



WICKLOW COUNTY COUNCIL

WINTER SERVICE PLAN 2024-2025



**TRANSPORTATION AND INFRASTRUCTURE DELIVERY DIRECTORATE,
WICKLOW COUNTY COUNCIL,
COUNTY BUILDINGS,
WICKLOW TOWN,
CO. WICKLOW.**

November 2024

VERSION: Final

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1.0 DOCUMENT CONTROL

This document “Wicklow County Council Winter Service Plan 2024 to 2025 defines the methodology by which Wicklow County Council intends to deliver its Winter Maintenance Programme for Winter Season of October 2024 to April 2025.

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	10 th September 2024
2.0	2 nd draft		7 th October 2024
3.0	3 rd draft		15 th October 2024
Final	Final	Final	12 th November 2024

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		
Senior Engineers	Michael Flynn John Bowes		
Winter Service Manager	Kevin Scanlon		

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
Linda Healy	Senior Executive Officer, Transportation, Water & Emergency Services	Station Rd, Wicklow Town
Michael Flynn	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
Conor Carty	Duty Engineer	Arklow FRS
Declan O'Brien	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)
William Halligan	Wicklow Municipal District Engineer	Wicklow MD Office
Avril Hill	Arklow Municipal District Engineer	Arklow MD Office
Ruairi O'Hanlon	Greystones Municipal District Engineer	Greystones MD Office
Liam Bourke	Bray Municipal District Engineer	Bray MD Office
Aidan Dempsey	Chief Fire Officer	Bray Fire Station

3.2 External Distribution

Issued To	Position	Organisation
Tim Murphy	Winter Services Manager	Wexford County Council

Issued To	Position	Organisation
Pat Harrington	Winter Services Manager	Carlow County Council
James Malone	Winter Services Manager	Kildare County Council
Gary Walsh	Winter Services Manager	South Dublin Co. Co.
Robert Mulhall	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
Stephen Smith	Winter Maintenance Manager	TII
Pat Maher	Director of Network Operations	TII
Owen Smith	Winter Services Engineer	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 2024 to 2025 winter maintenance programme commences on the 14th October 2024 and ends on the 30th April 2025 in accordance with TII Circular No. 05/2024 issued on October 1st 2024.

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, R746, R747, R748, R749, R750 (Part), R751, R752, R753, R754, R755, R756, R757, R758, R759 (Part), R760, R761 (Part), R762, R763, R764, R765, R766, R767, R768, R774, R772 (Part)	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	4 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 depend 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 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 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 2024/2025 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 2024-2025.

7.2 Winter Service Duty Engineers

Wicklow County Council maintains a roster of three Duty Engineers who operate the Transport Infrastructure Ireland (TII) Vaisala DSS Manager 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 DSS Manager 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 three Duty Engineers prior to season commencement and 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 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 RoadDSS Manager module so that a complete picture of decision making, and operations can be inspected by TII if required.
- Supplement the information contained on RoadDSS Manager if requested.
- Update the National Salt Management System (NSMS) on a weekly (or daily) basis and coordinate salt deliveries/collections for your county as required.

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

- Access the RoadDSS Manager 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 2024/2025 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 2024/2025 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 2024-2025 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:

Road Surface Temperature	Precipitation	Predicted Road Conditions		
		Wet	Wet Patches	Dry
May fall below 1°C	No rain No hoar frost No fog	Salt before frost	Salt before frost (see note a)	No action likely, monitor weather (see note a)
Expected to fall below 1°C	No rain No hoar frost No fog			
	Expected hoar frost Expected fog	Salt before frost (see note b)		
	Expected rain before freezing	Salt after rain stops (see note c)		
	Expected rain during freezing	Salt before frost, as required during rain and after rain stops (see note d)		
	Possible rain Possible hoar frost Possible fog	Salt before frost		Monitor weather conditions
Expected Snow		Salt before snow fall		
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.				

