



MIDDLESBROUGH COUNCIL

WINTER SERVICE PLAN 2020/21

Version Control

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SECTION 1 – INTRODUCTION

The Highway Network

1. The highway network is, almost certainly, the most valuable asset that any local authority owns; so looking after the network should be a key priority for every council and as such its maintenance is a significant factor in ensuring that people and goods move freely, safely and efficiently around Middlesbrough. The public highway provides access to public transport, our hospitals and emergency services, and directly carries the bulk of passenger and commercial traffic.

Highway Authority Duty

2. Middlesbrough Council as Highway Authority has a duty to repair and maintain the highway (Section 41 of the Highways Act 1980). The Council has additional duties under the Highways Act 1980 (Section 41(a)) as amended by the Railways and Transport Safety Act 2003 in respect of snow and ice.
3. The duty is to ensure so far as is reasonably practicable that safe passage along the highway is not endangered by snow and ice, but it is not an absolute duty. “Reasonably practicable” and “endangered” are open to interpretation on the facts of each case, so in essence, the Council must show that reasonable steps have been taken to discharge the duty. It is the Council’s policy to ensure that main thoroughfares are kept clear in order that free passage of transport is maintained and also to ensure that there is as little disruption as possible with the movement of people.
4. In addition, the Traffic Management Act of 2004 imposed a duty on local authorities to manage its Highway Network in order to minimise disruption to all road users including pedestrians and cyclists.
5. This document concerns itself with the procedures associated with the Councils Winter Service planned response to adverse weather conditions if and when the highway network in the town is affected and has been developed to conform with the recommendations set out in the National Winter Service Research Group (NWSRG) Practical Guidance for Winter Service and the Code of Practice Well-Managed Highway Infrastructure, published in October 2016, and founded on the key principles of Best Value and Risk Assessment. A local authority’s winter service plan facilitates safe and free movement around key parts of the highway network in winter conditions. It deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as with exceptional events. It is a key aspect of highway maintenance and is specifically designed to enable economic and community activity to function as normally as possible through the winter to keep important parts of the highway network free from the dangers of ice and snow, so far as reasonably practicable.

Winter Conditions

6. Winter snow is an event to which some people are concerned about disruption or fear for their personal safety. Over recent years the impact of climate change

has become noticeable, with a decreasing number of snow events. Climate change, however, is not only likely to mean milder and wetter winters in general, but also more frequent occurrences of severe weather events.

Why is it Important to be Ready for winter?

7. There are high public expectations that it should be possible to undertake many journeys in road conditions close to normal and there is a high impact on the economy if they cannot.

Council response to Winter Weather Warnings

8. The Council's response to frost and snow warnings is pre-planned as outlined within this document. On receipt of an adverse weather forecast the operational plans will be activated and put into operation by the duty officers concerned.

The Winter Calendar and associated Response Times

9. For operational planning purposes two Winter Service periods are defined as follows:
 - Overall – The period between 1st October and 31st April when severe conditions may occur.
 - Core – The period between 1st December and 27th February when severe conditions might reasonably be expected.
10. Completion of precautionary salting will take place within two hours of commencement.
11. During severe conditions such as continuous snowfall and until such conditions subside and First Priority roads are free from frost, ice or snow, a continuous shift system will be operated.

What is Winter Service?

12. A local authority's winter service facilitates safe and free movement around key parts of the highway network in winter conditions. It deals with regular, frequent and reasonably predictable occurrences like low temperatures, frost, ice and snow, as well as with exceptional events. It is a key aspect of highway maintenance and is specifically designed to enable economic and community activity to function as normally as possible through the winter to keep important parts of the highway network free from the dangers of ice and snow, so far as reasonably practicable.
13. The Winter Service involves:
 - Weather forecasting and prediction of local conditions,
 - Preventative treatment of selected roads and footways to inhibit frost or ice forming, (SALTING and GRITTING)
 - Treatment of ice and snow (SNOW CLEARANCE)

Salting and Gritting

14. The major and most frequent activity of Winter Service is the pre-salting of roads to keep them free from ice and frost. This is a routine activity, which is activated on

receipt of bespoke weather forecasts and data from the Council's two permanent weather stations. Duty Officers are assigned for the duration of the winter on a rota basis, and it is their decision, based upon weather forecasting information and analysis of the weather station data, which determines whether, when and where salting operations will take place.

Trunk Roads

15. **The following trunk roads are not the responsibility of Middlesbrough Council:**

- A19
- A174 Parkway
- A66, West of the A19

16. An appointee of **Highways England** will undertake winter service on these routes.

Document Distribution

17. This is a public document available on the Councils Website but is also made available to neighbouring authorities and the emergency services.

SECTION 2 – POLICY

Statement

18. It is Middlesbrough Council's intention to meet the requirements of the Highways Act 1980, Section 41A, and Section 111 of the Railways and Transport Act 2003. This places the responsibility of clearance of snow on the Highway Authority. It is Middlesbrough Council's policy to ensure that the strategic network is kept clear in order that free passage of transport is maintained and also to ensure that there is as little disruption as possible with the movement of people from home to work. This must be measured against the resources available and to ensure a reasonable response the road hierarchy has been categorised in terms of Priority 1, Priority 2 and Other Routes

Normal and Escalated Response

19. It is unusual for wintry conditions to last more than a few days. This plan primarily forms the basis of a standard response to such conditions. However, the winter of 2009/10 saw severe conditions persist for several weeks between mid-December and mid-January, highlighting the need for a planned escalation of operational response where conditions are expected to persist. Under these circumstances, on day 3 of snow conditions, and where conditions are expected to continue to a fifth day and beyond, local variations to the operational plan will come into force.

Highway Network Hierarchy and Priority

20. All roads within Middlesbrough have been classified by priority to form a hierarchy of 3 distinct groups:

- **Priority 1** routes will be pre-salted at any time in response to forecasts.

- **Priority 2** routes will only be salted during the normal working day when icy conditions persist and Priority 1 routes are clear.
- **Other routes** will only be salted in the most exceptional circumstances and this generally will occur in the aftermath of heavy prolonged snow when Priority 1 & 2 routes are clear.

It is therefore essential that the public and the media are not misled into believing that all roads in the Borough are pre-salted for frost conditions.

Road Salting Hierarchy and Priority

21. Winter Service operations will be prioritised in accordance with the following hierarchy.

- **First Priority** (See Appendix 3). First Priority routes will be treated at any time and include:
 - a) Primary routes including slip roads and interchanges.
 - b) Other principal roads including any slip roads and interchanges.
 - c) Important commuter routes with significant traffic volumes.
 - d) Roads leading to important industrial establishments.
 - e) Important bus routes.
 - f) Roads serving main shopping centres.
 - g) Footways serving town centre shopping precincts, major routes to commercial areas and routes to and from transportation centres as given in Appendix 3a (These will only be pre-treated on receipt of adverse weather reports e.g. snow, freezing rain).

These first priority routes are closely linked with the Council's Resilient Network as identified within the Highway Infrastructure Maintenance Plan.

- **Second Priority** (See Appendix 4). Second Priority routes will be treated during normal working hours, when First Priority routes are clear and icy conditions persist and include:
 - a) All other authorised bus routes including schools and works services
 - b) Other commuter and main feeder routes.
 - c) Main feeder routes
 - d) Roads serving other shopping centres
 - e) Footways in heavily used areas, with particular attention in the vicinity of hospitals, pedestrian crossings, subways, footbridges and bus stops not covered in priority 1.
 - f) Single accesses to villages, hamlets and rural communities, schools and farms.
 - g) Residential roads with special difficulties.

- **Other Routes.**

Other routes will not normally be treated other than in prolonged extreme conditions and only when all First and Second Priority routes are treated, free of snow and ice, and can be maintained in that condition.

Supplementary Salt Bins

22. The use of salt bins may be considered on Second Priority and other routes only, and will be confined to difficult sites i.e., steep gradients, severe bends, road junctions and known trouble spots where surface water run off occurs. Salt heaps may be used on all routes but, bearing in mind the damaging

environmental effects, they should be used sparingly at difficult sites or where regular water flow from verges occurs.

23. In exceptional circumstances the use of salt bins containing grit or a mixture of salt and grit may be considered for difficult footway areas i.e. approaches to footbridges and subways, well used footpaths on steep gradients. Public requests for this service will be considered carefully, bearing in mind the resources available for spreading the grit and the subsequent increased cleansing requirements, and will in any event be subject to the criteria for salt bin provision.
24. Salt bin requests, will be considered through a risk assessment process and assessed in terms of
- i. Proximity of other bins,
 - ii. Number of properties benefiting,
 - iii. Gradients,
 - iv. Bends, Junctions,
 - v. Water runoff,
 - vi. Permanent shade,
 - vii. Benefits to wider community (school, sheltered accommodation etc) this is based on a scoring system to determine if a bin meets the defined criteria and is necessary for the particular location (copy in Appendix 6a).

Consequently, previously agreed locations of salt bins shown in Appendix 6 are subject to review. It should be noted that the Winter Service Policy regarding salt bin provision is based upon need, and only where the criteria given in Appendix 6a are met, will bins be provided. Consequently salt bin locations may change in future years.

SECTION 3 – OPERATIONAL MANAGEMENT

The Duty Officer

25. The Duty Officer plays a pivotal role in winter maintenance operations. The major duties are to:
- i. Administer the Staff Rota system
 - ii. Monitor weather forecasts and liaison with forecaster provided by MeteoGroup
 - iii. Review information pertaining to the weather conditions and forecasts for our neighbouring authorities
 - iv. Analyse data and predictions from the Council's Weather Stations and weather forecast provider to determine appropriate treatment type and timing.
 - v. Completion and distribution of daily action reports
 - vi. Call out Operational Staff
 - vii. Monitor salt stocks

Training

26. All winter maintenance Duty Officers will have undertaken and successfully completed the I.H.E Professional Certificate/Diploma in Winter Service Decision Makers Course and training courses provided by Vaisala, the Council's weather bureau provider, and by forecast provider MeteoGroup.
27. All winter maintenance drivers will have undertaken and successfully completed the Winter Service Operative training course. During the course of the winter

maintenance season any new drivers attending a Winter Service Operative training course or any existing drivers attending a refresher course shall have their updated details entered and held on training records.

Liaison with other Agencies:

28. The duty officer will liaise with the press officer who will be responsible for all communications with the media.
29. Regular e-mail contact between duty officers across the Tees Valley is recommended to share information regarding actions in our respective Boroughs.
 - I. Stockton
 - II. Hartlepool
 - III. Redcar and Cleveland
 - IV. Middlesbrough
 - V. A19 Joint Venture/Sir Robert McAlpine
30. During escalated conditions, this frequency increases informally and close liaison is maintained
31. The council has an inventory of plant and resources available to supplement normal winter maintenance activities available, and will call upon other agencies (Fire, HA etc) as appropriate to further assist where possible

Cross Boundary Agreements

32. Given experiences from severe winters, the critical need for clear and agreed cross boundary agreements has been highlighted. Middlesbrough Council will ensure that cross boundary agreements are in place where the highway network crosses the boundary of neighbouring authorities' adjacent networks to ensure a consistent service that will not leave potentially important sections of either network untreated.

