall be circulated to the following internal Staff in Wicklow County Council:

Issued To	Position	Location
Joe Lane	Director of Services, TID	Station Rd, Wicklow Town
Mark O'Neill	A/Senior Executive Officer, Transportation, Water & Emergency Services	Station Rd, Wicklow Town
David Reel	Senior Engineer, Roads	Station Rd, Wicklow Town
John Bowes	Senior Engineer, Roads	Station Rd, Wicklow Town
Kevin Scanlon	Winter Service Manager	Station Rd, Wicklow Town
William Halligan	Duty Engineer	Station Rd, Wicklow Town
Bryan Mazango	Duty Engineer	Station Rd, Wicklow Town
Brian O'Sullivan	Duty Engineer	Station Rd, Wicklow Town
Aoife Cashman	Health & Safety Officer	Station Rd, Wicklow Town
Pat Byrne	Baltinglass Municipal District Engineer	Baltinglass MD Office
Dermot Graham	Executive Engineer, Baltinglass Municipal District	Baltinglass MD (Tinahely sub office)
Aaron O'Connor	Wicklow Municipal District Engineer	Wicklow MD Office
Avril Hill	Arklow Municipal District Engineer	Arklow MD Office
John Daly	Greystones Municipal District Engineer	Greystones MD Office
Graham Cullen	Bray Municipal District Engineer	Bray MD Office
Aidan Dempsey	Chief Fire Officer	Bray Fire Station

3.2 External Distribution

Issued To	Position	Organisation
Mark Collins	Winter Services Manager	Wexford County Council

Issued To	Position	Organisation
Orla Barrett	Winter Services Manager	Carlow County Council
James Malone	Winter Services Manager	Kildare County Council
Gary Walsh	Winter Services Manager	South Dublin Co. Co.
John O'Connor	Winter Services Manager	Dun Laoghaire/Rathdown Co. Co.
Miguel Alfonso	General manager (acting O & M Manager)	M50 Concession Ltd.
Jason Bolger	Winter Services Manager	BAM PPP
Damien Breen	Winter Services Manager	Globalvia Jons
Owen Smith	Senior Manager Winter Service	TII
Pat Maher	Director of Network Operations	TII

4.0 PURPOSE OF SCOPE

The purpose of this document is to identify the processes, procedures and key personnel employed by Wicklow County Council to deliver the winter maintenance programme for County Wicklow for the operative period.

The operative period for the 2026 to 2027 winter maintenance programme commences on the 12th October 2026 and ends on the 30th April 2027 in accordance with TII Circular No. 07/2026 issued on 14th September 2026.

5.0 POLICY

Due to the length of the road network in County Wicklow, it is not feasible to treat all roads in the County during the Winter Season. Accordingly, the treatment of roads by Wicklow County Council during the Winter Service Period is based on a hierarchy of priority, which is defined as follows:

Priority 1 (Red Routes)

These are listed in the table below and consist primarily of routes which are of national importance (for Wicklow that is the N81). These routes will be kept serviceable by Wicklow County Council as far as is reasonably practicable in all weather conditions.

Priority 2 (Blue Routes)

These routes listed below are of regional and local importance and Wicklow County Council will ensure as far as is reasonably practicable that these routes are kept serviceable. However, in extreme and/or prolonged weather events, the maintenance of serviceability of Priority 1 Routes will always take precedence over Priority 2 Routes.

Priority 3 (Unmarked Routes)

These routes consist of the balance of the regional road network and the local road network. These routes are not normally treated by Wicklow County Council as part of the Winter Service Programme but may (dependent on availability of resources) be treated once Priority 1 and 2 Routes are serviceable. Within Priority 3 emphasis will be placed on roads of higher importance than the balance of the network or roads requiring special treatment due to humanitarian or other relevant issues. These will be assessed at a local level on a case-by-case basis.

Route Designation	Description	Level of Service
Priority 1	N81	To be treated during all-weather events and includes areas where mutually beneficial agreements are in place with neighbouring Local Authorities or other neighbouring Service Providers.
Priority 2	R117, R410, R412, R725, R746, R747, R748, R749, R750 (Part), R751, R752, R753, R754, R755, R756, R757, R758, R759 (Part), R760, R761, R762, R763, R764, R765, R766, R767, R772 (Part), R774, R918, L1002, L1007, L1009, L1010, L1011 (Part), L1048, L1050, L1052, L1100, L1101, L1152, L1221, L1951, L1960 (Part), L2092 (Part), L2180, L2190 (Part), L2900, L2901 (Part), L290123, L4321 (Part), L5050, L5077, L5099, L5156	To be treated where weather conditions have deteriorated to an extent where 'normal' winter driving precautions are no longer sufficient to maintain public safety. There is no guarantee that these routes will be treated.
Priority 3	All other Regional Routes and locally important roads. This could include certain roads in urban areas.	Not treated as part of the normal winter service but may receive intermittent treatment during certain severe weather events.

It is the policy of Wicklow County Council to carry out Winter Maintenance based on the priority of routes and the Level of Service to be designated under each priority heading.

The mobilisation and treatment times for the route types specified above will be as follows dependent on available resources.

Treatment Route	Priority 1	Priority 2	Priority 3
Mobilisation Time	2 hr	2 hr	When possible
Treatment Time	2 hr	2 hr	When possible

Footpaths

The determination of which footpaths (if any) should be treated will be decided locally by the MD Engineers/GSS's in each District and will be dependent on factors such as: weather conditions, proximity to public transport services and the amount of footfall on the footpath concerned. (e.g., commercial town centres and proximity to educational/religious centres).

6.0 OVERALL MAP OF SERVICE PLAN AREA

Appendix 1 includes overall map of the area covered by the Winter Service Programme. Details included are:

- The overall extent of the network covered by the Winter Service Plan.
- The hierarchy of treatment of routes including Red for Priority 1 and Blue for Priority 2.
- Local Authority boundaries.
- Other Priority 1 Routes (N/M11) treated by third parties as part of their respective Winter Service Programmes.

