ENVIRONMENT AND COMMUNITIES DEPARTMENT

HIGHWAY OPERATIONS

WINTER MAINTENANCE PLAN
2026/2027



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ENFIELD Council

EXECUTIVE SUMMARY

This Winter Maintenance Plan details the London Borough of Enfield's Winter Maintenance arrangements for 2026/2027.

It has been developed in response to the Highway Authority's statutory duty under section 41 of the Highways Act 1980.

The strategy adopted for Enfield has been developed in accordance with the recommendations set out in the Well Managed Highway Infrastructure - "A Code of Practice" and guidance offered by the National Winter Service Research Group.

Winter maintenance involves treating the public highway to:

- Prevent ice from forming (precautionary salting)
- Melt ice and snow already formed (post salting).
- To remove snow under extreme conditions

Precautionary and post salting activities are often referred to as gritting.

The plan has been developed from an understanding of local conditions and takes account of the current resource availability. It identifies the Council's policy on route prioritisation and outlines operational procedures.

The primary objective of the Winter Maintenance Service is to ensure, so far as is reasonably practicable, that the safe movement of highway users is not endangered by the presence of snow or ice on the public highway.

WINTER MAINTENANCE PLAN 2026 - 2027

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1. POLICY STATEMENT

1.1 The Council has a duty under the Highways Act 1980 Section 41(1a) as a Highway Authority to ensure so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

The London Borough of Enfield has categorised the treatment for ice or snow under precautionary salting, post salting and snow clearance of public highways into two categories: carriageways and footways. The Council will pre-treat areas and then, if necessary, continue to treat using its available resources.

When assessing the carriageway priorities, consideration has been given to the Network Management Hierarchy that has been established for Highway Safety Inspections. This hierarchy has been developed by considering the usage and functionality of the highway.

Carriageways

Priority 1- Principal roads, main commuter routes, all bus routes, emergency services facilities, access to main industrial areas and access for Council critical service provision; total length 129 miles (207 km) (see map appendix 1.)

Priority 2 - Borough roads that are not included on the priority 1 gritting network but have a gradient of greater than 1 in 20 and serve more than 50 residential properties. total length 21 miles (34 km) (see map appendix 1a.)

Priority 3 - All other adopted borough roads that are not included on the priority 1 or 2 network.

When ice is predicted the Council will initially pre-treat all priority 1 carriageways. Depending on the weather forecast received and any subsequent updates, treatment of the priority 1 carriageways may continue using the available resources in an efficient manner to treat for ice and or snow.

There is no pre-treatment of priority 2 or 3 carriageways. The decision to commence treatment of these priority networks will be made by the Strategic Director of Planning, Growth and Infrastructure and it will be made having considered existing salt stocks, available resource, and long-range weather forecasts continually being reviewed.

Footways / Footpaths

There is no precautionary or post treatment of footways and footpaths following typical overnight frosty conditions.

In exceptional conditions, when there is a forecast for heavy snow fall with a prolonged cold spell to follow, resulting in snow sitting on footways for a few days, the salting of Strategic footways/footpaths will be undertaken by the Council's Street Cleansing team. The decision to commence footway salting will be made by the Strategic Director of Planning, Growth and Infrastructure and it will be made having considered the existing salt stocks and long-range weather forecasts.

1.2 The cost effectiveness of the winter maintenance service will be ensured by:

- prioritising and optimising winter maintenance routes.
- deploying salt or clearing snow on an assessment of need.

1.3 The 2026-2027 winter maintenance budget includes the base costs and sufficient operational expenditure to enable priority 1 salting/snow clearance work to be undertaken in an average year.

1.4 There is no identified funding for Priority 2 or Priority 3 carriageway salting work, or any footway treatments.

1.5 Ice prediction/weather forecasts will be obtained from Vaisala Bureau Services and the MetDesk weather service provider. Daily forecasts will be obtained and reviewed by Enfield Councils' dedicated decision makers in Highways Operations, between the 1st November and 31st March each winter season.

1.6 In the event of any National shortage of salt supplies, Enfield may introduce a reduced gritted carriageway network known as the "resilience network". This network includes all bus routes throughout the borough and some other main link roads into and across the borough and is shown in appendix 5.