Meteorological Information

33. From 1 October to 30 April weather forecasts are issued daily by Meteogroup, the Council's winter service weather forecast provider. This information is accessed via the Internet and is used by the Duty Officer to assist in the decision making process.

Forecast data will be available: -

By 06:00 hours - Preliminary forecast/morning summary

By 1200 hours 36 hour forecast, 2-10 day outlook, Forecast and site graphs for the Nunthorpe and Prissick weather stations and other forecast stations within the Region.

18:00 hours – evening update to the forecast.

Any amendments as advised through the 24-hour period.

Guidance For Duty Officer

34. Full use must be made of the weather forecast and live data from the Council's weather stations to determine the optimum time to commence pre-salting, bearing in mind the treatment time. The procedure for decision making, taking into account various operational scenarios is given in Appendix 1.
35. Local conditions within the Borough may require the Duty Officer to use previous experience and local knowledge to determine the actions to be taken.
36. Recommended spread rates are given in Appendix 2 Treatment Matrices. All actions to be recorded on the Meteo Roadmaster Website and on Vaisala Roads Manager, the winter service management programme.
37. Under dry weather conditions it may not always be necessary to pre-salt every time that frost is forecast, particularly when there is enough residual salt on the road to deal with the expected conditions. Particular attention must be given to the Ice Prediction system, which gives an indication of residual salinity. Local knowledge however should not be overlooked, and care should be taken to spot treat known wet spots.
38. In the event of frost forecast after rain, re-salting should be delayed until cessation of precipitation, or as long as possible to reduce loss of salt by run off unless freezing conditions coincide with rainfall.
39. Where frost is persistent, further treatment of First Priority routes may be necessary. Salting of Second Priority routes may be carried out during normal working hours provided that First Priority routes are clear, time and resources permitting and that thawing is unlikely before salting can commence.
40. In the event of hoar frost or freezing fog etc., occurring without a forecast and causing the road surface to become icy immediate salting of First Priority routes shall be carried out as soon as the conditions are known unless thawing is likely before salting can begin.
41. When a snow warning is received, the Duty Officer shall instruct drivers to fit ploughs and commence pre-salting Priority One routes.

SECTION 4 – BASIC OPERATIONAL PRINCIPLES (Standard and Escalated response)

Gritting and Salting (Frost & Ice Predicted)

42. Duty Officer analyses forecasts and weather station data to instigate treatment to prevent frost formation.
43. Gritting takes place on Priority 1 routes (Strategic routes into and through the town)

Gritting and Salting (Freezing Rain)

44. Freezing Rain is a relatively rare but hazardous phenomenon in the UK. The definition of freezing rain relates to situations when rain falls through a layer of very cold air in the atmosphere and becomes super-cooled, remaining as a liquid

below the usual freezing temperature. When the rain strikes a surface, including the road surface, it freezes to form glaze ice almost immediately on contact.

45. Where freezing rain is forecast pre-treatment will be carried out, however even with salt on the road the risk of ice formation remains very high. Subject to dynamic risk assessments to confirm that the risk level to operatives is acceptable treatment will continue until such time that the risk of ice forming has passed due to cessation of rainfall or rising road surface temperature.

Snow Conditions (Roads) – PLOUGHING

46. Snow ploughs fitted on receipt of a significant snow warning and pre-salting will be carried out on Priority 1 routes.
47. Treatment starts with salting until snow depths are sufficient to plough.
48. Strategic (Priority 1 routes – 24 hour service) first.
49. 2nd Priority routes ploughed during normal working hours when Priority 1 routes are clear.
50. Other routes should only be treated when Priority 1 and Priority 2 routes are clear.

Snow Conditions (Footpaths) to day 3

51. If the council's labour force cannot undertake their normal duties and further snow is forecast, low key removal of snow from Priority 1 footways serving town centre and other major shopping precincts, major routes to commercial areas and routes to and from transportation centres will commence.

Escalated Response to snow conditions (Footpaths): Day 3 and where conditions are forecast to persist to day 5 and beyond

52. Winter Maintenance Action Team will consider unconditional deployment of appropriate parts of the Council's labour force to snow clearing duties from footways serving town centre shopping precincts, major routes to commercial areas and routes to and from transportation centres if the council's labour force cannot undertake their normal duties.

Escalated Response to snow conditions (Footpaths): Day 5 and where snow conditions are forecast to persist to day 7 and beyond

53. Winter Maintenance Action Team will consider extending deployment of appropriate parts of the Council's labour force to snow clearing duties from footpaths in heavily used areas, such as those near hospitals, pedestrian crossings, subways, footbridges and bus stops if the council's labour force still cannot undertake their normal duties.

Requests from the Emergency Services

54. Where requests for response are received to assist the accessibility of emergency services vehicles, this will always be given high priority.

SECTION 5 – OPERATIONAL DETAILS

Snow Forecast (roads)

55. When a snow warning is received the Duty Officer will instruct that pre-salting should be carried out on 1st Priority routes. Snowploughs are to be fitted on receipt of a significant snow warning or on commencement of snowfall, whichever is the sooner. Pre-salting for snow will be 20g – 40g/sqm.

56. Where snow commences before pre-salting has been carried out or when snowfall has occurred ploughs should be fitted and salting should commence until snow depths are sufficient to plough. Ploughing with simultaneous salting should then commence. This should take place when snow depths exceed 30mm. Simultaneous salting will be at 20g – 40g/sqm.
57. At the direction of the Duty Officer ploughing should be carried out on the basis of “ploughing by lanes”. In the first instance this will generally imply the nearside lane of dual carriageways and full width clearance of single carriageways, with subsequent ploughing of other lanes.
58. Lighter falls may call for ploughing where local drifting has occurred or to remove snow not dispersed by traffic e.g., where traffic is reluctant to use fast lanes or at night when traffic is light.
59. In prolonged snow conditions ploughing of 2nd Priority routes may be carried out during normal working hours provided that 1st Priority routes are clear and can be maintained in that condition, time and resources permit, and thawing is unlikely. Other routes should only be treated when all 1st and 2nd Priority routes are clear.
60. In all ploughing conditions care should be taken wherever possible to ensure that the resulting furrow does not obstruct the flow of water to highway drainage routes.
61. It may be possible to remove deep accumulations of snow or snowdrifts by normal ploughing and the use of other mechanical plant may be necessary. In this event the teeth of excavator buckets must be removed before commencing work.

Roads - Snow removal by Ploughing

62. Where snow removal by ploughing or other means is necessary the same defined priorities and times of working will be observed.

Footways and Footpaths – Snow Removal: General Principles

63. Removal of snow from footways will be undertaken by labour normally employed on the highway in their day-to-day activities when they cannot undertake their normal duties. No other personnel should be used unless conditions are severe and prior approval is obtained from the Duty Officer. Activities shall normally be confined to those areas defined in Appendix 5
- I. Footways serving town centre and other major shopping precincts
 - II. Major routes to commercial areas
 - III. Routes to and from transportation centres
 - IV. Areas defined in Appendix 6a in exceptional circumstances and if approved by the Head of Service
64. Wherever possible hand operated mechanical plant should be used to assist in clearance of the maximum area in the shortest time. Cleared snow should either be removed from site or stockpiled such that melt water flows away from the cleared footpath and no obstruction is caused to highway drainage. Wherever possible cleared footways should be allowed to dry naturally without the addition of salt. Hand application of salt is extremely wasteful and should only be used sparingly as a last resort. Arrangements should be made to keep drains and drainage channels clear to deal with floodwater in the event of a rapid thaw.

Escalation of Response

65. Where snow conditions continue into a third day and are forecast to continue beyond 5 days, an escalated response will be considered by Heads of Service.
66. The Council will not normally have other personnel that can be used for snow clearance duties unless conditions are severe. If an escalated response is invoked however at day 3 by the relevant Head of Service, footpath snow clearance will commence with Priority One footways as scheduled in appendix 3a. Thereafter, resource permitting clearing will commence on Priority 2 footways.
67. At day 5, consideration will be given by the Heads of Service to unconditionally deploy appropriate parts of the Council's labour force to snow clearing duties and resource permitting, clearing will commence on Priority 2 footways as given in Appendix 5.
68. Where an escalated response is expected, the Duty Officer is delegated to hire in additional plant and/or machinery as required to assist with snow clearing, up to and including the hire of 3 JCB's and Tipper Wagons.
69. Salt spreading rates will be revised to conserve salt reserves
70. If the Government initiated Salt Cell is invoked and subsequently determines supply of salt and/or recommends reduced usage, temporary arrangements to the treatment matrix will be put in place to conserve salt reserves.

Vehicles, Plant and Materials

71. All Winter Maintenance vehicles and equipment will be serviced and calibrated before 1 October each year. All personnel will be fully briefed in operational practices at the start of the callout season.
72. Vehicle fleet maintenance arrangements are reviewed as part of the operational planning to ensure that maintenance schedules reflect the priority of the winter maintenance fleet through planned programmes, adequacy of stocks of spares and standby manning for out of hours repairs.

Rates of Spread

73. Salt will melt ice and snow at temperatures as low as -15°C , but below -7°C the amount needed becomes environmentally and economically undesirable. A number of factors must be considered when calculating optimum rates of spread and these will be made at planning level. Factors including salt condition, spreader performance, expected traffic levels, precipitation, wind speed and residual salt all need to be considered prior to a spread rate decision being made. As a preliminary guide salt should be applied at the rates shown in Appendix 2 in accordance with guidelines set out in the National Winter Service Research Group document Spread Rates for Precautionary Salting.
74. Use of salt alone to treat hard packed snow and ice must be done with caution as in low temperatures it can result in an uneven and slippery surface. In these exceptional circumstances, a single size abrasive aggregate should be applied either separately or mixed with the salt. This application is purely to assist traction

and does nothing to clear snow and ice. Its use should be discounted as soon as possible to avoid blocking of gullies and drains on thawing.

Vehicle Tracking

75. Gritting vehicles are fitted with global positioning system (GPS) tracking devices. The system provides management information to substantiate the Authority's compliance with Section 41 of the amended Highways Act and provide detailed information for future route planning.

Salt

76. All salt for highway purposes will be purchased by the Council and will remain the property of the Council. In the interests of safety and security no salt shall be sold from stockpile sources to any individuals.

77. Salt will be tested by the Tees Valley Joint Authority Laboratory at both the start of the winter season and midway through the season to determine compliance with optimum moisture and fines content. The results of these tests will be factored in when determining spread rates for treatment.

78. Salt shall be kept as dry as possible and all salt used for gritting is stored under cover at the Cargo Fleet Lane Depot.

79. All gritting routes have been designed to originate from Cargo Fleet Lane Depot where salt stocks are held.

80. Staff must ensure at all times during out of hours working that the premises, grounds, plant and materials are kept secure and unauthorised personnel are not allowed to enter.