7.0 RESPONSIBILITIES

7.1 Winter Services Manager

The Winter Services Manager (WSM) is responsible for co-ordinating the overall delivery of Wicklow County Councils response to cold weather events, particularly the winter salting/gritting response. The role dovetails with that of the Machinery Yard Engineer's duties in terms of responsibilities relating the plant, equipment and personnel engaged in winter maintenance activities.

The WSM is responsible for ensuring the Winter Service Plan is updated as required. The WSM shall ensure all personnel listed in the document are briefed on their roles and responsibilities and that contact details are validated. The Winter Service Plan shall be made available to the public through the Wicklow County Council website.

The WSM shall ensure that all plant and equipment used in winter Maintenance activities is properly maintained and fit for purpose. The WSM shall also arrange for calibration of plant and equipment and maintain up to date records of same.

The WSM shall prepare a rota of Duty Engineers for the winter maintenance season. The WSM shall co-ordinate the activities of the Duty Engineers and provide support and training as required.

The WSM, using information supplied by the MD Engineers, shall monitor stocks of salt and ensure that adequate supplies of salt are maintained throughout the winter service season. The WSM shall also ensure that salt depots are properly maintained and liaise with Municipal District Engineers regarding the upkeep and maintenance of salt depots.

The WSM, with direct inputs from the MD Engineers, GSS's in each MD and Drivers in each MD, shall be responsible for the overall management of Health, Safety and Welfare for all Winter Maintenance operations. MD Engineers, GSS's and Drivers in each District shall immediately report any problems or issues related to Health, Safety and Welfare issues to the WSM and to the Health & Safety Officer, where appropriate.

Over the course of the 2026/2027 season, a review of the following items shall be prioritised (refer to Appendix 2 - Staff Responsibilities for Priority Items, attached for more specific details):

- Documented Risk assessment of gritting routes.
- Conduct H&S Audit of gritting operations.
- Communication equipment and mobile phone coverage.
- Depot improvements including loading equipment.
- Lone working policy.
- Working time act compliance.

The WSM, based on information supplied by the MD Engineers, shall provide a weekly update to the Senior Engineer Roads on Winter Service activities. This update shall provide data for inclusion in the CE's monthly report to Members on council activities. Weekly data to be saved at G:\Groups\Roads\Winter Maintenance\Season 2026-2027.

7.2 Winter Service Duty Engineers

Wicklow County Council maintains a roster of three Duty Engineers who operate the Transport Infrastructure Ireland (TII) Vaisala WX Horizon Weather Prediction System for Wicklow County Council for the winter service season.

It is the Duty Engineer's responsibility to provide advice to the Municipal District Engineers in relation to the treatment of Priority 1 and 2 Roads. This advice is given in accordance with the policies and procedures set out in the Winter Service Plan and is based on the forecasts and information available to the Duty Engineer on the Transport Infrastructure Ireland (TII) Vaisala WX Horizon Weather Prediction Software.

The Duty Engineers normally operate a rota of one week on and two weeks off, but this may vary to ensure continuity of Duty Engineer through holiday periods. The rotation time between Duty Engineer duty periods is 9am Monday mornings or as otherwise agreed between Duty Engineers. The roster is agreed between the Duty Engineers prior to season commencement; senior management and Municipal District Engineers are notified of the roster arrangements. The TII, Met Eireann and neighbouring Local Authorities are also notified of the Duty Engineer Roster. The Duty Engineer Roster is contained in Appendix 3.

In addition, the Duty Engineers will commit to the following duties & procedures in accordance with TII agreements:

- To be available outside normal working hours.
- Keep a log of activities, operations, decision making etc and use the WX Horizon module so that a complete picture of decision making, and operations can be inspected by TII if required.
- Supplement the information contained on WX Horizon if requested.
- Update the National Salt Management System (NSMS) on a weekly (or daily) basis and coordinate salt deliveries/collections as required.

Outside of working hours, from their home the duty engineer will:

- Access the WX Horizon system as required.
- Track the actual conditions over their area.
- Obtain updated or more detailed road weather forecasts by talking to a forecaster using the Met Eireann forecast.
- Use the thermal maps to direct field operatives to the more vulnerable areas with emphasis on precautionary salting.

7.3 Municipal District Engineers

Municipal District (MD) Engineers have overall responsibility for the delivery of the Winter Service Programme within their District in accordance with the policies and procedures set out in the Winter Service Plan. They are also responsible for the operation, maintenance and upkeep of the Road Maintenance Depots within their District and shall ensure that they have sufficient manpower, machinery and resources to enable them to provide a satisfactory and safe service.

For the 2026/2027 Winter Maintenance season, each individual MD Engineer and respective GSS is responsible for the implementation of a 'driver/helper buddy system', where drivers departing/returning to the depot pair up with a helper to ensure that each driver makes a safe return to that same depot. The 'driver/helper buddy system' operates such that if a driver does not return to the depot at the time anticipated and subsequent telephone

contact cannot be made with the driver; the buddy helper will raise the alarm with the area GSS and Winter Service Manager.

The MD Engineers shall immediately report any Machinery defects or any Health, Safety and Welfare related issues to the Winter Service Manager/ Machinery Yard Engineer.

The MD Engineer shall instruct the General Service Supervisors as to what treatments are required within their Areas.

7.4 General Service Supervisors

The General Services Supervisors (GSSs) are responsible for the co-ordination of the Wicklow County Council Winter Service Programme on the ground in their respective areas. They shall act on the instruction of the MD Engineer for their gritting area in relation to issues relating to the delivery of the Winter Service Programme.

GSSs who have responsibility for salt storage depots will liaise directly with the Duty Engineer responsible for monitoring salt stocks regarding stock levels and replenishing supplies; the Duty Engineer will then inform the WSM of any need for additional salt supplies that be required. This will generally be on a weekly basis but may become more frequent during extreme weather events.

For the 2026/2027 season, each individual MD Engineer and respective GSS is responsible for the implementation of a 'driver/helper buddy system', where drivers departing/returning to the depot pair up with a helper to ensure that each driver makes a safe return to that same depot. The 'driver/helper buddy system' operates such that if a driver does not return to the depot at the time anticipated and subsequent telephone contact cannot be made with the driver; the buddy helper will raise the alarm with the area GSS and Winter Service Manager.