2. ENFIELD RESPONSIBILITIES (see organisational chart on page 7)

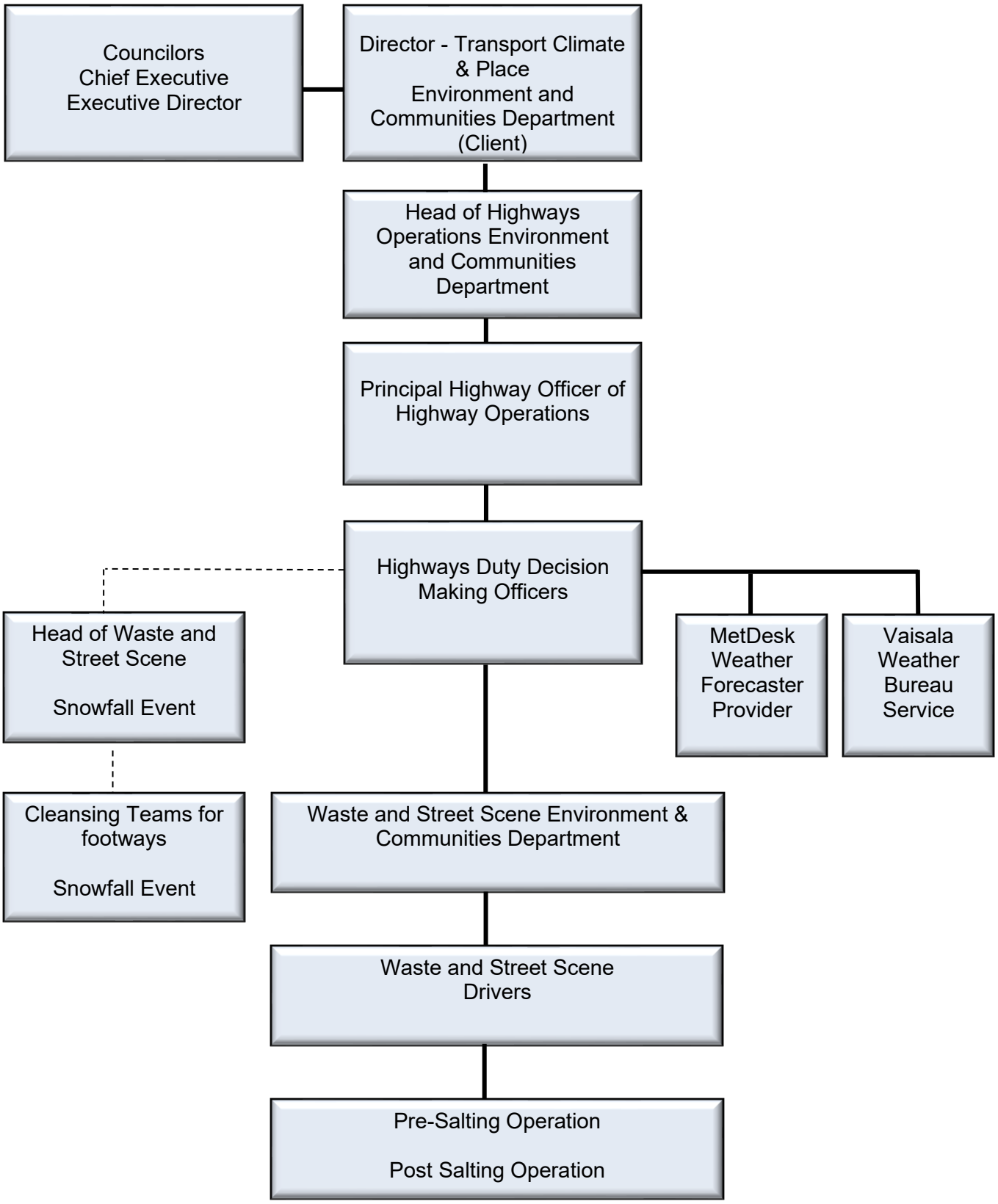
2.1 Highways, Traffic and Parking Services responsibilities (Client Role)

- Provision of adequate supervision (point of contact) and suitably trained decision makers during the winter maintenance period.
- Ensure the calibration and maintenance of the Councils Road Weather Stations.
- Provide MetDesk and Vaisala Bureau services with a list of the decision makers contact telephone numbers.
- Ensure MetDesk reports are submitted in the required format.
- Prepare, review, and update annually the winter maintenance plan.
- Identify, specify, and monitor standards of performance.
- Define road and footway priorities.
- Optimise routing efficiencies.
- Day to day winter decision making.