Notes:

- (a) In the event of a severe weather warning, additional procedures may need to be followed, which are contained in the document “GUIDANCE DOCUMENT 14 A GUIDE TO SEVERE WEATHER EMERGENCIES” (DECEMBER 2010), published by the National Directorate for Fire and Emergency Management. 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
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

Weather Conditions Road Surface Conditions Road Surface Temperature (RST)	Treatment Road Surface Temperature	Salt Spread Rate (g/m ²)	Ploughing
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:

- 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.
- For salt stored outside, it may be necessary to increase the spread rate for precautionary treatment salting from 10g/m² to 15 to 20g/m² depending on moisture of salt.
- All decisions should be forecast based, recorded and require careful monitoring and review.
- 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	<u>Plus</u> 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 the Tables 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 Served	Capacity (Tonnes)	Salt Stock May 2025 (Tonnes)
WW01	Killadreenan, Newtownmountkennedy, Co. Wicklow.	Priority 2	750	572
WW02	Baltinglass Area Depot, Kiltegan Road, Baltinglass, Co. Wicklow	Priority 1 – N81 & Priority 2	600	255
WW03	Blessington Area Depot, Naas Road, Blessington, Co. Wicklow	Priority 1 – N81 & Priority 2	1000	254
WW04	Ballingate, Carnew, Co. Wicklow	Priority 2	800	112
WW05	Raheen, Roundwood, Co. Wicklow	Priority 2	400	162
WW06	Ballygahan, Avoca, Co. Wicklow	Priority 2	500	255
TOTALS:			4,050	1610

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

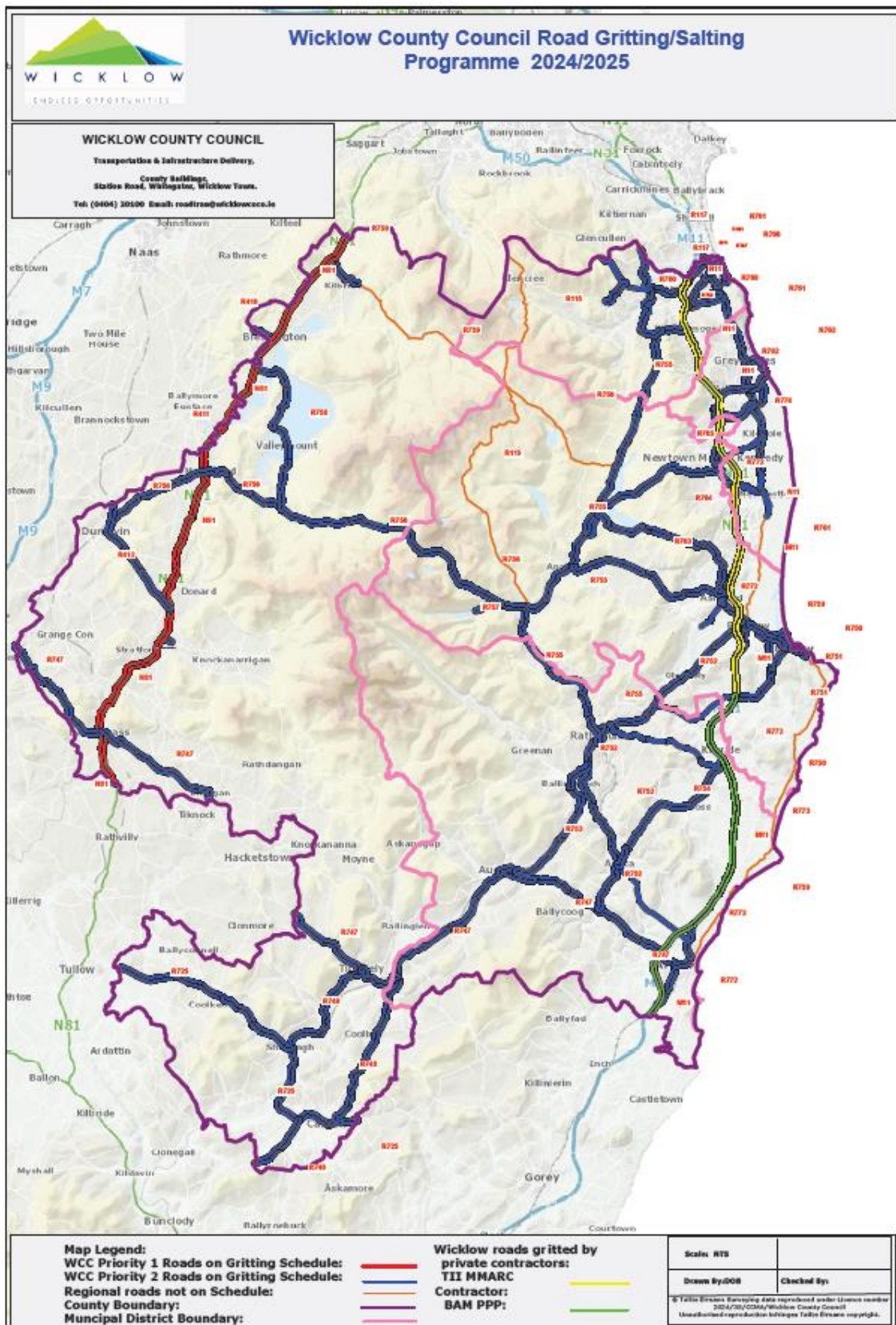
Fuel for some trucks is supplied directly at local fuel distribution depots with others re-fuelling up at Raheen and Wicklow Town WCC depots. Donkey Engines are also filled at the same locations if fitted. The Machinery Yard in Wicklow County Council holds (or can obtain) spare parts for vehicles, gritters 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 a Priority 1 (refer to Map) route, the M11/N11 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