General Service Supervisors will also immediately report any Health, Safety and Welfare issues or problems to their MD Engineer.

7.5 Drivers

The MD Engineers shall endeavour to ensure that sufficient drivers are available for the satisfactory delivery of the Winter Service Programme within their MD. Drivers shall report any machinery or plant defects to the GSS upon discovery to ensure no interruption to delivery of the Winter Service Programme.

The GSS shall contact the Machinery Yard Engineer and arrange for repair or replacement of defective Machinery. The MD Engineers shall agree a Drivers Roster for the Drivers within their MD and submit it to the Duty Engineers before the beginning of each Winter Service Season. They should also notify Duty Engineers of any changes to the Drivers Roster during the Winter Service Season.

Drivers will also immediately report any Health, Safety and Welfare issues to their General Service Supervisor.

The Drivers Roster for the 2026/2027 Winter Service Season is contained in Appendix 4.

8.0 CONTACT DETAILS

Contact details for Staff involved in Winter Service Programme delivery for Wicklow County Council are listed in Appendix 5 (Helper staff numbers not included). This information is sensitive and should not be disclosed to third parties.

9.0 SUPPLEMENTARY RESOURCES

Wicklow County Council has identified several private hire contractors that have various agricultural type spreaders, excavators, snow plough attachments and loading shovels for use as required. The calling in of such supplementary resources will be undertaken by the MD Engineers following consultation with the WSM and the Senior Engineer Roads.

Hire will be approved on a case-by-case basis as circumstances dictate. The use of private hire contractors will generally be directed towards priority 2 and 3 Routes while Wicklow County Council resources are focused on Priority 1 Routes.

Wicklow County Council may also utilise several private hauliers to transport de-icing material from various ports/commercial facilities to salt storage depots in County Wicklow.

10.0 TII DECISION MATRIX

The guidelines on the decision matrix for the Duty Engineers is as follows:

<table>
<tr><th rowspan="2">Road Surface Temperature</th><th rowspan="2">Precipitation</th><th colspan="3">Predicted Road Conditions</th></tr>
<tr><th>Wet</th><th>Wet Patches</th><th>Dry</th></tr>
<tr><td>May fall below 1°C</td><td>No rain
No hoar frost
No fog</td><td rowspan="3">Salt before frost</td><td rowspan="2">Salt before frost (see note a)</td><td rowspan="2">No action likely, monitor weather
(see note a)</td></tr>
<tr><td rowspan="5">Expected to fall below 1°C</td><td>No rain
No hoar frost
No fog</td></tr>
<tr><td>Expected hoar frost
Expected fog</td><td colspan="2">Salt before frost (see note b)</td></tr>
<tr><td>Expected rain before freezing</td><td colspan="3">Salt after rain stops (see note c)</td></tr>
<tr><td>Expected rain during freezing</td><td colspan="3">Salt before frost, as required during rain and after rain stops (see note d)</td></tr>
<tr><td>Possible rain
Possible hoar frost
Possible fog</td><td colspan="2">Salt before frost</td><td>Monitor weather conditions</td></tr>
<tr><td colspan="2">Expected Snow</td><td colspan="3">Salt before snow fall</td></tr>
<tr><td colspan="5">The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt or surface moisture.
All decisions should be evidence based, recorded and require careful monitoring and review.</td></tr>
</table>

Notes:

(a) In the event of a severe weather warning, additional procedures may need to be followed. The Wicklow County Council Major Emergency Management Committee may be put in operation during a severe weather warning, and they may issue more detailed directives to affected MDs in these situations.

(b) Particular attention should be given to the possibility of water running across carriageways and other running surfaces e.g., surface water off adjacent fields after heavy rains washing off salt previously deposited. Such locations should be closely monitored and may require treating in the evening and morning and possibly other occasions. Ideally, the source of the run-off should be diverted from the roadway.

(c) When a weather warning contains reference to expected hoar frost, considerable deposits of frost can occur. Hoar frost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset, may be dispersed before it can become effective. Careful monitoring is required under this forecast condition that should ideally be treated just as the hoar frost is forming. Such action is usually not practicable, and salt may have to be deposited on a dry road prior to but as close as possible to the expected time of the condition. Hoar frost may also be forecast at other times of the day, in which case the timing of salting operations should be adjusted accordingly.

(d) If under these conditions, rain has not ceased by early morning, crews should be called out and action initiated as rain ceases.

(e) Under these circumstances rain will freeze on contact with running surfaces and full precautionary treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and carefully throughout the danger period.

11.0 TII TREATMENT MATRIX

The Treatment Guide for using Dry Unmodified Salt to treat road surfaces is as follows:

Weather Conditions Road Surface Conditions Road Surface Temperature (RST)	Treatment Road Surface Temperature	Salt Spread Rate (g/m^2)	Ploughing
Frost or forecast frost RST at or above -2°C		10	No
Frost or forecast frost RST below -2°C and above -5°C		15	No
Frost or forecast frost RST below -5°C and above -7°C and dry or damp road conditions		20	No
Frost or forecast frost. RST below -5°C and above -10°C and wet road conditions (existing or anticipated)		2 runs X 20	No
Light snow forecast (<10mm)		20	No
Forecast for Medium/heavy snow or a freezing rain forecast		2 runs X 20	No
Ice formed	Above -5°C	20	Not possible
Ice formed	At or below -5°C	2 runs X 20	Not possible
Snow covering exceeding 30mm		20 to supplement ploughing, up to 40 if temperatures are falling	Required
Snow accumulations due to prolonged falls		20 to 40 to supplement ploughing	Required

