

## Safe System of Work - 052

### Snow Clearing and Gritting

Safe System of Work Details	
<b>Operation:</b>	Snow Clearing and Gritting
<b>Relevant to who?:</b>	<i>New employees / Existing employees (delete as appropriate)</i>
<b>Corresponding Risk Assessments:</b>	RA 107
<b>Corresponding Safe Systems of Work:</b>	N/A

### Introductory Statement

With any task, all machinery and equipment must be checked prior to and post use. All staff must be trained accordingly to the relevant standards. The following information must be read and understood. Manuals, instructions and labels must be followed at all times.

Introduction	
1.	Snow removal and salting can be manual or mechanical or a combination of both. It can also in some cases have to be entirely manual.
2.	Gritting and Salting on the other hand is almost entirely automated with gritting vehicles being either hopper or machine loaded.
3.	Where more ice than snow exists in a town centre or precinct areas, hand gritting may still be required.

Snow Removal – Hand Gritting	
1.	Protective clothing of the operative must be the first consideration if the work is to be done safely.
2.	Footwear - either rubber knee boots or work boots should have good grip soles. Full coveralls and appropriate jackets with appropriate gloves will be essential, as will high visibility waistcoats.
3.	It will not normally be possible to isolate areas to be hand cleared or hand gritted. For this reason, operatives should be constantly diligent of other road user i.e. pedestrians.
4.	The use of snow scoops or shovels should be properly controlled so as not to hit or trip others.
5.	Heaped up snow should be in rows so that pedestrians can clearly see the path they should take. Removal in pedestrianised areas will probably be by pick-up truck or light lorry. Drivers should be assisted when manoeuvring into position ready for loading.

***Snow Removal – Hand Gritting (Continued)***

<b>6.</b>	Gritting in pedestrian areas will probably be done by shovel spreading directly from the back of the pick up, care should be taken not to scatter the grit unless the immediate area is temporarily clear.
<b>7.</b>	On narrow footpaths the snow will be pushed into the highway channel and either hand or machine loaded. All vehicles employed on this type of work should be conspicuous in colour and be fitted with amber rotating beacons, which must be operating during the work on the Highway.
<b>8.</b>	If after the removal of any deep snow the footpath below shows signs of ice, report the matter to your Supervisor.

***Main Road Gritting by Spreader***

<b>1.</b>	Main road gritting can be a 24-hour duty, but a large percentage will be done at night. Drivers will be exposed to adverse weather conditions and the hazards it is known to create i.e. poor visibility, extremes of cold, skidding, other road users' problems and mechanical failures.
<b>2.</b>	Before leaving the depot, drivers should check their vehicle E.g. fuel, lights, amber beacons, screen wash and de-icer, wipers, cab heater and the route to be taken. The communication system should also be tested if this is fitted.
<b>3.</b>	The driver should be aware of the speed he / she should drive and ensure adequate spread of the load.
<b>4.</b>	The driver should always wear a high visibility garment in case he / she has to climb out of the cab for any reason.
<b>5.</b>	If mechanical problems arise, the driver must not put himself / herself at risk trying to fix it. Under NO circumstances must the driver climb on to his / her vehicle. If a communication system exists, report any problems to the depot, if there is no communication system and you are able to return to the depot, DO SO.
<b>6.</b>	Take regular hot drinks and rest breaks where possible.
<b>7.</b>	Drivers who start to feel drowsy or excessively cold should return to the depot immediately.
<b>8.</b>	Report road conditions as frequently as possible.