Road Gritting / Salting Routes 2024/2025



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

Winter Service Duty Engineers' Roster for the Period **14th October 2024 to 30th April 2025**

Local Authority Name: **WICKLOW COUNTY COUNCIL**

Week starting Monday	Duty Engineer's Initials	Week starting Monday	Duty Engineer's Initials	Week starting Monday	Duty Engineer's Initials	Week starting Monday	Duty Engineer's Initials
14/10/2024	CC	09/12/2024	DOB	03/02/2025	BOS	31/03/2025	CC
21/10/2024	BOS	16/12/2024	CC	10/02/2025	DOB	07/04/2025	BOS
28/10/2024	DOB	23/12/2024	BOS	17/02/2025	CC	14/04/2025	DOB
04/11/2024	CC	30/12/2024	DOB	24/02/2025	BOS	22/04/2025	CC
11/11/2024	BOS	06/01/2025	CC	03/03/2025	DOB	28/04/2025	BOS
18/11/2024	DOB	13/01/2025	BOS	10/03/2025	CC		
25/11/2024	CC	20/01/2025	DOB	17/03/2025	BOS		
02/12/2024	BOS	27/01/2025	CC	24/03/2025	DOB		
Duty Engineer's Name & Initials		Office Phone No		Office E-mail Address		Mobile No	
Conor Carty (CC)		0404 20100					
Declan O' Brien (DOB)		0404 20100					
Brian O' Sullivan (BOS)		0404 20100					
Kevin Scanlon (KS) - Winter Service Manager		0404-20100					

Send to: CAFO, Met. Éireann, Glasnevin Hill, Dublin 9. Attention: Duty SMO.

Copy to: Owen Smith, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8.

APPENDIX 4 – DRIVER’S ROSTER

Area	Driver(s)	Area	Driver(s)
Baltinglass Municipal District <i>(N81 & Baltinglass Route)</i> <u>2.5 hrs</u>		Arklow Municipal District <i>(Arklow/Avoca Route)</i> <u>2hrs 45 mins</u>	
Baltinglass Municipal District <i>(N81 & Blessington Route)</i> <u>2.5hrs</u>		Arklow Municipal District <i>(Aughrim Route)</i> <u>2hrs 45 mins</u>	
Baltinglass Municipal District <i>(Tinahely Route)</i> <u>2.0hrs</u>		Wicklow Municipal District <i>(Ashford Route)</i> <u>3.5 hrs</u>	
Greystones Municipal District <i>(Greystones Route)</i> <u>3.0 - 3.5hrs</u>		Wicklow Municipal District <i>(Roundwood Route)</i> <u>4.0hrs</u>	
Relief Drivers		Bray Municipal District <i>(Enniskerry Route)</i> <u>3.0hrs</u>	

OUTLINE OF DUTIES FOR HELPER

1. Assisting drivers in winter maintenance duties.
2. Assisting in Loading of gritters onto trucks.
3. Assisting in Loading of salt onto gritters.
4. Opening/closing depots.
5. Assisting in removal of covers from salt stockpiles and return of same.
6. Assisting in fuelling of trucks and gritters.
7. Washing down of trucks and gritters post-salting.
8. Assisting in providing Lone workers arrangements for drivers.
9. Available to assist drivers in event of breakdown.