Weather Conditions Road Surface Conditions Road Surface Temperature (RST)	Treatment Road Surface Temperature	Salt Spread Rate (g/m^2)	Ploughing
Hard packed snow/ice	Above -8°C	Successive treatments at 20 to 40 (repeat as needed)	Not possible
Hard packed snow/ice	At or below -8°C	Successive treatments at 20 to 40, supplemented by abrasives (repeat as needed)	Not possible
Treatment of thin layers of Ice (less than 1mm thick)	Air/Road surface temp above -5°C	40	No
Treatment of thin layers of Ice (less than 1mm thick)	Air/Road surface temp above -5°C	40 of salt/abrasive mix (50:50)	No
Treatment of layers of Compacted Snow and Ice	Medium layer thickness (1 to 5mm)	40 of Salt/ abrasives mix and successive treatments of 20 of salt abrasive mix (50:50) so salt can penetrate the layer and reach road surface	Plough to remove as much slush/snow/ compacted ice from top layer
Treatment of layers of Compacted Snow and Ice	Thick layer thickness (greater than 5mm)	40 of abrasives only initial treatment/second treatment of 20 of abrasive only and 20 of salt abrasive mix (50:50) so salt can penetrate the layer and reach road surface	Plough to remove as much slush/snow/ compacted ice from top layer

Notes:

(a) Rate of spread for precautionary treatments may be adjusted to take account of variations occurring along the route such as residual salt, surface moisture (in the air or on the road surface) and traffic density.

(b) For salt stored outside, it may be necessary to increase the spread rate for precautionary treatment salting from $10g/m^2$ to 15 to $20g/m^2$ depending on moisture of salt.

(c) All decisions should be forecast based, recorded and require careful monitoring and review.

(d) Ice refers to all ice on the road surface, including black ice.

Target Spread Rates by Location

Location	Salt Spread Rate
Carriageways	As described in the Treatment Matrix Guide
Hard shoulder or carriageway marginal strips	50% of selected treatment
Porous Surfacing	Plus 25% of selected treatment
Footways, cycle tracks and pedestrian areas	25 g/m^2

12.0 PLANT, VEHICLES AND EQUIPMENT

Wicklow County Council operates a fleet of trucks and backup trucks with fully demountable gritting units and 1 permanently mounted Gritter, all equipped with snow ploughs to deliver the Winter Service Programme. Wicklow County Council also owns teleporters and loading shovels to load the Salt spreader/gritters in the various Depots. Details of all plant are contained in Appendix 6.

13.0 WINTER SERVICE DEPOTS

The delivery of the Wicklow County Council Winter Service Programme is undertaken from several Depots and distributed around the County. The details of the Depot locations and capacities are listed in the following Table. A Map showing the location of the Salt Depots along with the co-ordinates and contact information for each Depot are contained in Appendix 7.

Summary Details of Winter Service Depots

REF	Salt Depot Address	Route Serviced	Capacity (Tonnes)	Salt Stock September 2026 (Tonnes)
WW01	Killadreenan, Newtownmountkennedy, Co. Wicklow.	Priority 2	750	658
WW02	Baltinglass Area Depot, Kiltegan Road, Baltinglass, Co. Wicklow	Priority 1 – N81 & Priority 2	600	475
WW03	Blessington Area Depot, Naas Road, Blessington, Co. Wicklow	Priority 1 – N81 & Priority 2	1000	183
WW04	Ballingate, Carnew, Co. Wicklow	Priority 2	800	231
WW05	Ballygahan, Avoca, Co. Wicklow	Priority 2	500	229
		TOTALS:	**3,650**	**1,776**

14.0 MATERIALS AND SPARES

14.1 Salt

Wicklow County Council will be assigned an allocation, by the TII, of salt for use on National Roads (N81) for the current operative period. A further allocation of salt will be made available, by the Department of Transport, for use on Regional and Local Roads for the same period. Both these allocations will be made based on tonnage of salt used in previous seasons. The salt provided under both these allocations has been procured by the TII and the DTTaS, under National Framework Agreements. The Duty Engineers are responsible for reporting salt consumption on a weekly basis to the TII, via the web based National Salt Management System. The Duty Engineers also co-ordinate the ordering and collection of salt allocated under the two allocations to the Winter Service Depots.

14.2 Grit

In the event of snowfall being predicted, Wicklow County Council will arrange the delivery of 2 – 6 mm crushed stone grit to various locations throughout the County. If prolonged snow is expected, the routes to quarries will be kept serviceable to ensure continuity of supply. The supply of grit will be to facilitate the mixing with salt, if

necessary, or the treatment of footpaths and lower priority routes. Certain locations have been identified in each area where stockpiles of grit will be held and made available for local communities to treat roads which we do not have the resources to treat. Decisions on the provision and supply of grit will be made in each Municipal District on a case-by-case basis.