2.2 Public Realm Services responsibilities (Operational Role)

- Provide adequate supervision, including a designated point of contact and suitably trained drivers and operatives throughout the winter maintenance period.
- Ensure effective communication systems are available and maintained between drivers, operatives, and supervisory staff.
- Provide, calibrate, maintain, and operate an adequate fleet of gritting vehicles.
- Carry out regular inspections and maintenance of the gritting fleet to ensure operational reliability.
- Provide suitable facilities for salt storage and loading operations.
- Maintain a minimum salt stock level of 500 tonnes throughout the winter season.
- Carry out precautionary and reactive treatments on roads across the borough in accordance with the Winter Maintenance Specification and as directed by the authorised decision-maker.
- Complete and maintain daily gritting records and operational logs.
- Report any issues, failures, or non-compliance on salting routes to the decision-making team as soon as reasonably practicable.
- Advise the decision-making team immediately of any vehicle breakdowns, route disruptions, staffing shortages, or circumstances that may affect service delivery

WINTER MAINTENANCE
OPERATIONAL ORGANISATION CHART



3. CARRIAGEWAY & FOOTWAY HIERARCHY & ROUTE PLANNING

3.1 The Council's Road hierarchy and highway classifications are described in Enfield's Highway Asset Management Plan. This can be found on the link below:

https://www.enfield.gov.uk/__data/assets/pdf_file/0025/105991/Highwayinfrastructure-asset-manageme…

For winter maintenance purposes:

Carriageway Priority 1 work includes Principal roads, main commuter routes, all bus routes, emergency services facilities, access to main industrial areas and access for Council critical service provision; total length 129 miles (207 km) (see map appendix 1.)

Carriageway Priority 2 work includes Borough roads that are not included on the priority 1 gritting network but have a gradient of greater than 1 in 20 and serve more than 50 residential properties; total length 21 miles (34 km) (see map appendix 1a.)

Carriageway Priority 3 work includes all other adopted borough roads that are not included on the priority 1 or 2 network.

Strategic footways/footpaths - (see appendix 2). There is no precautionary or post treatment of footways and footpaths following typical overnight frosty conditions. In exceptional conditions, when there is a forecast for heavy snow fall with a prolonged cold spell to follow, resulting in snow sitting on footways for a few days, the salting of Strategic footways/footpaths will be undertaken by the Council's Street Cleansing team.

3.2 Carriageway Priority 1 - The Priority 1 network of roads has been through a route optimisation process using specialised software programmes to produce 4 efficient gritting routes.

Carriageway Priority 2 - The Priority 2 network of roads have been evaluated following an assessment process, however, any treatment will require authorisation from the Strategic Director of Transport Climate and Place will generally be on a case-by-case basis.

Carriageway Priority 3 - Treatment will require authorisation from the Strategic Director of Transport Climate and Place and will generally be on a case-by-case basis.

Strategic footways/footpaths - In exceptional conditions, when there is a forecast for heavy snow fall with a prolonged cold spell to follow, resulting in snow existing on footways for a few days, the salting of Strategic

footways/footpaths will be undertaken by the Council's Street Cleansing team.

4. WEATHER FORECASTS

4.1 The availability of accurate weather forecasts at appropriate times in the decision-making process is essential for the delivery of a high-quality service and to ensure maximum efficiency. For this purpose, the Council has contracted Vaisala Ltd for their Weather Station Bureau Services and the MetDesk for weather forecasts. This will include the below for the duration of the Winter Maintenance period.

- 36-hour forecasts and 2 to 5 day available forecasts
- Web portal providing instant access to current weather forecasts.
- Dedicated sensor monitoring.
- 24-hour access to dedicated forecasters.
- Updates as required via dedicated web portal.
- Alerts from the duty forecasters of any forecast fluctuations/changes in weather conditions.

4.2 There is a weather monitoring station located at The Ridgeway, Enfield EN4 Information from these sites is fed into the decision-making procedure matrix and is used by the Highway Operations duty decision making officers to predict treatment needs. VAISALA TMI LTD carries out the calibration and maintenance of the ice prediction/weather monitoring station and associated software.

4.3 The Vaisala bureau database provides access to temperature and sensor data from our weather monitoring stations and records the sensor conditions throughout the winter maintenance period.

4.4 Highway Operations duty decision making officers, receive a minimum of two weather forecasts a day. Highway Operations duty decision making officers will also receive supplementary reports throughout the day, dependent on the severity of the weather.

4.5 The Highway Operations duty decision making team officers use weather forecasts obtained from the MetDesk to decide if a treatment is required. If a treatment is necessary, the forecast is used to determine the appropriate salt spreading rate and treatment time along with any further treatments that maybe required.

4.6 Weather forecasts are received from the MetDesk from 1st November until 31st March each winter season.

5. SUPERVISORY AND OPERATIONAL PERSONNEL

5.1 Client Officers

To cover the client responsibilities identified in section 2, the Council will directly employ the following officers:

WINTER MAINTENANCE	
Director - Transport Climate & Place Environment and Communities Department	
Head of Highways Operations Environment and Communities Department (Client)	Head of Service Waste & Street Scene (Operational)
Head of Highway Operations Principal Highway Officer 2 x Senior Highway Officers	Senior Operations Managers Operational Staff

The percentage of time each officer will be required to allocate to winter maintenance activities will vary from year to year depending on the:

- Severity of weather conditions.
- Frequency and extent of salting/snow clearance activities.

