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Adults & Family Wellbeing/  
LAO – Chesham & Chiltern Villages  
Buckinghamshire County Council  
County Hall  
Walton Street  
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Date: 18<sup>th</sup> February 2011

Dear Kerry

### **Question from Chesham and Chiltern Villages**

Further to the recent Chesham and Chiltern Villages LAF meeting I have been asked to write to you to clarify the position regarding our salting routes and the scoring against the criterion "Public and School Bus Routes".

Transport for Buckinghamshire has, for some time now, used a well developed process for building its winter service salting routes. The routes, known as Precautionary Salting Routes, are built up using two discrete parts of the overall road network, the core network and the risk assessed network. For clarity the definitions for both are outlined below:

#### Core network

The core network includes roads that are classified within network maintenance hierarchy Category 2 & 3a. This includes all A and B classified roads throughout the county.

The risk assessed element will prioritise roads taking into account the following factors:

- a. Traffic Flows
- b. Gradients
- c. Bends not subject to a speed limit
- d. Community link.
- e. Historically salted route
- f. Regular and School Bus Routes
- g. Adjacent key facilities
- h. Route practicality and efficiency

The element of the risk assessment that relates to your question is:

f. Regular or School Bus Routes

If a road for assessment is included in a school bus route a risk rating score of 15 points will be allocated.

Bus Route	Score
Irregular bus route	0 points
School bus route	15 points
Regular bus route	15 points

For the purposes of the assessment a bus is classed as a vehicle with the ability to carry in excess of 17 people, including driver, and as such does not include mini-bus or people carrier type vehicles.

TfB is aware that this cut off point does cause some concern and whilst it would be possible to alter the threshold at which school buses are considered as a part of the assessment the capacity of the gritter fleet is fixed and, without significant additional investment, cannot be changed. If therefore roads are added into routes because of a change in criteria then other roads that are currently treated will need to be removed from the routes as a consequence. We do believe that we have the right balance in the salting network but as part of the next review I would be happy to consider detailed proposals from you within the context that any roads that are added will require a similar length removed.

I trust that this clarifies the position, however should you wish to discuss the matter further then please contact Mark Averill on 01296 382482.

Yours sincerely



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