81. In accordance with recommendations on winter resilience for Highway Authorities provided within the Quarmby Report of 2010 Middlesbrough Council will ensure that pre-season salt stock will provide a minimum of 12 days/48 grit runs (assuming each run at 20g/m²). Furthermore Middlesbrough Council, in accordance with UKRLG recommendations, will maintain a minimum of 6 days/36 grit runs (assuming each run at 20g/m²) during the core winter period between 1st December to 27th February.

SECTION 6 – MANAGEMENT INFORMATION

Administration

82. The Winter Maintenance Manager shall maintain sufficient records to enable:

- I. A detailed check of salt in stock at any time.
- II. Handling of third party insurance claims.
- III. The records content and format will include the following: -
- IV. Weather Reports
- V. Action taken
- VI. Routes pre/post treated
- VII. Drivers Record sheets
- VIII. Hours worked
- IX. Salt usage

83. The records will be retained for a minimum of five years.

Performance Monitoring

84. The Council is required to monitor its performance on Winter Maintenance as part of its overall Highway Maintenance function. As well as determining local indicators, the Council intends to participate in the APSE Winter Maintenance Benchmarking Programme to enable a self-assessment of performance to take place.
85. Furthermore as part of the annual National Highways and Transportation public satisfaction survey to which the Council subscribes there are two KPI's, HMBI 17 and HMBI18 for winter maintenance which report on satisfaction for both undertaking of cold weather gritting and also provision of information on gritting.
86. Current national average for HMBI17 is 58% - MBC is 57%, current national average for HMBI18 is 54% - MBC is 42%.

APPENDIX 1

**Decision Making Procedure
For Guidance Only
Winter Service Plan 2019/2020**

		Predicted Road Conditions		
Road Surface Temperature	Precipitation etc.	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
Expected to fall below 1°C	No rain No hoar frost No fog		Salt Before Frost (See note B)	
	Expected hoar frost Expected fog			
	Expected rain BEFORE freezing	Salt after rain stops		
	Expected rain DURING freezing	Salt before frost and after rain stops (see note C)		
	Possible rain Possible hoar frost Possible fog	Salt before frost	Monitor weather conditions	
Expected snow		Salt before snow fall		
Freezing Rain	Before rain	Salt before rainfall (see note C)		
	During rain	Salt during rainfall (see note C)		
	After rain	Salt after rainfall (see note C)		
<i>The decision to undertake precautionary treatments should, if appropriate, be adjusted to take account of residual salt or surface moisture.</i>				

- A. Particular attention should be given to any possibility of water running across carriageways and such locations should be monitored and treated as required.
- B. When a weather warning contains reference to expected hoarfrost considerable deposits of frost are likely to occur and close monitoring will be required. Particular attention should be given to the timing of precautionary treatments due to the possibility that salt deposited on a dry road may be dispersed before it can become effective.
- C. Under these circumstances rain will freeze on contact with running surfaces and full pre-treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period.

APPENDIX 2**Treatment Matrix Guide for Precautionary Dry Salting**

Recommended Spread Rates - Dry Salting (g/m²) Treatment Matrix				
Road Surface Temperature (RST) when Frost/Ice Predicted	Spreader Capability			
	Fair		Good	
	Dry/Damp Road	Wet Road	Dry/Damp Road	Wet Road
At or above -1.0°C	8	8	8	8
-1.1°C to -2.0°C	8	11	8	8
-2.1°C to -3.0°C	9	17	8	13
-3.1°C to -4.0°C	12	23	9	17
-4.1°C to -5.0°C	14	28	11	21
-5.1°C to -7.0°C	20	39	15	30
-7.1°C to -10.0°C	27	54	20	40
-10.1°C to -15.0°C	38	75	28	56

APPENDIX 2a

Treatment Matrix Guide for Snow and Ice

Timing of Treatment	Treatment Type
During freezing rain, or when there are minor accumulations of ice	Salt spreading (in accordance with risk assessments)
During snowfall	Ploughing and salt spreading
After snowfall <ul style="list-style-type: none"> • When there is slush on the road • When there is compacted layers of snow and ice 	Ploughing and spreading Salt and abrasive mixtures or just abrasives can be used on compacted layers of snow and ice

Treatments before Snowfall and Freezing Rain	
Weather Conditions	
Light to Moderate/Heavy Snow forecast	Spread: 20-40g/m ² of dry salt
Freezing Rain forecast	Spread: 40 or 2x20g/m ² of dry salt

APPENDIX 2b

Treatments During Snowfall and Freezing Rain		
Plough to remove as much material as possible e.g slush, snow, completed snow Ploughing should be down to the level of the road surface Ploughing should start and, where necessary, be continuous to prevent a build-up of snow As snow melts under the action of salt, keep ploughing to remove slush		
No Ice or Compacted Snow on Surface	Ice or Compacted Snow on Surface	
To provide a debonding layer spread: 20-40g/m ² of dry salt	Is traffic likely to compact subsequent snowfall before further ploughing is possible?	
	Yes	No
	To provide a debonding layer, spread: 20-40g/m ² of dry salt	No de-icer should be spread

De-icer should not be spread alone without abrasives to anything other than a thin layer of ice or compacted snow when snowfall has ceased or future snowfall will be less than 10mm. Applying salt alone to compacted snow and ice can produce dangerously slippery conditions if a weak brine film is formed on top of the ice/snow layer.

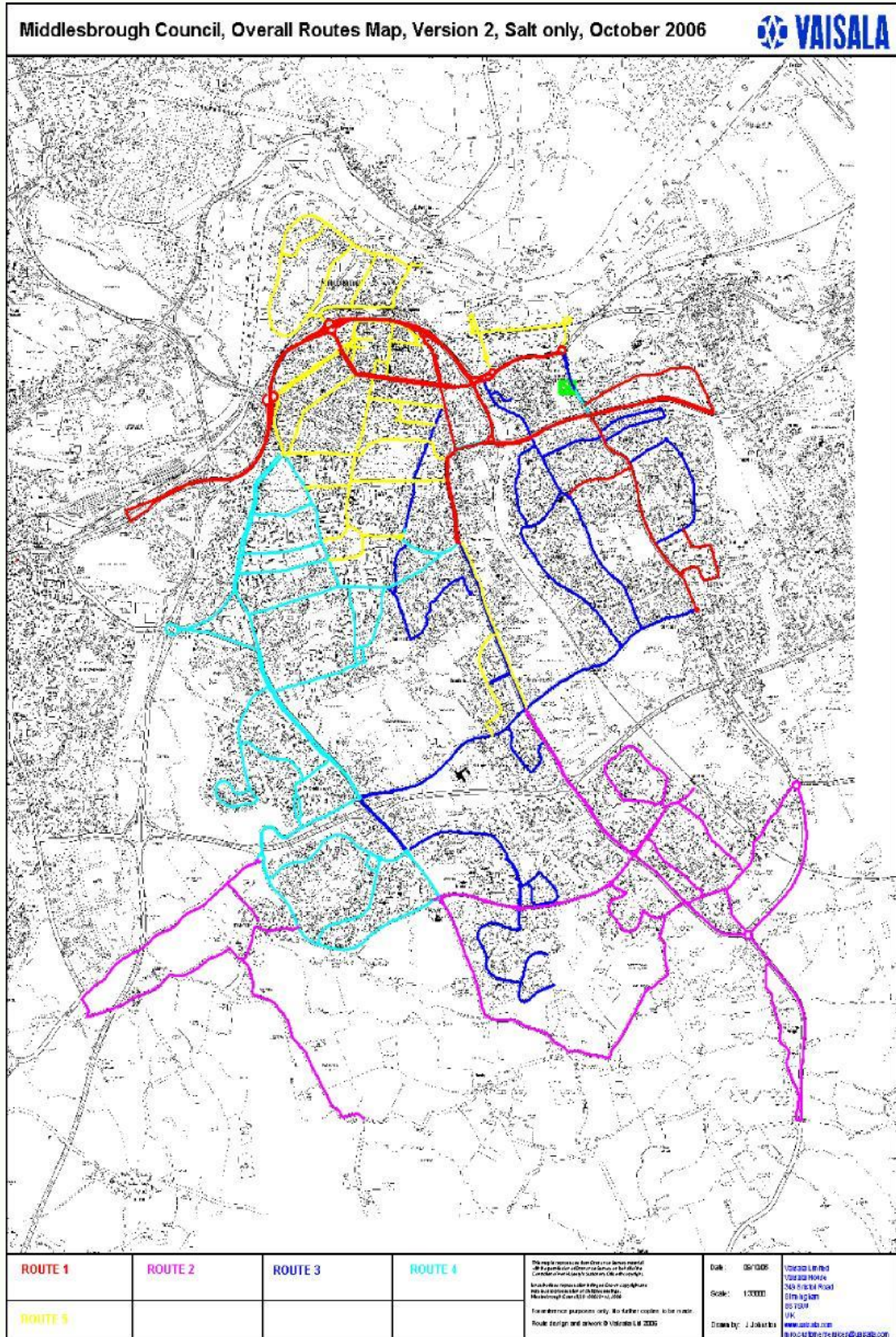
APPENDIX 2c

Treatments for Thin Layers of Ice		
Forecast Weather and Road Surface Conditions		
Lower of air or road surface temperature	Ice or Compacted Snow on Surface	
To provide a debonding layer spread: 20-40g/m ² of dry salt	Is traffic likely to compact subsequent snowfall before further ploughing is possible?	
	Yes	No
	To provide a debonding layer, spread: 20-40g/m ² of dry salt	No de-icer should be spread

Treatments for Layers of Compacted Snow and Ice	
Plough to remove as much material (e.g slush, snow, compacted snow) as possible from the top of the compacted layer	
Medium Layer Thickness (1to 5mm)	High Layer Thickness (greater than 5mm)
For initial treatment spread: <ul style="list-style-type: none"> • 40g/m² of dry salt/abrasive mix (50:50) For successive treatments spread: <ul style="list-style-type: none"> • 20g/m² of dry salt/abrasive mix (50:50) 	For initial treatment spread: <ul style="list-style-type: none"> • 40g/m² of abrasives only For successive treatments spread: <ul style="list-style-type: none"> • 20g/m² of abrasives only After traffic has started breaking up the layer spread: <ul style="list-style-type: none"> • 20g/m² of dry salt/abrasive mix (50:50)

APPENDIX 3

PRIORITY 1- GRITTING ROUTES – HIGHWAY



**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 1**

- TRAVEL** Out of Depot, proceed to A171/A66 r/b
- GRIT** A171/A66 r/b A66 North Ormesby By-pass, Middlesbrough By-pass, Northern Route to A19 footbridge.
- TRAVEL** BEAR LEFT onto Teesside Park Viaduct slip road, TURN RIGHT over A66, TURN RIGHT onto A66 Northern Route eastbound on slip road to re-join main carriageway,
- GRIT** From A19 footbridge BEAR LEFT towards A178/B1722, U-TURN around r/b and take slip road onto A66 westbound
- TRAVEL** A66 Northern Route to A1032/B6541 interchange, BEAR LEFT to roundabout.
- GRIT** Newport slip to Riverside Road turn around at roundabout back to Newport.
- GRIT** STRAIGHT over r/b onto slip road for A66 westbound
- TRAVEL** A66 Northern Route, BEAR LEFT onto Teesside Park Viaduct slip road, TURN RIGHT over A66, TURN RIGHT onto A66 Northern Route eastbound on slip road to re-join main carriageway
- TRAVEL** Slip road onto A66 eastbound, A66 Northern Route to A178/B1272 interchange (on left), STRAIGHT
- GRIT** A66 Middlesbrough By-pass, BEAR LEFT onto A172, TURN LEFT onto A1085 Longlands Road, Trunk Road, TURN LEFT onto Skippers Lane, Sotherby Road to A171 Cargo Fleet Lane junction, TURN LEFT
- TRAVEL** A171 Cargo Fleet Lane to A1085 crossroads, STRAIGHT
- GRIT** A171 Cargo Fleet Lane, TURN LEFT onto Fulbeck Road, including bus turn in, Kenmore Road to The Greenway junction, TURN LEFT
- TRAVEL** The Greenway, TURN LEFT onto A171 Cargo Fleet Lane to Fulbeck Road junction (on left), STRAIGHT
- GRIT** A171 Cargo Fleet Lane to B1380 Normanby Road r/b, TURN RIGHT

(Continued...)