5.2 Operational Personnel

The provision of labour for operational activities is the responsibility of Enfield Waste & Street Scene for carriageway and footway winter treatments.

Enfield's Waste & Street Scene will provide 24-hour cover during the winter maintenance season and during the operational periods: 1st November until 31st March.

6. PLANT & VEHICLES

6.1 Enfield's Waste and Street Scene will provide compliant gritting vehicles for each winter season.

6.2 Full fleet inventory. (See appendix 3 below)

7. OPERATIONAL COMMUNICATIONS SYSTEMS

7.1 All gritter drivers are provided with mobile phones to ensure communications are maintained with their supervisors.

7.2 All supervisory staff will be provided with mobile phones to enable them to keep in contact with the decision makers and senior officers.

8. MATERIALS & STORAGE FACILITIES

8.1 Dry salt is purchased from dedicated salt mines in the United Kingdom. The material is of a high quality and is supplied ready crushed, graded, and suitable for loading straight into gritting vehicles.

8.2 A salt storage facility is provided at Morson Road Depot.

8.3 The stock of salt to be held at the Morson Road Depot at the beginning of the winter season is 1000 tonnes. A salt stock management system is used to ensure a minimum salt stock of 500 tonnes is retained throughout the season and records of quantities when used per grit/route. Towards the end of the winter season the quantity held will be reduced allowing for new salt to be delivered and used year on year.

8.4 In extreme circumstances where we may find that salt levels are significantly reduced, mutual aid would be sought from adjoining boroughs or Transport for London. In the event of any extreme circumstances continuing, a localised salt cell may be introduced, with salt distribution being managed by Transport for London and the Department for Transport.

9. BUDGET

9.1 Winter maintenance of principal roads, borough roads and footways are funded from the Council's general revenue accounts.

9.2 Budget provisions for winter maintenance activities are reviewed annually. Assessment of budget needs is based on historic fixed and variable costs involved in service provision.

10. MEDIA COMMUNICATIONS

10.1 Highway Operations have a dedicated winter service web page (Gritting and Snow Clearance) on the Council's web site to provide information to the public during winter. This information comprises treatment route plans and self-help guidance.

10.2 All Winter Maintenance decisions are shared with other weather critical departments within Enfield, adjoining boroughs and Transport for London.

10.3 If prolonged periods of snow or ice were to be predicted and/or occurred, public announcements/warnings would be distributed via the Council's web site, Twitter, Facebook and possibly the local radio, local press, and the Council's free newspaper. The Council will also maintain close links with the police and other emergency services, other Boroughs, Transport for London, and their agencies.

11. PERFORMANCE MONITORING

Purpose - To determine a measure of efficiency in undertaking winter service salting operations.

Description - The percentage of occasions that all salting routes were completed within the planned salting time.

Definition - The percentage is calculated from the total number of salting treatments over the winter period. The winter period may vary according to climatic conditions and from year to year.

Reasoning - To maintain a network free from icy conditions it is essential to complete all salting operations before the onset of freezing conditions leading to the formation of ice. e.g., That treatment is completed before the weather forecast predicted a zero-temperature time.

12. DECISION MAKING PROCEDURES

The process of deciding when to treat carriageways is as follows:

Between 1st November and 31st March each winter year, daily forecasts are obtained by Highway Operations duty decision making officers using a direct link with the weather forecasting organisation.

If long-range winter weather hazards are forecast to continue beyond 31st March, an extension of the Winter Service period will be considered and, where necessary, an extended operational period will be implemented.

These forecasts are read in conjunction with actual temperature readings and sensor data from the boroughs' weather station located at The Ridgeway. The temperature forecast enables the Highway Operations duty decision making officers to determine when to grit the priority 1 network or other selected routes.

A forecast is obtained between 12:00 and 15:00hrs each day. A follow-on forecast update is received at approximately 18:00hrs daily.

If weather conditions change dramatically from that which is forecasted, the weather forecasters will telephone the Highway Operations duty decision making officer with the updated forecast and this will also be uploaded onto the bureau service portal.