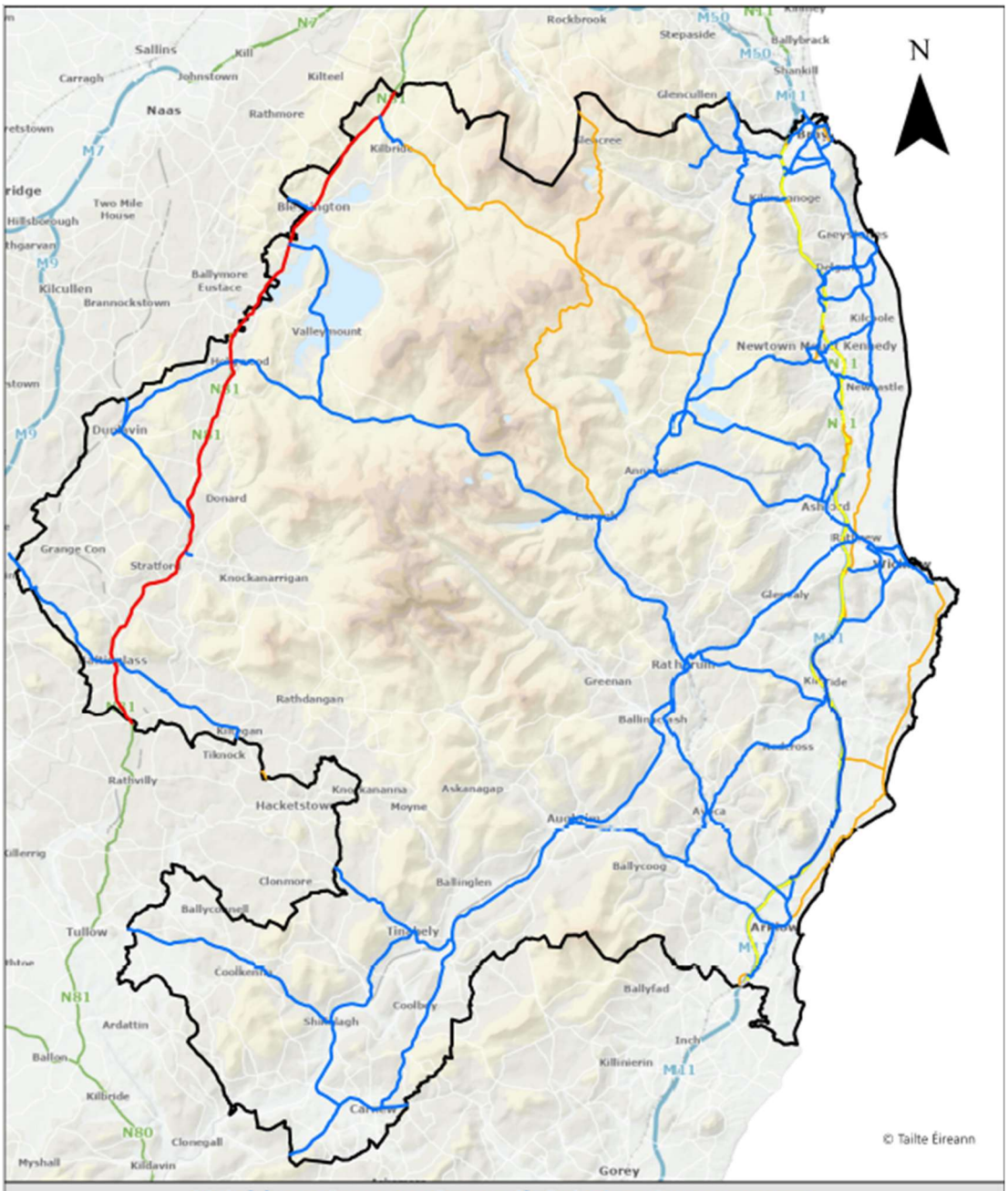
14.3 Fuel & Plant

Fuel for some trucks is supplied directly at local fuel distribution depots with others re-fuelling at Wicklow Town WCC depots. Donkey Engines are also filled at the same locations if fitted. The Machinery Yard in Wicklow County Council holds (or can obtain) spare parts for vehicles, gritters and snow blades.

15.0 MMaRC AREA - GSJ CONSORTIUM AND BAM PPP

The TII Motorway Maintenance & Renewals Contract (MMaRC) Network A contractor, Globalvia Jons share the M11/N11 (Priority 1) route with BAM PPP. GSJ and BAM PPP have agreed between themselves the boundary points of their Winter Service Areas along the M11/N11. This is generally located between Junctions 17 and 18. Both organisations' Duty Engineers communicate their decisions to Wicklow County Councils Duty Engineers daily.

APPENDIX 1 – WINTER SERVICE MAP



Wicklow County Council Gritting Programme

LEGEND
Priority 1 Routes
Priority 2 Routes
Regional Roads not on Routes
County Boundary
***M/N11 Treatment by Others**

Comhairle Contae Chill Mhantáin
Wicklow County Council

APPENDIX 2 – STAFF RESPONSIBILITIES FOR PRIORITY ITEMS

Item Description	Person(s) Responsible for Overall Management & Co-ordination	Person(s) Responsible for Implementation
Documented Risk Assessment of all Co. Wicklow gritting routes.	Winter Services Manager/ Senior Engineer/Director of Services	MD Engineers
Conduct H&S Audit of gritting operations.	Winter Services Manager/ Senior Engineer/Director of Services	EE / Technician, Roads Section Winter Maintenance Manager has indicated audit is complete
Communication equipment & mobile phone coverage; identification & recording of coverage black spots in each Municipal District.	Winter Services Manager/ Senior Engineer/Director of Services	MD Engineers
Salt Depot improvements including provision of suitable loading equipment.	Winter Services Manager/ Senior Engineer/Director of Services	MD Engineers
Ensuring ongoing compliance with procedures in the Wicklow County Council Lone Working Policy document during the Winter Maintenance season.	Winter Services Manager/ Senior Engineer/Director of Services	MD Engineers, GSS's and/or MD Administrators
Ensuring ongoing staff working hour's compliance with the regulations contained in the Working Time Act (1997) during the Winter Maintenance season.	Winter Services Manager/ Senior Engineer/Director of Services	MD Engineers, GSS's and/or MD Administrators