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 1 (Continued)**

- TRAVEL** B1380 High Street, TURN RIGHT onto Ormesby Road including Slip Road to Homerton Road junction, TURN RIGHT
- GRIT** Homerton Road to A171 Cargo Fleet Lane junction, TURN LEFT
- TRAVEL** A171 Cargo Fleet Lane, TURN RIGHT onto Sotherby Road, Skippers Lane to A1085 Trunk Road junction, TURN RIGHT
- GRIT** A1085 Trunk Road, Longlands Road, follow LEFT onto A172 Marton Road to Belle Vue Grove r/b, U-TURN and return along A172 Marton Road, TURN LEFT at Longlands Road r/b onto Marton Road, TURN RIGHT onto Borough Road to A66 r/b, U-TURN and return along Borough Road, follow STRAIGHT onto B1272 Borough Road, Hartington Road to A66 r/b, U-TURN and return along B1272 Hartington Road, Borough Road, follow STRAIGHT onto Borough Road, TURN LEFT onto Marton Road to A66 r/b, U-TURN and return along Marton Road to Borough Road crossroads, TURN RIGHT
- TRAVEL** Borough Road, follow STRAIGHT onto B1272 Borough Road, Hartington Road to slip road onto A66 westbound, TURN LEFT
- GRIT** Slip road onto A66, JOIN CARRIAGEWAY
- TRAVEL** A66 Northern Route to B6541/A1032 interchange, BEAR LEFT to r/b, U-TURN, (**GRIT** r/b) onto A66 eastbound, Northern Route, Middleborough By-pass to Marton Road interchange, BEAR LEFT
- GRIT** Slip road off, STRAIGHT over r/b and take slip road onto A66 eastbound
- TRAVEL** A66 Middlesbrough By-pass, BEAR LEFT onto A172 to A1085 Longlands Road r/b, U-TURN
- GRIT** A172 to A66, join carriageway
- TRAVEL** A66 Middlesbrough By-pass to Marton Road interchange, BEAR LEFT
- GRIT** Slip road off, STRAIGHT over r/b and take slip road onto A66 West bound.

(Continued...)

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 1 (Continued)**

TRAVEL A66 Middlesbrough By-pass to A178/B1272 interchange,
BEAR LEFT.

GRIT Slip road off, U-TURN around r/b and take slip road onto A66
East bound.

TRAVEL A66 Middlesbrough By-pass to Borough Road r/b, STRAIGHT

GRIT A66 North Ormesby By-pass to A171 Cargo Fleet Way r/b.

END OF ROUTE

Return to Depot

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 2**

- TRAVEL** Out of depot, proceed to A172 Marton Road/A172 Stokesley Road/B1380 Ladgate Lane crossroads
- GRIT** A172 Stokesley Road, Dixons Bank, TURN LEFT onto Stainton Way, TURN LEFT onto Gypsy Lane, follow RIGHT onto Cypress Road, TURN LEFT onto Gypsy Lane back to Cypress Road junction (on left), TURN RIGHT
- TRAVEL** Gypsy Lane to Stainton Way junction, TURN RIGHT
- GRIT** Stainton Way, TURN LEFT onto A172 Dixons Bank, TURN LEFT onto Guisborough Road, TURN RIGHT onto Stokesley Road, STRAIGHT over A172/A1043 TURN LEFT into Church Lane Old Nunthorpe TURN LEFT back onto A172 Stokesley Road, TURN RIGHT at B1292 crossroads onto Old Stokesley Road back to A172 Stokesley Road r/b, TURN LEFT
- TRAVEL** A172 Stokesley Road to A1043 r/b, TURN LEFT
- GRIT** A172 Dixons Bank to Guisborough Road junction, TURN RIGHT
- TRAVEL** Guisborough Road to Stokesley Road junction (on right), STRAIGHT
- GRIT** Guisborough Road, TURN RIGHT onto A1043 Nunthorpe Bypass to Stokesley Road r/b, TURN RIGHT
- TRAVEL** Stokesley Road, TURN RIGHT onto Guisborough Road to The Avenue, TURN LEFT
- GRIT** The Avenue, TURN RIGHT onto Gypsy Lane to level crossing, U-TURN
- TRAVEL** Gypsy Lane to The Avenue junction (on left), STRAIGHT
- GRIT** Gypsy Lane to Stainton Way junction, STRAIGHT
- TRAVEL** Stainton Way to Mallowdale junction, TURN LEFT
- GRIT** Mallowdale, TURN LEFT onto Clevegate, RIGHT into Chandlers Ridge loop passed school TURN LEFT onto Clevegate to Guisborough Road junction, TURN RIGHT
- TRAVEL** Guisborough Road to A172 Dixons Bank junction, TURN RIGHT
- GRIT** A172 Dixons Bank, TURN LEFT onto Stainton Way, TURN LEFT onto The Fairway, follow RIGHT onto Turnberry Way, follow RIGHT onto Fulford Way, TURN RIGHT onto Brass Castle Lane,

TURN RIGHT onto B1365 Stokesley Road to Stainton Way r/b,
TURN LEFT. **(Continued...)**

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 2 (Continued)**

- TRAVEL** Stainton Way to Hemlington Road junction, TURN LEFT
- GRIT** Hemlington Road, TURN LEFT onto Thornton Road, TURN LEFT onto Seamer Road to Newby Lane junction, U-TURN
- TRAVEL** Seamer Road to Thornton Road junction (on right), STRAIGHT
- GRIT** Maltby Road, High Lane, TURN RIGHT onto Class III towards A1044, TURN RIGHT onto A1044 Low Lane, follow onto B1380 Low Lane, TURN RIGHT onto Strait Lane to Meldyke Lane junction, U-TURN
- TRAVEL** Strait Lane back to B1380 Low Lane junction, TURN RIGHT
- GRIT** B1380 Low Lane to Stainton Way junction, TURN RIGHT
- TRAVEL** Stainton Way to B1365 r/b, STRAIGHT (NB **GRIT** large splitter onto r/b)
- GRIT** Stainton Way to The Fairway r/b, STRAIGHT
- TRAVEL** Stainton Way, TURN RIGHT at r/b onto A172 Dixons Bank to Brass Castle Lane junction, TURN RIGHT
- GRIT** Brass Castle Lane to Fulford Way junction, STRAIGHT
- TRAVEL** Fulford Way, follow LEFT onto Turnberry Way, follow LEFT onto The Fairway, TURN RIGHT onto Stainton Way to A172 Dixons Bank r/b, TURN LEFT
- GRIT** A172 Dixons Bank, Stokesley Road to B1380 Ladgate Lane Crossroads.

END OF ROUTE

Return to Depot

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 3**

- TRAVEL** Out of Depot, proceed to A171 Cargo Fleet Lane junction
- GRIT** A171 Cargo Fleet Lane to A66 North Ormesby By-pass r/b,
TURN LEFT
- TRAVEL** A66 North Ormesby By-pass, TURN LEFT onto Borough Road to
West Terrace junction, TURN LEFT
- GRIT** West Terrace, Westbourne Grove to Kings Road junction, TURN
LEFT.
- GRIT** Kings Road to Cromwell Street junction, TURN LEFT.
- GRIT** Cromwell Street to Westbourne Grove junction, TURN LEFT.
- TRAVEL** Westbourne Road to Kings Road junction, TURN RIGHT.
- GRIT** Kings Road, STRAIGHT over A1085 crossroads onto Ormesby
Road, TURN RIGHT onto Crossfell Road, TURN RIGHT onto
Ingram Road to Ormesby Road junction, TURN RIGHT
- TRAVEL** Ormesby Road to Crossfell Road junction (on right), STRAIGHT
- GRIT** Homerton Road TURN LEFT into Parklands TURN RIGHT at
Homerton Road, TURN LEFT onto Ormesby Road TURN LEFT
onto B1380 Ladgate Lane to A171 Fleet Lane r/b, U-TURN
- TRAVEL** B1380 Ladgate Lane to Ormesby Road junction (on right),
STRAIGHT
- GRIT** B1380 Ladgate Lane, TURN RIGHT onto Overdale Road, TURN
RIGHT onto Crossfell Road to Ingram Road junction, TURN
LEFT
- TRAVEL** Ingram Road, TURN RIGHT onto Ormesby Road to Cranmore
Road junction, TURN LEFT
- GRIT** Cranmore Road to A171 Cargo Fleet Lane junction, TURN LEFT
- TRAVEL** A171 Cargo Fleet Lane to Pallister Avenue junction, TURN
RIGHT
- GRIT** Pallister Avenue, TURN RIGHT onto Millbrook Avenue, TURN
RIGHT onto Marshall Avenue to A171 Cargo Fleet Lane junction,
TURN LEFT
- TRAVEL** A171 Cargo Fleet Lane to College Road junction, TURN LEFT

(Continued...)

DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 3 (Continued)

- GRIT** College Road, TURN RIGHT onto The Greenway to A171 Cargo Fleet Lane junction, TURN LEFT
- TRAVEL** A171 Cargo Fleet Lane, TURN RIGHT onto B1380 High Street, Ladgate Lane to Overdale Road (on right), STRAIGHT
- GRIT** B1380 Ladgate Lane, STRAIGHT over A172 Marton Road junction and continue along B1380 Ladgate Lane, TURN LEFT onto A1032 Hemlington Lane, TURN LEFT onto Newham Way, RIGHT ON THE ROUNDABOUT onto Dalby Way TURN RIGHT onto Bus Lane Loop and TURN RIGHT at Roundabout back onto Newham Way, TURN LEFT onto Gunnergate Lane, TURN LEFT onto Gunnergate Lane, TURN LEFT onto Gunnergate Lane Travel back down Gunnergate Lane back to Gunnergate Lane junction with Newham Way.
- TRAVEL** Gunnergate to Newham Way junction, TURN LEFT
- GRIT** Newham Way, Lingfield Way, TURN RIGHT onto Coulby Farm Way, TURN LEFT onto Mount Pleasant Way to Bonnygrove Way r/b, U-TURN
- TRAVEL** Mount Pleasant Way to Coulby Farm Way r/b, STRAIGHT
- GRIT** Rye Hill Way to end, U-TURN
- TRAVEL** Rye Hill Way, TURN LEFT onto Coulby Farm Way, TURN LEFT onto Lingfield Way to start of wide/dual carriageway section, STRAIGHT
- GRIT** Lingfield Way, Newham Way to Bickley Way r/b, STRAIGHT
- TRAVEL** Newham Way to B1365 Hemlington Lane r/b, TURN RIGHT (GRITTING wide splitter to r/b as required)
- GRIT** B1365 Hemlington Lane, TURN RIGHT onto B1380 Ladgate Lane to Latts Lane r/b, STRAIGHT
- TRAVEL** B1380 Ladgate Lane to The Derby junction, TURN RIGHT (LOOP triangulated junction and **GRIT** as required)
- GRIT** The Derby, Gainsborough Road to A172 Stokesley Road junction, TURN LEFT
- TRAVEL** A172 Stokesley Road to B1380 Ladgate Lane crossroads, STRAIGHT

(Continued...)**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 3 (Continued)**

- GRIT** A172 Marton Road, TURN LEFT onto Broughton Avenue to Broadwell Road junction, U-TURN and return along Broughton Avenue, TURN LEFT onto A172 Marton Road to Marton Burn Road r/b, U-TURN
- TRAVEL** A172 Marton Road, TURN RIGHT onto Marton Way to Cavendish Road r/b, TURN RIGHT
- GRIT** Cavendish Road, TURN LEFT onto Grassington Road, follow LEFT onto Fremantle Crescent, follow LEFT onto Sunningdale Road, TURN LEFT onto Saltersgill Avenue, to the School, RETURN down Saltersgill Avenue TURN LEFT onto Holmwood Avenue to end of current treatment, U-TURN.
- TRAVEL** Holmwood Avenue to Hollyhurst Avenue junction, TURN LEFT
- GRIT** Hollyhurst Avenue, STRAIGHT over Keith Road onto The Vale to Marton Burn Road junction, TURN LEFT
- TRAVEL** Marton Burn Road to Valley Road r/b, TURN RIGHT
- GRIT** Valley Road, Park Vale Road to Southfield Road junction, TURN RIGHT
- TRAVEL** Southfield Road, immediately TURN LEFT onto Marton Road, TURN RIGHT onto Borough Road, TURN RIGHT onto A66 North Ormesby By-pass to A171 Cargo Fleet Lane r/b, TURN RIGHT
- GRIT** A171 Cargo Fleet Lane to South Bank Road r/b.
- END OF ROUTE**
- Return to Depot**

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 4**

Out of depot, proceed to A171 Cargo Fleet Lane junction

- GRIT** A171 Cargo Fleet Lane to A1085 Longlands Road junction, TURN RIGHT
- TRAVEL** A1085 Longlands Road, follow LEFT onto A172 Marton Road, TURN RIGHT onto Park Road South, TURN LEFT onto Valley Road to Bishopton Road r/b, STRAIGHT/LEFT
- GRIT** Marton Burn Road, TURN RIGHT onto Keith Road, Emerson Avenue, TURN RIGHT onto Roman Road, Ayresome Green Lane, TURN LEFT onto A1032 Acklam Road, TURN RIGHT onto B1380 Low Lane, TURN LEFT onto Stainton Way, TURN LEFT onto Cass House Road, TURN RIGHT Aviemore Road TURN LEFT onto Stainton Way, TURN LEFT onto Hemlington Lane TURN LEFT onto Viewley Hill Avenue, TURN LEFT onto Casshouse Road/Aviemore Road junction U-TURN back to Viewley Hill Avenue TURN RIGHT onto A1365 Hemlington Lane to Stainton Way **GRITTING** wide sections as required.
- TRAVEL** TURN LEFT onto Stainton Way TURN LEFT onto Dalby Way Straight over to the Roundabout
- GRIT** TURN RIGHT into Car Park
- TRAVEL** TURN LEFT out of Car park, LEFT at the r/b on Dalby Way
- GRIT** TURN LEFT into Car Park
- TRAVEL** TURN RIGHT out of Car Park onto Dalby Way, TURN LEFT at the Roundabout onto Stainton Way roundabout, TURN RIGHT onto Stainton Way to Hemlington Lane Roundabout (B1365)
- GRIT** B1365 Hemlington Lane to Stainton Way r/b, TURN RIGHT
- GRIT** Stainton Way to Cass House Road junction, TURN RIGHT
- TRAVEL** Cass House Road to Hemlington Hall Road r/b, TURN LEFT
- GRIT** Hemlington Hall Road, TURN LEFT onto Viewley Centre Road to Cass House Road junction, TURN LEFT
- TRAVEL** Cass House Road, TURN LEFT onto Hemlington Hall Road to Viewley Centre Road junction (on left), STRAIGHT
- GRIT** Hemlington Hall Road, TURN RIGHT onto Stainton Way, STRAIGHT over A174 r/b onto B1380 Low Lane to end of dual carriageway section, STRAIGHT

(Continued...)

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 4 (Continued)**

- TRAVEL** B1380 Low Lane to Lincombe Drive junction, TURN LEFT
- GRIT** Lincombe Drive onto The Oval, LOOP around The Oval and return to Lincombe Drive
- TRAVEL** Lincombe Drive, TURN LEFT onto B1380 Low Lane to A1032 Acklam Road r/b, TURN LEFT
- GRIT** A1032 Acklam Road, TURN LEFT onto A1130 Mandale Road, U-TURN around A19 r/b and return along A1130 dual carriageway section, STRAIGHT/ LEFT at r/b onto A1130 Levick Crescent, TURN LEFT onto A1032 Acklam Road to Ayresome Green Lane junction, TURN RIGHT
- TRAVEL** Ayresome Green Lane, Roman Road to Burlam Road junction, TURN RIGHT
- GRIT** Burlam Road to A1032 Acklam Road junction, TURN LEFT
- TRAVEL** A1032 Acklam Road to Oxford Road junction, TURN LEFT
- GRIT** Oxford Road to Roman Road crossroads, TURN RIGHT
- TRAVEL** Roman Road to Cambridge Road crossroads, TURN RIGHT
- GRIT** Cambridge Road to A1032 Acklam Road junction, TURN LEFT
- TRAVEL** A1032 Acklam Road to Green Lane junction, TURN RIGHT
- GRIT** Croft Avenue to Levick Crescent U-Turn back along Croft Avenue to Acklam Road Junction, STRAIGHT OVER to Green Lane to Roman Road crossroads, STRAIGHT.
- TRAVEL** Emerson Avenue to Tollesby Road junction, TURN RIGHT
- GRIT** Tollesby Road to Glendale Road junction, TURN LEFT
- TRAVEL** Glendale Road to Cawood Drive junction, TURN RIGHT
- GRIT** Cawood Drive, TURN RIGHT onto Hall Drive, TURN RIGHT and then immediately LEFT over A1032 Acklam Road onto Trimdon Avenue, TURN RIGHT onto Baldoon Sands (2nd entrance) and LOOP back to Trimdon Avenue junction, TURN LEFT
- TRAVEL** Trimdon Avenue to Earlsdon Avenue junction, TURN RIGHT
- GRIT** Earlsdon Avenue, TURN RIGHT onto Malvern Drive, TURN LEFT onto Meadfoot Drive to The Oval junction, TURN LEFT

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 4 (Continued)**

TRAVEL LOOP around The Oval, TURN RIGHT onto Meadfoot Drive, TURN RIGHT onto Malvern Drive to Earlsdon Avenue junction (on left), STRAIGHT

GRIT Malvern Drive to A1032 Acklam Road junction, TURN LEFT

TRAVEL A1032 Acklam Road, TURN RIGHT onto Hall Drive to Rievaulx Drive junction, TURN LEFT

GRIT Rievaulx Drive to Tollesby Road junction (on left), STRAIGHT

TRAVEL Glendale Road to Cawood Drive junction (on right), STRAIGHT

GRIT Glendale Road to Keith Road junction, TURN RIGHT

TRAVEL Keith Road to Marton Burn Road junction (on left), STRAIGHT

GRIT Marton Burn Road to A172 Marton Road r/b, TURN LEFT

TRAVEL A172 Marton Road to Longlands Road r/b, STRAIGHT

GRIT A172 Longlands Road to A1085/A172 r/b.

END OF ROUTE

Return to Depot

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 5**

- TRAVEL** Out of depot, proceed to A66/B1513 r/b
- GRIT** B1513 Cargo Fleet Lane over A65 onto Works Road, TURN RIGHT at Dockside Road r/b, The Leeway, CONTINUE onto Windward Way TURN RIGHT onto Dock Street TURN LEFT onto Commercial Street TURN LEFT onto Durham Street TURN LEFT onto Lower East Street back onto Windward Way TURN LEFT onto Halyard Way, TURN RIGHT onto Shepherdson Way, Moor Road to A66 r/b, TURN RIGHT
- TRAVEL** A66 Middlesbrough By-pass, BEAR LEFT at Marton Road interchange to r/b, take 2nd exit onto Wilson Street
- GRIT** Wilson Street, TURN LEFT onto Newport Road, Corporation Road to Newport Crescent junction, TURN RIGHT
- TRAVEL** Newport Crescent to Gilkes Street junction, U-TURN and return along Newport Crescent, TURN LEFT onto Corporation Road, Newport Road to Wilson Street junction, TURN LEFT
- GRIT** Wilson Street, Newport Road, STRAIGHT over B1272 crossroads onto B6541 Newport Road, TURN LEFT onto A1032 Heywood Street, Ayresome Green Lane, TURN LEFT onto Ayresome Street, immediately TURN LEFT onto Longford Street, STRAIGHT over Paliament Road onto Union Street to B1272 Borough Road junction, TURN RIGHT
- TRAVEL** B1272 Borough Road to B1272 Linthorpe Road junction, TURN RIGHT
- GRIT** B1272 Linthorpe Road, TURN LEFT onto Park Road North, STRAIGHT onto Clairville Road to A172 Marton Road junction, TURN LEFT
- TRAVEL** A172 Marton Road, TURN LEFT onto Marton Road to Southfield Road junction, TURN LEFT
- GRIT** Southfield Road, TURN LEFT onto Woodlands Road, TURN RIGHT onto Waterloo Road to end, U-TURN
- TRAVEL** Waterloo Road to Woodlands Road crossroads, STRAIGHT
- GRIT** Waterloo Road to Park Vale Road junction, TURN LEFT
- TRAVEL** Park Vale Road to Southfield Road, TURN LEFT to Woodlands Road junction (on left), STRAIGHT

(Continued...)