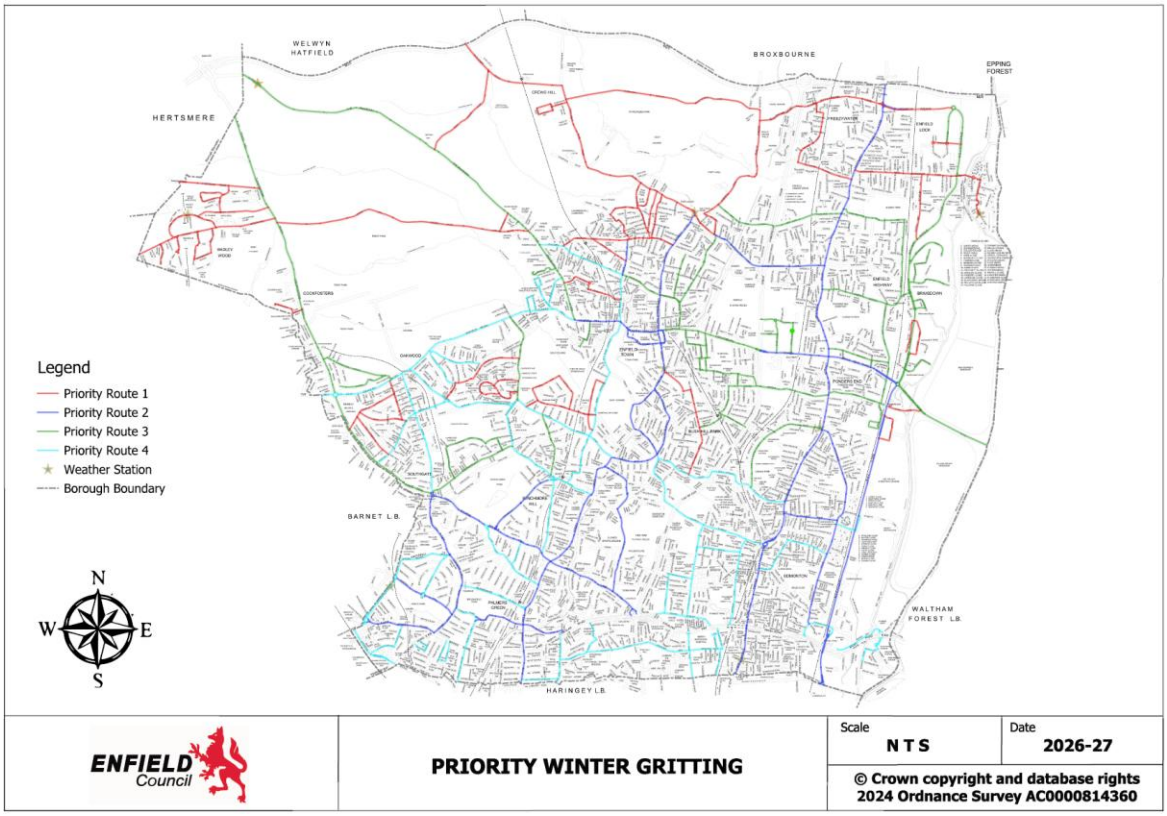
- When all the predicted conditions are known, the Highway Operations duty decision making officer will publish the decision made via the MetDesk portal.

- Depending on the forecast, a visual inspection may be made by the Highway Operations duty decision making officers.

- Following the visual inspection, a decision is made by the appropriate Highway Operations duty decision making officer(s) whether to fully salt, or to retain on standby to cover for any rapidly changing conditions.