APPENDIX 3 – WICKLOW COUNTY COUNCIL DUTY ENGINEERS ROSTER

APPENDIX 4 – DRIVER'S ROSTER & HELPERS DUTIES

APPENDIX 5 – CONTACT DETAILS

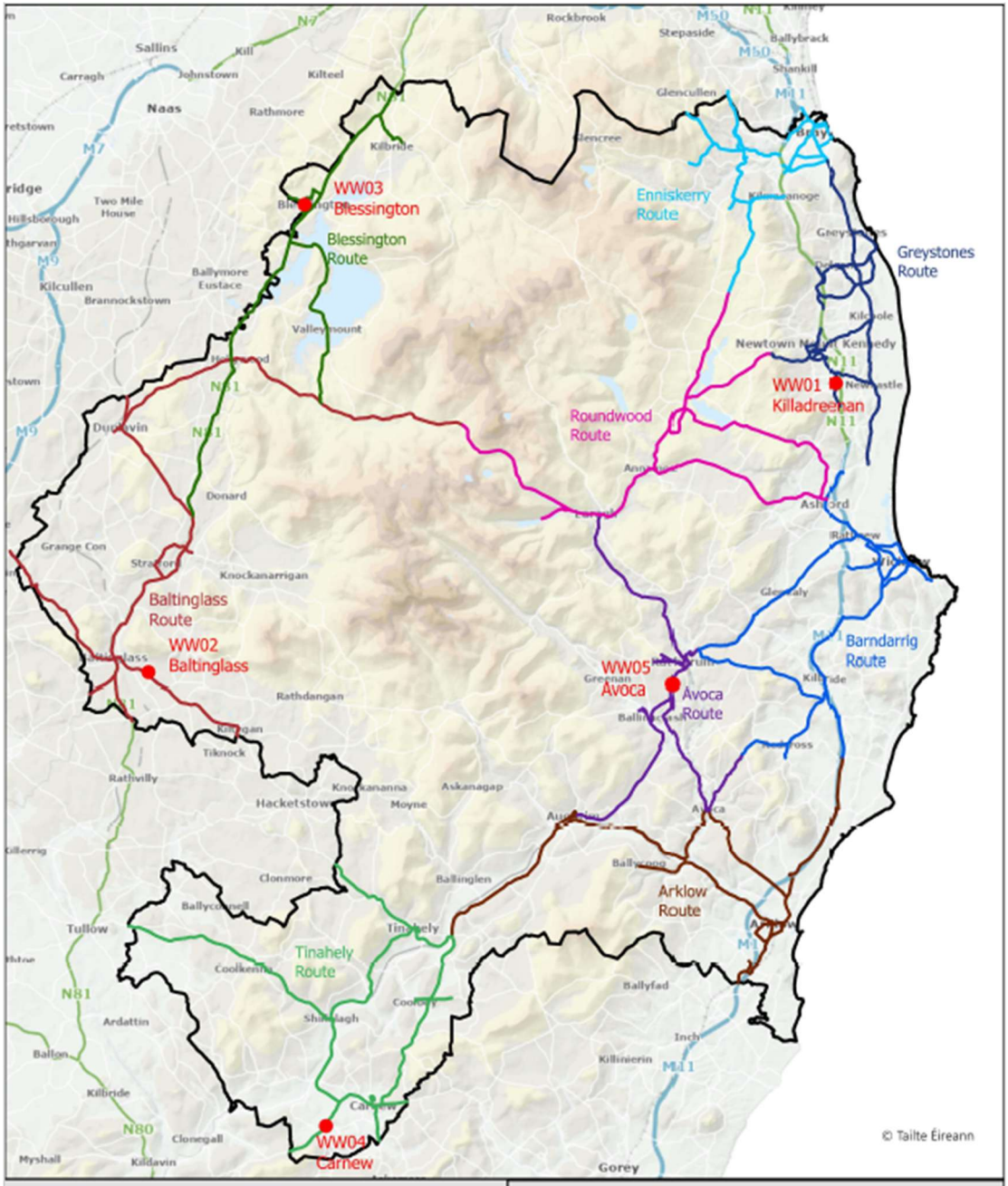
APPENDIX 6 – PLANT, VEHICLES AND EQUIPMENT

Description (List each piece of equipment on its own line, & its registration plate, if applicable)	**Depot Location**	**Capacity**
Truck No. 12: **201 WW 1509** SPREADER: 9m3 Romaquip S/Steel – Live Drive (160) PLOUGH: Romaquip S/Steel	Machinery Yard/WMD Backup	$9m^3$
Truck No. 202: **201 WW 1508** SPREADER: 6m3 Romaquip S/Steel (119) PLOUGH: Romaquip S/Steel	Carnew (Tinahely Area)	$6m^3$
Truck No.10: **201 WW 1507** SPREADER: 6m3 Romaquip S/Steel – Live Drive (132) PLOUGH: Romaquip S/Steel	Blessington MD (N81)	$6m^3$
Truck No. 1: **252 WW 1442** SPREADER: 6m3 Romaquip S/Steel (120) PLOUGH: Romaquip S/Steel	Killadreenan (Bray MD)	$5m^3$
Truck No. 11. **201 WW 1508** SPREADER: 6m3 Romaquip S/Steel (164) PLOUGH: Romaquip S/Steel	Baltinglass (N81 South)	$6m^3$
Truck No. 205: **132 OY 269** SPREADER: 9m3 Romaquip S/Steel Permanent mount PLOUGH: Romaquip S/Steel	Roundwood	$9m^3$
Truck No. 18: **162 D 17080** SPREADER: 9m3 Romaquip S/Steel (161) PLOUGH: Romaquip S/Steel	Arklow/Avoca	$9m^3$
Truck No. 6: **261 WW 1177** SPREADER: 6m3 Romaquip S/Steel (130) PLOUGH: Romaquip S/Steel Romaquip	Donard	$6m^3$
Truck No. 7: **252 WW 1430** SPREADER: 6m3 Romaquip S/Steel (118) PLOUGH: Romaquip S/Steel	Greystones	$6m^3$

*All additional equipment required is locally sourced based on local needs from plant hire specialists on a case-by-case basis.

Loading Shovels	Depot Location	Registration
JCB 535 M8108551	Avoca	261 WW 2500
JCB 535 M8180553	Bray	261 WW 2502
Liebherr L509T	Baltinglass	262 WW 756
Liebherr L509T	Blessington	262 WW 877
Liebherr L509T	Killadreenan	262 WW 878
JCB 535 M8108552	Raheen	261 WW 2501

APPENDIX 7 – WINTER SERVICE DEPOT DETAILS & LOCATION MAP



Wicklow County Council Gritting Routes & Depot Locations

Comhairle Contae Chill Mhantáin
Wicklow County Council

APPENDIX 8 – WICKLOW COUNTY COUNCIL RISK ASSESSMENTS

Please see attached the main Hazards identified as part of the Winter Maintenance operation and the control measures to be put in place to reduce the risk to proceed with the activity. It must be noted that this list needs to be read in conjunction with the Wicklow County Council Safety Statement, for further control measures.

This risk assessment is to be read in conjunction with the general risk assessments required for work operations.

The Wicklow County Council Risk Rating Matrix has been adopted in this exercise.

The below risk assessments, related to Winter Maintenance, will be kept under review and updated in accordance with national advice.