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 5 (Continued)**

GRIT	Southfield Road to B1272 Linthorpe Road junction, TURN LEFT
TRAVEL	B1272 Linthorpe Road to Ayresome Street junction (on right), STRAIGHT
GRIT	Linthorpe Road, The Avenue, Orchard Road to Roman Road junction, TURN RIGHT
TRAVEL	Roman Road to The Crescent junction, TURN RIGHT
GRIT	The Crescent to The Avenue junction, TURN RIGHT
TRAVEL	The Avenue to Eastbourne Road junction, TURN LEFT
GRIT	Eastbourne Road to Marton Burn Road r/b, STRAIGHT
TRAVEL	Marton Burn Road, TURN LEFT onto Marton Burn Road to A172 r/b, TURN RIGHT
GRIT	A172 Marton Road to B1380 Ladgate Lane junction, TURN RIGHT
TRAVEL	B1380 Ladgate Lane to Saltersgill Avenue junction, TURN RIGHT
GRIT	Saltersgill Avenue, TURN RIGHT onto Broadwell Road to A172 Marton Road junction, TURN LEFT
TRAVEL	A172 Marton Road to Hospital Entrance
GRIT	Hospital Site
TRAVEL	Exit Hopital Site TURN RIGHT onto A172 Marton Road to Park Road South junction, TURN LEFT
GRIT	Park Road South to Linthorpe Road junction, TURN LEFT
TRAVEL	Linthorpe Road to St. Barnabas Road junction, TURN RIGHT
GRIT	St. Barnabas Road to Ayresome Green Lane junction, TURN RIGHT
TRAVEL	Ayresome Green Lane to Ayersome Street junction, TURN RIGHT
GRIT	Ayresome Street to Linthorpe Road junction, TURN RIGHT
TRAVEL	Linthorpe Road, TURN RIGHT into St. Barnabas Road, TURN RIGHT onto Ayresome Green Lane to Ayresome Street junction, TURN LEFT
GRIT	Ayresome Street, TURN RIGHT A1032 Ayresome Green Lane, Heywood Street to A66 r/b, TURN RIGHT

(Continued...)

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 5 (Continued)**

- TRAVEL** A66 r/b to B6541 Newport Road junction
- GRIT** B6541 Newport Road to B1272 Hartington Road junction, TURN LEFT
- TRAVEL** B1272 Hartington Road to A66 r/b, STRAIGHT
- GRIT** A178 North Road, TURN LEFT onto Metz Bridge Road, TURN LEFT onto Riverside Park Road, TURN RIGHT into second entrance to Startforth Road to Riverside Park Road junction, TURN RIGHT
- TRAVEL** Riverside Park Road to Startforth Road junction (on right), STRAIGHT
- GRIT** Riverside Park Road, TURN RIGHT onto Snowdon Road, to A178 North Road TURN RIGHT
- TRAVEL** A178 North Road, TURN RIGHT onto Metz Bridge Road to Forty Foot Road TURN RIGHT
- GRIT** Forty Foot Road to Riverside Park Road TURN RIGHT
- TRAVEL** Riverside Park Road to Snowdon Road r/b STRAIGHT
- GRIT** Vulcan Street TURN LEFT onto A178 Ferry Road to Transporter Bridge, U-TURN
- TRAVEL** A178 Ferry Road to Vulcan Street (on right), STRAIGHT
- GRIT** A178 Ferry Road, Durham Street, Cleveland Street, Queens Square, Bridge Street West, North Road to A66 r/b, STRAIGHT
- TRAVEL** B1272 Hartington Road to B6541 Newport Road T/Ls, STRAIGHT to Bus Lane, TURN LEFT
- GRIT** Bus Lane, TURN LEFT onto Brentnall Street to Bus Station, **GRIT** Bus Station Upper and Lower Decks and return to Hartington Road junction, TURN RIGHT
- TRAVEL** Hartington Road to Newport Road junction, TURN RIGHT
- GRIT** Newport Road, Wilson Street to end of dual carriageway section

(Continued...)

**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 5 (Continued)**

- TRAVEL** Wilson Street to Albert Road junction, TURN RIGHT
- GRIT** Albert Road to B1272 Borough Road junction, TURN RIGHT
- TRAVEL** B1272 Borough Road to Linthorpe Road junction, TURN RIGHT
- GRIT** Linthorpe Road, TURN RIGHT onto Grange Road to Albert Road Junction, TURN LEFT
- TRAVEL** Albert Road to Corporation Road junction, TURN RIGHT
- GRIT** Corporation Road, TURN LEFT onto Watson Street to Wilson Street r/b, U-TURN around r/b and
- GRIT** along dual carriageway section back to Corporation Road, TURN LEFT onto Corporation Road to Beech Street junction, TURN RIGHT
- TRAVEL** Beech Street, TURN RIGHT onto Oak Street, TURN LEFT onto Corporation Road, TURN RIGHT onto Watson Street to Wilson Street r/b, TURN RIGHT
- GRIT** Wilson Street dual carriageway section to A66 r/b.

END OF ROUTE

Return to Depot

APPENDIX 3A**PRIORITY ONE FOOTPATH & FOOTWAY GRITTING**

Footways:

1. Linthorpe precinct – Corporation Rd
2. Linthorpe Precinct – Linthorpe Rd
3. Zetland Place – underpass and approach to Railway Station
4. Bus Station - Entrances and approaches
5. Town Hall – Albert Rd approach
6. Town Hall – Corporation Rd approach
7. Corporation Rd – Footpaths in front of Vancouver House
8. Corporation Rd – Footpaths in front of Teesside Crown Court
9. Boulevard – Area around Town Hall and Municipal Buildings
10. Gilkes Street – Newport Crescent.
11. Town Centre Car Parks and link footpaths

APPENDIX 4**PRIORITY TWO GRITTING ROUTES****DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 1**FROM CARGO FLEET LANE DEPOT

- TRAVEL** Via A66 to North Ormesby Roundabout TURN RIGHT
- GRIT** Moor Road, Marsh Road, Cargo Fleet Road, Heath Road
- Travel** Back to A66
- Travel** Borough Road, West Terrace, Cromwell Street, North Ormesby
TURN LEFT
- GRIT** James Street, North Ormesby U-TURN
- Travel** Kings Road TURN LEFT
- GRIT** Beaumont Road, North Ormesby (U-TURN)
- Travel** Kings Road (TURN LEFT)
- GRIT** Mossman Terrace, North Ormesby (U-TURN THEN LEFT)
- Travel** Kings Road (STRAIGHT)
- Travel** Ormesby Road to Crossfell Road (TURN RIGHT)
- GRIT** Crossfell Road To Westerdale Road (TURN RIGHT)
- GRIT** Westerdale Road (TURN LEFT)
- Travel** Ingram Road (TURN LEFT)
- GRIT** Crossfell Road To Penrith Road (TURN RIGHT)
- GRIT** Penrith Road To Delaware Road (TURN RIGHT)
- GRIT** Delaware Road (TURN RIGHT)
- Travel** Overdale Road (TURN RIGHT)
- GRIT** Amersham Road (STRAIGHT)
- GRIT** Aldridge Road (TURN LEFT)
- Travel** Delamere Road (TURN RIGHT)
- GRIT** Penrith Road (TURN LEFT)
- GRIT** Sandringham Road (TURN LEFT)
- Travel** Ormesby Road to Homerton Road (TURN RIGHT)
- Travel** Homerton Road (TURN RIGHT)
- GRIT** Gribdale Road (TURN RIGHT)

(Continued...)**APPENDIX 4****PRIORITY TWO GRITTING ROUTES****DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 1 (Continued)**

- GRIT** Kimberley Drive/Premier Road To Sulby Avenue (TURN RIGHT)
- GRIT** Sulby Avenue (U-TURN)
- GRIT** Premier Road to Tranmere Road U-TURN at MTLC
- GRIT** Tranmere Road to Cargo Fleet Lane (TURN LEFT)
- Travel** Cargo Fleet Lane to College Road (TURN RIGHT)
- Travel** College Road to The Greenway (TURN RIGHT, THEN LEFT)
- GRIT** Spencerfield Crescent Loop (TURN LEFT)
- Travel** The Greenway, Kenmore Road/Fulbeck Road to Tothill Avenue (TURN LEFT)
- GRIT** Tothill Avenue (U-TURN & TURN LEFT)
- Travel** The Greenway to Stockwith Close (TURN LEFT)
- GRIT** Stockwith Close (U-TURN)
- Travel** Back to Cargo Fleet lane TURN LEFT, STRAIGHT over to the top of Ormesby Bank
- Travel** Swans Corner Roundabout (TURN RIGHT)
- Travel** Guisborough Road to Marton Moor Road (TURN RIGHT AT BEND)
- GRIT** Marton Moor Road (TURN LEFT)
- Travel** To Guisborough Road (TURN RIGHT)
- Travel** Guisborough Road to Clevegate (TURN RIGHT)
- GRIT** Clevegate (TURN RIGHT)
- GRIT** Cookgate (TURN LEFT)

END OF ROUTE**Return To Depot**

PRIORITY TWO GRITTING ROUTES**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 2**

- Travel** Stainton Way (Hemlington)
- GRIT** Hornsea Road (TURN LEFT)
- Travel** Stainton Way to Aviemore Road TURN LEFT
- GRIT** To Axminster Road TURN LEFT
- GRIT** Axminster Road To Avalon Court TURN RIGHT
- TRAVEL** Andover Way TURN LEFT
- GRIT** Andover Way U-TURN
- TRAVEL** Aviemore Road To Cass House Road TURN RIGHT
- Travel** Cass House Road, Viewley Hill Avenue, Newham Way to Manor Farm Way (TURN RIGHT)
- GRIT** Manor Farm Way To Coulby Newham School (U-TURN)
- GRIT** Manor Farm Way To Hollowfield Square Loop (TURN LEFT)
- GRIT** Hollowfield Loop To Manor Farm Way (TURN LEFT)
- GRIT** Manor Farm Way To Newham Way (TURN RIGHT)
- Travel** Newham Way to Dalby Way (TURN RIGHT)
- GRIT** Dalby Way Including Loop To Stainton Way TURN LEFT
- Travel** Stainton Way, Lingfield Ash, Coulby Farm Way to The Garth TURN LEFT
- GRIT** The Garth To School Access (U-TURN)
- Travel** Back to Gunnergate Lane (TURN RIGHT)
- GRIT** Gunnergate Lane (From Bus Loop To Stokesley Road (TURN RIGHT)
- Travel** To Grange Crescent (TURN RIGHT)
- GRIT** Grange Crescent To Knaresborough Avenue (TURN LEFT)
- GRIT** Knaresborough Avenue To Buxton Avenue (TURN LEFT)
- GRIT** Buxton Avenue To Matlock Avenue
- Travel** Back to Stokesley Road (TURN LEFT) **(Continued...)**

PRIORITY TWO GRITTING ROUTES

DEPOT: CARGO FLEET LANE

ROUTE NUMBER: 2 (Continued)

Travel Stokesley Road/Marton Road to Broughton Avenue (TURN LEFT)

Travel Broughton Avenue (TURN LEFT)

Travel Broadwell Road to Darnton Drive (TURN RIGHT)