APPENDIX 1

Map of Carriageway Priority 1 Winter Gritting Routes

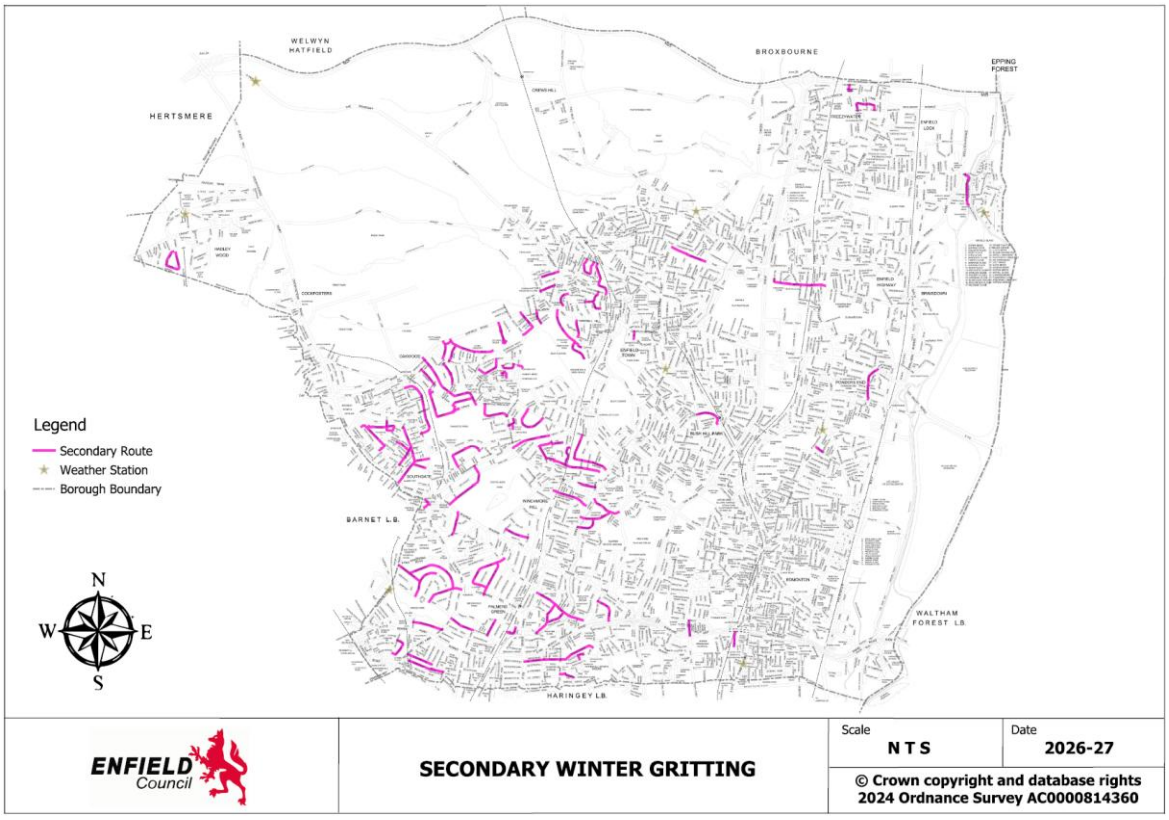


An interactive Winter Gritting Map can be found at

https://new.enfield.gov.uk/services/roads-and-transport/gritting-and-snow-clearance/

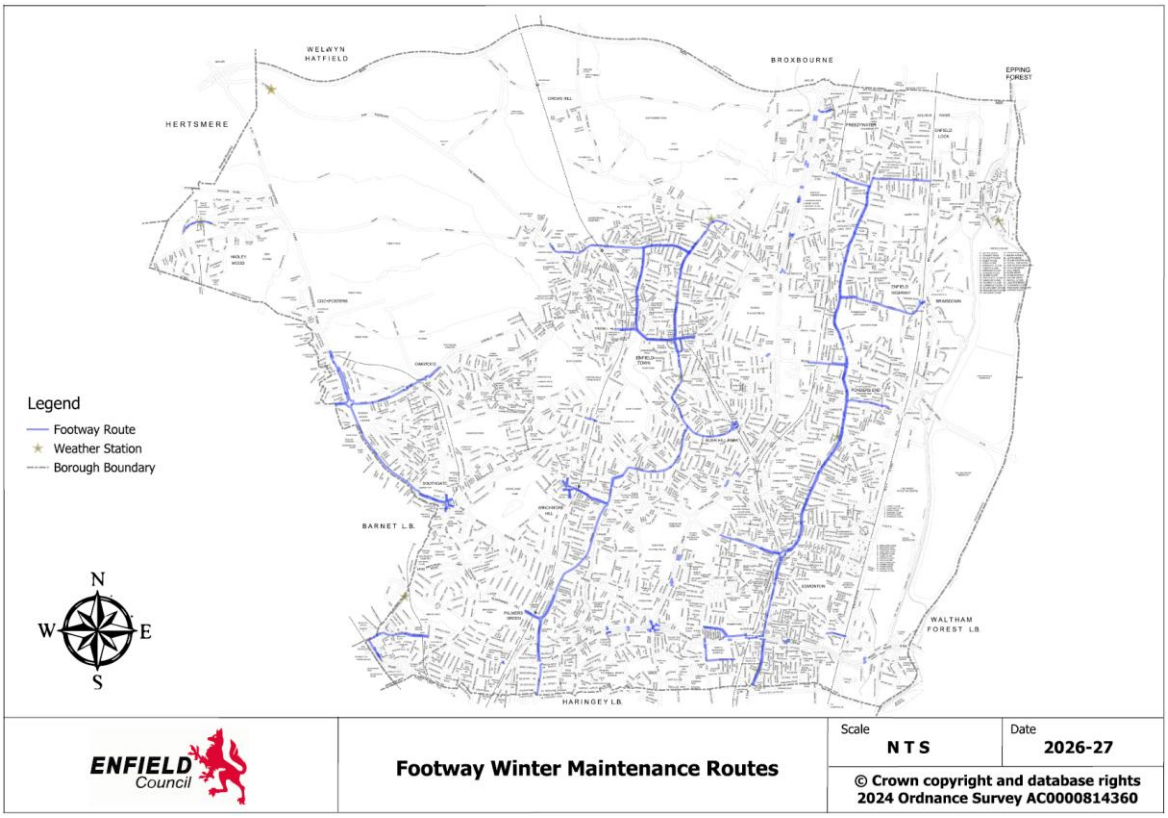
APPENDIX 1a

Map of Priority 2 Secondary Winter Gritting Route



APPENDIX 2

Map of Strategic Footway/Footpaths Winter Maintenance Gritting Routes



APPENDIX 3

Vehicle Fleet Inventories

No. of Vehicles	Vehicle Type	Body Type	Load Capacity
4 x vehicles	Volvo	Volvo FLE Econ	6m³ spreader
1 x spare vehicles	Volvo	Volvo FLE Econ	6m³ spreader