1. Mounting and Demounting of salt spreader
2. Falling from Plant/Machinery
3. Manual handling
4. Driving Salt Spreader
5. Vehicle Washing
6. Loading salt in Depot
7. Frostbite, hypothermia and dehydration.
8. Load stability and overloading

Operatives should ensure that the following are available in the vehicle:
First aid box
Fire extinguisher
Torch
Breakdown warning signs
Shovel
Thermal blankets or extra warm clothing
Hot drinks and high carbohydrate foods
Potable water
Suitable means of communication
GPS Tracking

Risk Rating Matrix

Numeric Rating	Likelihood	Severity
1	Very Unlikely	Very minor injuries
2	Unlikely	First aid minor injury/illness
3	Likely	"3 Day" injury/illness
4	Very Likely	Major injury/illness
5	Almost Certain	Permanently disabling injury /illness or fatality

Severity						
	5	5	10	15	20	25
	4	4	8	12	16	20
	3	3	6	9	12	15
	2	2	4	6	8	10
	1	1	2	3	4	5
		1	2	3	4	5
		Likelihood				

Numerical Value (Severity x Likelihood)	Descriptive Risk Rating	Interpretation and/or action
13 – 25	**High**	Immediate action required. Activity should be stopped until control measures can be implemented to reduce risk to medium or low rating to low.
6 – 12	**Medium**	Activity can proceed, but with caution, and ensuring control measures are maintained. Risk Assessment must be regularly rechecked and all reasonable efforts should be made to reduce risk rating to low.
1 – 5	**Low**	Activity can proceed. Control measures must be monitored and reviewed as required to ensure they remain suitable and sufficient.

***RISK GROUP CODE FOR ACTIVITIES IN WINTER MAINTENANCE:**

A – Employee
B – Public/Visitor
C – Contractor
D – Property damage, Equipment and Buildings
E - All

Activity: Mounting and Demounting of Salt Spreader – Winter Maintenance										
Generic Risk Assessment						**Risk Assessment after application of Control Measures**				
Hazard	**Risk**	**Risk Group**	**Likelihood**	**Severity**	**Risk Rating before Controls**	**Control Measures**	**Responsible Person**	**Likelihood**	**Severity**	**Risk Rating after Controls**
Mounting/ Demounting the Salt Spreader on the truck.	Risk of injury to employees: Collapse	A	3	5	15 High	The mounting and demounting of the salt spreader may require two persons to be present at the location. The person other than the driver will act as a spotter; only personnel trained and instructed in the correct procedure are to be involved in the operation. The Load Safety Check Chain/Straps and the tie down straps must comply with EN 12195 (part 1 &	GSS / Operator	1	5	5 Low
						Only legible marked and labelled chains/lashings are to be used. Lashings are never to be used when knotted.				
						Chains/Lashings are to be examined before use and not to be used if there are deformations, pronounced signs of wear or signs of corrosion				
						Chains/Lashings and Straps when not in use must be stored in cool and dry ventilated area. They must be protected against adverse weather conditions and chemically active environments.				
						The Safety Check Chain/ Straps must be properly adjusted and correctly fitted when mounting the salt spreader. This is to eliminate movement of salt spreader on the truck while moving and driving.				
						Personnel are prohibited from crossing underneath a demounted or partly demounted salt spreader.				
						Repairs to straps or lashings can only be performed by the Manufacturer.				

Activity: Falling from Plant/Machinery – Winter Maintenance										
Generic Risk Assessment						**Risk Assessment after application of Control Measures**				
Hazard	**Risk**	**Risk Group**	**Likelihood**	**Severity**	**Risk Rating before Controls**	**Control Measures**	**Responsible Person**	**Likelihood**	**Severity**	**Risk Rating after Controls**
Falling from heights	Risk of injury to employees: Serious bodily injury. Broken bones. Sprains.	A	3	4	12 Medium	Assessment of machinery, equipment and plant that has the potential to cause harm due to Working at height must be carried out as required by the Control of Working at height: SHWW (General Applications) Regulations 2007: Part 4.	Machinery Engineer/ GSS/ Operator	1	4	4 Low
						With increased cab heights and vehicle heights Drivers/Fitters follow good practice accessing and exiting from cabs or the salt spreader to minimise falls.				
						Wear non-slip safety boots and clean steps and soles before climbing, use steps and grab handles provided not the steering wheel.				
						Before exiting the cab check the ground for obstructions, do not jump out of cab but exit backwards using steps and grab handle.				
						Where maintenance of the vehicle or the Spreader requires the fitter to work at height use the access ladder, do not climb on chassis.				
						Do not over-reach.				
						Steps or non-slip grating, extra care to be taken in wet or icy conditions.				
						Drivers only access platform on spreader when the spreader is being loaded to check the distribution of the load, loading stops while the driver mounts and dismounts the platform.				

Activity: Manual Handling – Winter Maintenance										
Generic Risk Assessment						**Risk Assessment after application of Control Measures**				
Hazard	**Risk**	**Risk Group**	**Likelihood**	**Severity**	**Risk Rating before Controls**	**Control Measures**	**Responsible Person**	**Likelihood**	**Severity**	**Risk Rating after Controls**
Manual Handling	Risk of injury to employees: Crushing Muscular Injury	A	3	4	12 Medium	Mounting and demounting salt spreaders required elements of lifting and moving standing legs.	GSS / Operator	1	4	4 Low
						Assessment of plant, machinery and equipment that has the potential to cause harm due to lifting must be carried out to the SHWW (General Applications) Regulations 2007: Chapter 4b Part 2.				
						All work locations must be kept clean and tidy at all times.				
						All employees shall receive manual handling training for the correct technique for safe manual handling of lifting and moving loads.				
						Assistance to be obtained if required.				
						Under no circumstances should personnel climb on to the top of the salt spreader during or after the loading operation.				
						All persons to wear appropriate PPE as required.				