GRIT Darnton Drive To Erith Grove (TURN LEFT)

GRIT Erith Grove (U-TURN)

END OF ROUTE

RETURN TO DEPOT

PRIORITY TWO GRITTING ROUTES**DEPOT: CARGO FLEET LANE
ROUTE NUMBER: 3**

- Travel** Along Longlands Road to Saltwells Road (TURN RIGHT)
- GRIT** Saltwells Road To Breckon Hill Road (TURN LEFT)
- GRIT** Breckon Hill Road To Douglas Street (TURN LEFT)
- GRIT** Douglas Street To Longlands (TURN RIGHT)
- Travel** Marton Road to Park Road South (TURN RIGHT)
- Travel** Park Road South to Lambton Road (TURN LEFT)
- GRIT** Lambton Road To Bishopton Road (TURN LEFT)
- Travel** Bishopton Road, Marton Road, Marton Burn Road to Keith Road Junction (TURN LEFT)
- GRIT** Beechwood Avenue To School Access (U-TURN)
- Travel** Keith Road to Saltersgill Avenue (TURN LEFT)
- Travel** Saltersgill Avenue to Sunningdale Road (STRAIGHT)
- GRIT** Saltersgill Avenue To Newlands School Access (U-TURN)
- Travel** Back along Saltersgill Avenue to Beverley Road (TURN LEFT)
- GRIT** Beverley Road (U-TURN)
- Travel** Saltersgill Road to Keith Road (TURN LEFT)
- Travel** Emerson Avenue, Green Lane to St Mary's Walk (TURN LEFT)
- GRIT** St. Mary's Walk And Church Lane To Acklam Road (TURN RIGHT and THEN LEFT)
- GRIT** Lodore Grove (U-TURN)
- GRIT** Back To Acklam Road (TURN RIGHT)
- TRAVEL** Acklam Road To Trimdon Avenue (TURN RIGHT)
- GRIT** Carlbury Avenue (TURN LEFT)
- Travel** Via Earlsdon Avenue, Trimdon Avenue to Kader Avenue (TURN RIGHT)
- GRIT** Kader Avenue And Staindrop Drive To Acklam Road (TURN LEFT)

(Continued....)

PRIORITY TWO GRITTING ROUTES**DEPOT : CARGO FLEET LANE****ROUTE NUMBER : 3 (Continued)**

- Travel** Acklam Road to Croft Avenue (TURN LEFT)
- Travel** Levick Crescent, Acklam Road to Stainsby Road (TURN LEFT)
- GRIT** Stainsby Road To School Access (U-TURN)
- Travel** Back to Acklam Road (TURN RIGHT)
- Travel** Acklam Road, Green Lane to Thornfield Grove (TURN LEFT)
- GRIT** Thornfield Road (TURN RIGHT)
- Travel** Burlam Road (TURN RIGHT THEN LEFT)
- Travel** Devonshire Road (STRAIGHT)
- GRIT** Cumberland Road (TURN LEFT THEN LEFT AGAIN)
- Travel** Park Road South to Linthorpe Road (TURN RIGHT)
- Travel** Linthorpe Road to Ayresome Street (TURN LEFT)
- Travel** Ayresome Street to Crescent Road (TURN RIGHT)
- GRIT** Crescent Road To Longford Street (TURN RIGHT)
- Travel** Longford Street to Parliament Road (TURN RIGHT)
- GRIT** Parliament Road To Linthorpe Road (TURN LEFT, THEN RIGHT)
- GRIT** Albert Terrace And Park Lane To Abingdon Road (TURN LEFT)
- GRIT** Abingdon Road To Abingdon School Access (U-TURN)
- Travel** To St. Hildas's
- GRIT** Gosford Street And Sussex Street (U-TURN)

END OF ROUTE**RETURN TO DEPOT**

APPENDIX 5**PRIORITY 2 FOOTWAY SNOW CLEARANCE**

Areas to be cleared of snow, as instructed by Client Duty Officer.

1. Newport Road both sides from Binns corner to Infirmary.
2. Corporation Road both sides from Binns corner to Marton Road.
3. Albert Road both sides from Railway Station to Borough Road.
4. Linthorpe Road both sides from Wilson Street to Parliament Road.
5. Linthorpe Road both sides from St Barnabas Road to Devonshire Road.
6. Borough Road both sides from Union Street to Albert Road.
7. Grange Road both sides from Albert Road to Linthorpe Road.
8. Dundas Arcade.
9. Kings Road, North Ormesby both sides from James Street to Beaumont Road.
10. The Boulevard.
11. Town Hall Quadrangle.
12. Walking bus routes
13. High Street Ormesby.
14. Neighbourhood Shopping Areas - listed separately in Appendix 4a.
15. Old Persons Homes/Sheltered accommodation.
16. School/Hospital approaches.
17. Bus Stops.

APPENDIX 5a**PRIORITY 2 FOOTWAY SNOW CLEARANCE –
NEIGHBOURHOOD SHOPPING AREAS**

Acklam Road

- Near to Westbourne Road
- Appleton Road to Cambridge Road
- Coniston Road Area
- Coronation Shops, near cut to Marlsford Grove

Ayresome Green Lane

Belle Vue Roundabout Area

Beaumont Road, North Ormesby

Beresford Buildings

Boynton Road

Broughton Avenue Easterside

Cargo Fleet Lane

- Opposite Pallister Avenue
- Between Bournemouth Avenue and Ormesby Roundabout

Crescent Road Crofton Avenue Cumberland Road Crossroads

Eastbourne Road

Hawke Road, Boyds Estate

Hemlington Road, Stainton

Hollowfield, Coulby Newham

Langley Court

Lealholme, Ormesby Road

Longlands Road Marshall Avenue

Marland Buildings, Marton Road

Otterburn Gardens, Brookfield

Parliament Road

Penrith Road

The Oval

Roman Road (Crossroads)

Rookwood Road

Rothbury Road

Saltersgill Avenue

Shelton Court

St Aiden's Complex The

Avenue, Nunthorpe

The Garden, Beechwood

Trimdon Avenue

Vaughan Shopping Centre, Netherfields

Viewley Hill

Woodrow Avenue, Marton

Weston Lane

Whitfield Buildings, off Marton Road

APPENDIX 6**SALT BIN LOCATIONS 2020/ 2021**

Any additional requests received during the 2020/2021 winter period will be assessed and bins located if the assessment is approved.

For 2020/2021, the following salt bins will be provided.

	LOCATION	SALT BIN SITED
Acklam		
1	Acklam Road	Junction of blue bell grove
2	Acklam Road	Outside No. 27
3	Bassenthwaite	Side of Lamp Column NGG5
4	Canton Gardens	Lamp Column NTC 5
5	Cranswick Drive	Near to lamp column RCR001
6	Dornoch Sands	Side Of Lamp Column PHF001
7	Geltsdale	Junction of Martindale Near Lamp column SHF 4
8	Gore Sands	Side of 17 Gore Sands, near lamp column PWS003
9	Kimmerton Avenue	Corner of Oakenshaw Drive, near lamp column RJE005
10	Kingston Avenue	Junc with Walton Avenue
11	Ladgate Lane	Sandy Flats Lane - Back of the footpath near the 1st lamp column
12	Marlsford Grove	On the footpath leading to Acklam Road
13	Newbridge Court	Shops near the layby at the Endeavour Public House towards Cawood Drive
14	Oldford Crescent	Opposite No 25/27 on the grassed verge
15	Thacheray Grove	Junction with Walton Avenue
16	Virginia Gardens	at the shops, corner junc with Otterburn Gardens
Ayresome		
17	Ayresome Grange Road	footbridge to Aidan Court (St Cuthberts Mews West Lane)
18	Maldon Road	Junc of West Lane side of the shop at the top of the incline
19	West Lane	near to the incline leading to the bridge leading to Barnaby Avenue
20	Westbourne Road	at Junction with Acklam Road, Top of the bank
21	Whinney Banks Road	Near to Lamp column TGF001
Beckfield		
22	Bournemouth Avenue	Opposite Lamp Column SFP2
23	Burwell Road	Side of lamp column NRD022
24	Carmarthen Road	Junction with Lindisfarne Road
25	Lealholme Crescent	Side of the Shops
26	Lindisfarne Road	Outside of Glastonbury House, on the bend
27	Markby Green	At wooden gate near to meeting hall
28	The Link	Side of shop at nameplate
29	Tothill Avenue	Near lamp column TAB005

Beechwood

30	Daleville	Near to telegraph pole
31	Newington Road	Junction with Cavendish Road (near to St Thomas Moore Church)
32	Rylstone Court	Side of lamp column SLJ006
33	Saltersgill Avenue	Outside of the Shops on Saltersgill Avenue at the Junction with Beverley Road (top of the sloping footpath)
34	The Gardens	Near the shops

Brookfield

35	Malltreath Sands	Side of 27
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Coulby Newham

36	Applegarth	entrance opp lamp column TMT 3 at end of grass verge
37	Ash Green	Outside 27 lamp column TRF 16 next to BT box
38	Ash Hill	near lamp-post NDP1
39	Ash Hill	Opposite 40
40	Bickley Way	Opposite lamp Column NJD12
41	Bonny Grove	Near lamp column TNY010 - Bottom of the bank
42	Bonny Grove	Opposite Number 4 Bonny Grove nearest Lamp Column TMY3
43	Chervil	Side of lamp column XYZ002
44	Comfrey	at junction with Ryehill Way
45	Coulby Manor Way	Corner of The Holt
46	Coulby Manor Way	Corner of Paddock Wood
47	Crossfields	Opposite Lamp column PDR013 Side of 21 Swallowfields
48	Dalby Way	Footbridge Over Stainton Way From Dalby Way Side of the Garage to the Walkway that leads to Coulby Farm Way
49	De Brus Park	On De Brus Park entrance near to Brass Castle Lane
50	Elmhurst	grassed area just before the bend near to boarded up properties at 108 Elmhurst
51	Fernwood	Outside No. 9
52	Gunnergate Lane	At school fence, outside of St Augustine's School.
53	Hollowfield	Opp 76 Hollowfield
54	Hollowfield Square	Next to lamp RDX 37 Near Sunnyside Primary
55	Langdon Square	Next to lamp column RKT003
56	Lingfield Ash	At meeting hall side of the Road on grass verge
57	Lingfield Ash	Opp 143 Lingfield Ash, at the cut on the path, where the bench was.
58	Longhirst	Footbridge Over Newham Way From Longhirst to the Cathedral
59	Longhirst	At foot of Bridge Near lamp column RNW010
60	Manor Farm Way	Junction of Coulby Manor Farm sited on old nameplate concrete mowing strip
61	Manor Farm Way	Junction with Hollowfield Square on the footpath
62	Pine Hill	Corner opp no. 24
63	Pine Hill	Bottom of the bank near to lamp column
64	Saxonfield	Placed on Saxonfield side (Side of 54 Saxonfield) at the walkway through to Hazel Bank