APPENDIX 4

MetDesk Definitions

36 hour and 2 to 5 day summary examples below

36 Hour Summary for London Borough of Enfield

Forecast Issued:	3rd January 2026 17:47:32 GMT	Forecaster:	Daniel Harris
Forecast Period:	Saturday 03/01/26 12:00 to Monday 05/01/26 00:00	Forecaster DDI:	01296 628373

Headline	EVENING UPDATE: NO CHANGE - RSTs WELL BELOW ZERO
Confidence	HIGH

General Synopsis

Dry overnight with lengthy clear periods. RSTs well below zero. Dry and sunny tomorrow morning.

Snow Summary

None.

Weather Type Key																					
D	Dry	Dm	Damp	W	Wet	P	Rain	DW	Dew	HF	Hoar Frost	I	Ice	S	Snow	Sl	Sleet	Hx	Hail	Fr	Frz Rain

Borough of Enfield	12	13	14	15	16	17	18	19	20	21	22	23	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	00
RST (c)	0.1	1.6	3.3	1.7	0.1	-1.0	-1.4	-1.8	-2.1	-2.6	-2.9	-3.2	-3.5	-3.7	-3.9	-4.1	-4.2	-4.3	-4.5	-4.6	-4.7	-4.4	-2.4	-0.8	2.8	3.4	3.1	0.6	-0.9	-1.9	-2.4	-2.6	-2.8	-2.8	-2.5	-2.1	-1.7
Air Temp (c)	1.0	1.7	1.8	1.3	0.7	0.0	-0.2	-0.7	-1.2	-1.8	-2.2	-2.6	-2.8	-3.0	-3.2	-3.3	-3.3	-3.4	-3.5	-3.5	-3.6	-3.0	-1.8	-0.8	0.1	0.8	0.8	0.2	-0.9	-1.5	-1.7	-1.8	-1.8	-1.6	-1.8	-1.7	-1.5
Weather Type	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	HF	D	D	D
Hoar Frost	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	N	N	N
Ice	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Snow Acc (cm)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wind (mph) Average	14	14	14	13	11	11	11	11	11	10	10	10	10	10	9	9	8	8	8	8	8	9	8	9	10	10	9	8	7	7	8	8	7	7	6	6	6
Wind (mph) Direction																																					
Wind (mph) Gust	30	30	29	28	23	23	24	22	23	21	20	20	20	19	19	18	18	17	18	17	16	19	18	20	20	21	20	16	14	13	13	13	13	13	11	10	10
Visibility (km)	28	36	35	32	25	21	20	20	20	21	20	18	17	18	20	23	23	23	23	24	22	24	26	28	31	32	28	24	22	22	19	19	24	26	28	36	38
Precip (mm)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Precip Prob (%)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Cloud (Oktas)	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4	6	7
RH (%)	65	65	67	69	73	74	75	75	77	79	80	80	80	80	79	80	81	83	84	85	86	83	79	74	69	66	67	73	80	85	88	89	90	92	93	93	93

2 to 5 Day Summary for London Borough of Enfield

Forecast Issued:	3rd January 2026 11:46:40 GMT	Forecaster:	Daniel Harris
Forecast Period:	Sunday 04/01/26 12:00 to Thursday 08/01/26 12:00	Forecaster DDI:	01296 628373

5 Day Headline	RSTS BELOW ZERO THROUGHOUT
General Synopsis	**SUNDAY:** Dry with sunshine tomorrow afternoon. A dry evening, but the risk of the odd light snow shower during the middle part of the night. Drier again towards dawn. RSTs below zero with the risk of hoar frost and ice where any shower occurs. **MONDAY:** A dry day with plenty of sunshine. Dry overnight with lengthy clear intervals. RSTs well below zero with the risk of hoar frost. **TUESDAY:** A dry day with plenty of sunshine. A dry evening, but wintry showers developing during the latter part of the night. RSTs expected to drop below zero with the risk of hoar frost. **WEDNESDAY:** Wintry showers dying out to leave a dry, bright afternoon. A dry evening, but light showers developing later in the night. RSTs likely to drop below zero with the risk of ice and hoar frost.