APPENDIX 5 - CONTACT DETAILS

Emergency Services

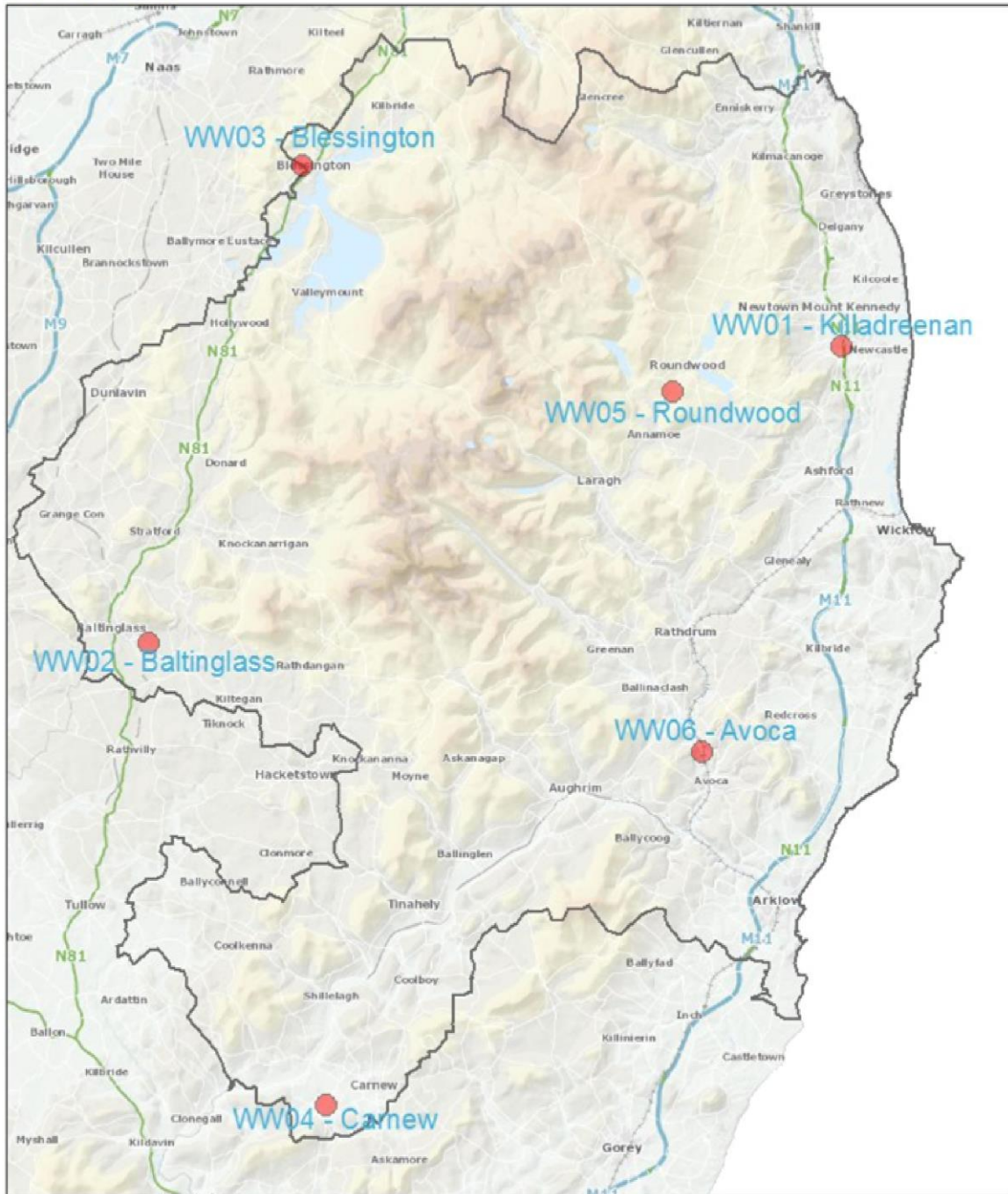
Ambulance Service		999 or 112
Fire Service		999 or 112
Bray Fire Service		01-2861534
Gardai		999 or 112
Bray Garda Station		01-6665300

APPENDIX 7 – WINTER SERVICE DEPOT DETAILS & LOCATION MAP

Ref	Salt Depot	GPS Coords	Depot Supervisor	Mobile	Indoor Capacity (T)	Outdoor Capacity (T)	Depot Storage Capacity (T)
WW01	Killadreenan	53.0728, -6.09429			600	150	750
WW02	Baltinglass	52.9323, -6.68094			0	600	600
WW03	Blessington	53.1704, -6.5447			0	1,000	1,000
WW04	Shillelagh/ Carnew Road	52.7536, -6.5331			0	800	800
WW05	Roundwood	53.0524, -6.23787			0	400	400
WW06	Avoca	52.8715, -6.21997			0	500	500
TOTAL							4,050

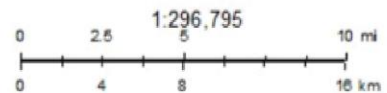


Salt Depot Locations



December 14, 2017

— Wicklow Border



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