Activity: Driving Salt Spreader – Winter Maintenance										
Generic Risk Assessment						**Risk Assessment after application of Control Measures**				
Hazard	**Risk**	**Risk Group**	**Likelihood**	**Severity**	**Risk Rating before Controls**	**Control Measures**	**Responsible Person**	**Likelihood**	**Severity**	**Risk Rating after Controls**
Driving Salt Spreader	Risk of injury to employees: Collision with other vehicles. Collision with pedestrians. Fatigue.	A B	3	5	15 High	The Driver of the Salt Spreader Unit must be careful and adhere to the Rules of the Road and the Road Traffic Act.	GSS / Operator	1	5	5 Low
						The unit should not exceed a travelling speed of 50km/h at any time while gritting. The speed should be less depending on the weather conditions, the route being traversed and the spread rate required. The Emergency Lights are to be flashing at all times during the operation.				
						The routes of the Salt Spreader Unit are to be assessed and organised in a manner that will ensure the driver of the Salt Spreader Unit can carry out his duties in a safe and orderly manner. Turning areas for each route are to be identified.				
						Before each Spreading operation, the operator will carry out a programme of checks, as detailed in the Vehicle check list, and the spreader checklist. Salt Spreading is not to be carried out unless all such items are in working order.				
						In the event that the salt spreading unit breaks down, contact is to be made with the Fitters to arrange repairs. Warning triangle or signs are to be placed on the road, to warn other road users of the danger, the unit is to be returned to the Machinery Yard or particular depot for repair works.				
						No person may drive while under the influence of alcohol or drugs.				
						The driver shall only make and receive mobile phone calls when parked in a safe location.				
						When driving past pedestrians and in built up areas the driver will ensure that the rate of spread will be adjusted to prevent members of the public from being sprayed with salt.				

Activity: Vehicle Washing – Winter Maintenance										
Generic Risk Assessment						**Risk Assessment after application of Control Measures**				
Hazard	**Risk**	**Risk Group**	**Likelihood**	**Severity**	**Risk Rating before Controls**	**Control Measures**	**Responsible Person**	**Likelihood**	**Severity**	**Risk Rating after Controls**
Vehicle Washing	Risk of injury to employees: Irritation due to salt.	A	3	4	12 Medium	A Safe Operating Procedure should be put in place for the washing of vehicles and equipment.	GSS / Operator	1	4	4 Low
						Appropriate PPE is to be worn at all times during washing. Salt can cause irritation to the employee involved in the washing.				
						Ensure that there is adequate drainage from the wash area, and that the drainage sump is not clogged.				
						Employees to adhere to high personal hygiene standards at all times.				
						Hands are washed frequently in warm water and medicated soap, particularly before eating, drinking or smoking.				
						Ensure spinner is switched off before emptying the hopper				
						If skin becomes cut or grazed, immediately wash thoroughly with sterile water and medicated soap, and cover with a waterproof dressing.				
						When washing/cleaning the Salt Spreader Unit Appropriate Personal Protection Equipment is to be provided, high volume washing is preferred to pressure washing.				

Activity: Loading salt in Depot – Winter Maintenance										
Generic Risk Assessment						**Risk Assessment after application of Control Measures**				
Hazard	**Risk**	**Risk Group**	**Likelihood**	**Severity**	**Risk Rating before Controls**	**Control Measures**	**Responsible Person**	**Likelihood**	**Severity**	**Risk Rating after Controls**
Loading Salt Spreaders	Risk of injury to employees: Impact with pedestrians.	A B	4	4	16 High	Lifting equipment to be examined and tested in accordance with Section 8(2)(a), 8(2)(c), 8(16) and 16 of the SHWW Act 2005 and Regs 52, 53, and 54 of Gen App Regs 2007.	GSS / Operator / CSCS ticket Holder	1	4	4 Low
						All reversing vehicles shall be fitted with reversing beepers.				
	Risk of injury to employees: Impact with other plant/vehicles.	A B	4	4	16 High	The teleporter for loading salt shall only be operated by a trained and competent person, in possession of a valid CSCS card.		1	4	4 Low
						Appropriate Manual Handling Training is to be provided.				
						High Visibility Vests are to be worn at all times during the loading.				
						In the loading zone, an authorised competent person is to control the movement of machinery.				
	Risk of injury to employees: Personnel Injury.	A B	3	4	12 Medium	Adequate lighting is to be provided at each loading location. The illumination of the loading area shall not be dependent on the lights on the loading shovel to maintain suitable levels of light. The level of light should not allow shadows or glare in the loading zone.		1	4	4 Low
						Other than necessary personnel required to load the salt, all other personnel unit must stand outside the loading zone.				
						The salt stockpile shall be left at an angle of repose after loading to prevent slides.				

Activity: Hypothermia, Frostbite, Dehydration – Winter Maintenance										
Generic Risk Assessment						**Risk Assessment after application of Control Measures**				
Hazard	**Risk**	**Risk Group**	**Likelihood**	**Severity**	**Risk Rating before Controls**	**Control Measures**	**Responsible Person**	**Likelihood**	**Severity**	**Risk Rating after Controls**
Dehydration	Risk of injury to employees: Physical effects and reduced capabilities	A	2	4	8 Medium	Maintain supply of fluids in truck cab, e.g., water, tea, coffee, juice Drink regularly during set up, while enroute, when finishing up.	Operator	1	4	4
Hypothermia & Frostbite	Physical effects and reduced ability to work	A	2	5	10 Medium	Move away from cold unprotected environments and keep warm. Monitor temperatures and body functions while working Ensure appropriate warm and protective clothes and footwear is worn.		1	5	5

Activity: Load stability and overloading – Winter Maintenance										
Generic Risk Assessment						**Risk Assessment after application of Control Measures**				
Hazard	**Risk**	**Risk Group**	**Likelihood**	**Severity**	**Risk Rating before Controls**	**Control Measures**	**Responsible Person**	**Likelihood**	**Severity**	**Risk Rating after Controls**
Load stability	Risk of injury to employees: Trucks and gritters falling over Material spilling out of gritter	A B	2	4	8 Medium	Monitor loading shovel and placement of salt in the truck	Operator	1	4	4
						Assess the final load for balance front and back, side to side				
						Check the gritter for equal loading on all sides				
Overloading		A B	2	4	8 Medium			1	5	5
						Monitor the gritter for overloading				
						Ensure the load is not spilling out when complete				
						Remove excess material before commencing run				