Forecast Hazards and Temperatures

	Readiness Colour	Min RST	Min Air	Ice	Hoar Frost	Snow	Heavy Rain	Fog	Confidence
Sun 12:00 - Mon 12:00	RED	MS 4.7	MS 4.4	Y	Y	N	N	N	MODERATE
Mon 12:00 - Tue 12:00	RED	MS 5.7	MS 4.6	N	Y	N	N	N	HIGH
Tue 12:00 - Wed 12:00	RED	MS 2.1	MS 1.5	N	Y	N	N	Y	HIGH
Wed 12:00 - Thu 12:00	RED	MS 1.7	MS 0.8	Y	Y	N	N	N	MODERATE

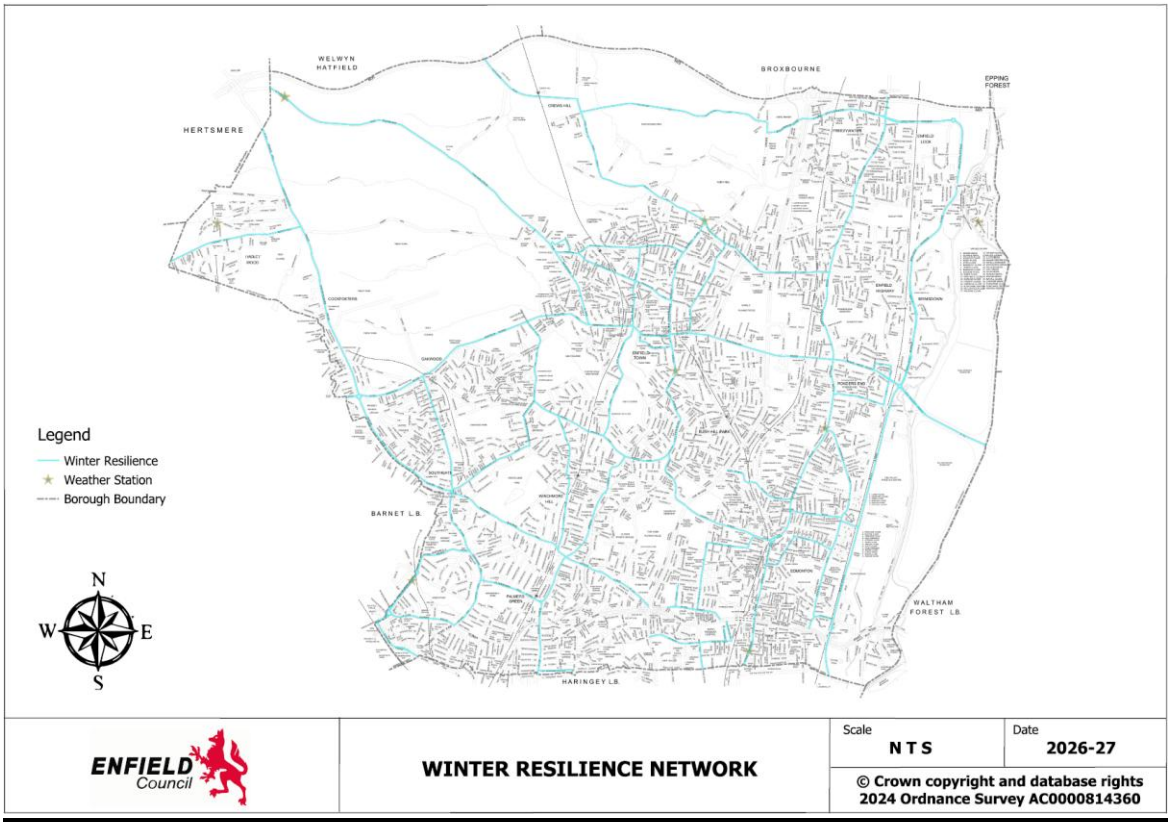
6-10 Day Outlook

THURSDAY: Mostly cloudy with probable showers. RSTs are expected to remain above zero.
FRIDAY: Clear intervals and showers; these potentially wintry. RSTs currently expected to fall below zero.
SATURDAY: Showers or longer spells of rain, but some clearer breaks too. RSTs likely to fall near to zero.
SUNDAY: Outbreaks of rain or showers, with largely cloudy skies. RSTs currently predicted to stay above zero.

APPENDIX 5

Resilience Gritting Network Map

(Ref: National Salt Shortage)



APPENDIX 6

Decision Distribution List

Enfield Distribution List
Communications Team
Emergency Planning
Facilities Management
Parking Services
Waste & Street Scene Services
Transport Operations
Waste Services
External Partners Distribution List
Barnet Council
Haringey Council
Waltham Forest Council
North London Waste Authority
Transport for London