65	The Coppice	Near Lamp column SWM006
66	The Meadows	Footbridge Over Stainton Way From The Meadows to Longhirst
67	The Pastures	Near lamp column TNC011 at the first entrance
68	The Pastures	Lamp column TNC032 at the second entrance
69	Thistle Rise	at the corner of Coulby Manor Way
70	Thistle Rise	At layby at the top of the steps
71	Tollesby Bridge	Near No. 28 on the Footpath (28 Tollesby Bridge is off West Beck Way)
72	Tollesby Bridge	Side of lamp column SXL011
73	Willowbank	Footbridge Over Stainton Way From Willow Bank to the Cathedral
74	Woodlea	Near foot bridge from Woodlea to Tesco
75	Woodrush	on the green at the head of the cul de sac
76	Woodvale	Outside No. 52 near lamp column THB017

Hemlington

77	Andover Way	From Cass House beside fences rear of the gardens of Andover Way - DO NOT locate to the front of properties or near school fence
78	Ashdale	Outside No. 42
79	Aviemore Road	in the Cul de sac in front of 47 Aviemore Road
80	Aviemore Road	slope leading to the underpass on the anti pedestrian paving at directional
81	Boscombe Gardens	next to the grassed area at the bottom of the slope on the bend (adj to the fence rear of 81 Boscombe)
82	Brabourne Gardens	Corner of the T Junction, Nearest to No. 25 at the top of the slight incling
83	Briscoe Way	Side of the first speed hump
84	Briscoe Way	Opposite end to the first Salt Bin that is sited to the side of the first speed hump
85	Dales Park Road	Opp Junction to Mardale
86	Dalkeith Crescent	New Lamp Column PES4
87	Doxford Walk	on the footpath slopes down to the paths to the shops
88	Ellis Gardens	next to No. 85 just in front of the chicane on Earls Court Road side
89	Farmcote Court	next to the bollards at the end of the footpath leading to Farthingdale Way, ie: Near 3-4 Farmcote
90	Firsby Court	edge of the grassed area just up from the Junc of Fordyce/Cass House near to Firsby
91	Keilder Rise	at the slope leading towards Southdean Drive
92	Lynmouth Close	Near to lamp column TMJ010 opp No. 44
93	Moss Gardens	In Mowbray Car park besides the small hut
94	Nantwich Close	Outside No. 1 Nantwich/No. 6 Nuneaton
95	Northian Close	Opp No. 4 at the Street Nameplate
96	Pirbright Grove	Near to lamp column SFD006
97	Southdean Close	in the Cul de sac
98	Southdean Drive	Near to lamp column SPZ033 near to the sub station
99	Viewley Centre Road	Hemlington Shops Near the Bus Lane OPP car park and opp lamp column RCA012
100	Whitthorne Grove	Corner next to No. 1

Kader

101	Low Lane	Service Road near to 56-60
102	Mosswood Crescent	On the corner outside of number 5 near Lamp column RXJ003

103	Yearby Close	Junction of Moss Wood and Yearby Close, near to lamp column THS010
Linthorpe		
104	Grosvenor Road	Outside No.14
105	Hollins Lane	Junction with Hollins Lane/Waymar Close on grass verge
Longlands		
106	Lytton Street	On Lytton Street placed at the bottom of the spiral stairway leading to Borough Road
Marton		
107	Alderlea	footpath at corner outside No. 1 Alderlea
108	Aster Close	Side of Aster Close Junction of Larkspur Road
109	Barberry	Junction of Barberry
110	Beeches Rise	Outside No. 4
111	Birchwood Road	Near Lamp Column NJK25 OPP No. 143
112	Birchwood Road	On the grassed verge on the corner near No 71 Birchwood Road, Opp Lamp column NJK037
113	Birchwood Road	Side of 105 Birchwood Road, on incline
114	Blackthorn	Lamp Column TRA 17
115	Blairgowrie	Side No. 2 next to lamp TRG 4
116	Bramley Grove	Side of lamp column NLS002
117	Chestnut Drive	corner of The Willows
118	Chestnut Drive	Near no. 83
119	Dewberry	Side of Lamp Column TOD 3
120	Eagle Park	Corner of Eagle Park to the side of No. 201
121	Eagle Park	On cut through to the side of No. 104
122	Elm Drive	Bottom of bank Corner of The Willows
123	Elm Drive	On Corner opposite No. 40
124	Fairy Dell	Hardstanding next to lamp column PZG29
125	Fearnehead	Footpath at side of No. 18 - not too near the grassed lawn area
126	Garstang Close	On the corner near to No. 3
127	Gascoyne Close	Side of lamp column PVB1
128	Grange Crescent	near to post box near lamp column PXA009
129	Grange Crescent	Outside No 25 Grange Crescent - Edge of the footpath
130	Gypsy Lane	Oakwood Court near the Anchor Homes at the top of Gypsy Lane
131	Hazel Grove	outside No. 18 Near lamp column RBR008
132	Hulton Close	At street nameplate
133	Juniper Grove	Edge of the grassed area Near to lamp column RGM 003
134	Lambourne Drive	Bottom of Lambourne Drive
135	Larch Close	Near to No. 12, Side of Lamp column RLD003
136	Larkspur Road	Corner of Dante Opp lamp column RLG001
137	Lindrick	Top of the bank opp Junction with Fairwood Park
138	Manor Wood	On the incline near to lamp column RRX013
139	Orleans Grove	Junction of Orleans Grove / Riversway / Maidstone Drive. Next to post box collection
140	Pinewood	Outside No. 11
141	Roseland Drive	at the corner with The Grove
142	Rosewood Court	Outside No.71 on radius
143	Sandling Court	Corner of Maidstone Drive
144	Sandling Court	Opp lamp column SMB007
145	Sandling Court	Opp Lamp column SMB010
146	Shevington Grove	Opp Lamp Column SNK001
147	Slip In Bank	At Junction with Weymouth Avenue

148	Sudbury	At the side of No. 28
149	The Gove	Junc with Cleveland Drive, Side of the name plate on wall
150	The Willows	Walkway through to Planetree Court Near lamp column SFE007
151	Tollesby Lane	junction with Marlborough Road
152	Tollesby Lane	Near to Juntion with Okehampton Drive Opp No.42

Marton West

153	Astbury	outside No. 3, keep away from metal railings
154	Cranberra Road	Corner of Cranberra Road/Perth Crescent
155	Cranberra Road	Near to lamp column NGW003
156	Cranbrook	Lamp Column TSK 4, Eagle Park
157	Dell Close	Side of lamp column RNB003
158	Eagle Park	Side of Lamp column TMW 2 Near to the NTL box
159	Eagle Park	Between 250 - 270 Eagle Park
160	Linton Avenue	Top of the bank in the cul de sac (Nr No 12)
161	Marlborough Road	Junction with Marlborough Road and Rutland Avenue, to be placed near the street nameplate
162	Raylton Avenue	Junction of Grange Road
163	Rushmere	Outside No. 2 - Eagle Park
164	Shandon Park	Near Lamp column PEC003 - Eagle park
165	St Cuthbert Avenue	Near Lamp column TJV007 - Eagle Park
166	St Cuthbert Avenue	Side of lamp column TVJ026/ Side of No. 46 (Moved from- Near Lamp column TJV019 - Eagle Park)
167	Thurstone	outside No. 14 at lamp column TRH004
168	Westray	2nd Cul de Sac

Middlehaven

169	Dunning Street	Archway to Town Hall Quadrangle
170	Ferry Road	Transporter Bridge Quayside, Left hand side near entrance
171	Marsh Road	near to the Lionweld Fabrications bottom of the incline on the grass verge

North Ormesby & Brambles Farm

172	Oakfield	Near to number 26, Corner of the no. 26 garden and the Fence at the bottom of the Road
173	Thornton Street	Opp 112, placed against the fence at the side of Red Bollard

Nunthorpe

174	Allerton Park	outside No. 3
175	Bedford Road	Near Lamp Column TLG 8
176	Botany Way	Footpath to The Avenue, Nunthorpe
177	Broadstone	Lamp Column TSE 4
178	Castle Wynd	Junction of Levington Wynd, placed at Street nameplate
179	Chandlers Ridge	Junction of Chandlers Ridge, Clevegate in the lay-by Nr Lamp post NYY008
180	Chandlers Ridge	Junction of Chandlers Ridge and Muirfield (side of 42 Chandlers Ridge
181	Clarence Road	Junction of Bedford Road, Nunthorpe
182	Clevegate	Opposite Chandlers Ridge leading to steps
183	Collingham Drive	sited at entrance to estate near to the post box
184	Connaught Road	Lamp Column PAG 016 on the grass verge on the bend
185	Connaught Road	Junction with Westwood Avenue - on the corner
186	Edinburgh Close	Near lamp column PKX 1
187	Gloucester Close	Near Lamp Column PWN 1

188	Green Way	Outside No. 1 the Opp end to The Avenue Near lamp column PYF002
189	Hampton Close	At the corner with Windsor Crescent
190	High Gill Road	Outside No. 9
191	Hilderthorpe	On the corner near No. 68 Near to lamp column RDH011
192	Kennthorpe	Near lamp column RLH004
193	Kennthorpe	Near lamp column RLH006
194	Kent Close	Near lamp column RLH001
195	Lamonby Close	Near lamp column RKL003
196	Levington Wynd	Near to No. 16
197	Marton Moor Road	Near lamp column RTH007
198	Matfen Avenue	Corner of Matfen Avenue/High Gill
199	Matfen Avenue	Near to lamp column RTP006
200	Mickleby Close	Next to virgin box, Mickleby Close/Egton Avenue
201	Nunthorpe Gardens	Lamp Column TVS013
202	Ralfland Way	Near to lamp column SMB003
203	Runnymede	Corner with Glendue Close
204	The Avenue	Enterance to the Avenue Primary School
205	Whinfell Close	Near to the Electricity Sub station
206	Windsor Crescent	At lamp column TGJ002

Pallister

207	Brigham Road	Park End Footbridge
208	Homerton Road	Parklands (carehome) near kitchen window in front of the car park
209	Irvine Road	Side of the steps leading to Longlands
210	Staveley Court	Adj to No. 5

Park

211	Cumberland Road	Southwell Road junction
212	Devonport Road	Side of 9 Southwell Road

Park End

213	Coronation Green	opp Lamp column PDM009
214	Linby Avenue	At the footbridge
215	Parkside	Side of post box on the bend
216	Penistone Road	Junction of Huntley Close
217	Pritchett Road	Corner of Balmoral Road near to Road Sign
218	Rothbury Road	Junction with Kirkstone Road

Stainton & Thornton

219	Ashdale	Near the litter bin at junction of ashdale
220	Broad Close	On the Corner at the Side of No. 3
221	Dales Park Road	Junction of Ashdale/Dales Park Road
222	High Rifts	Opposite No. 20 Near to lamp column RDB006
223	High Rifts	Near to lamp column RDB003
224	Maltby Road	near telephone box, Thornton Village
225	Meldyke Place	Near Ramp OAP home
226	Severs Drive	Top of the Cul-De-Sac
227	Unicorn Centre, Stainsby Way	Located from the layby off Stainton way, up the lane and inside of the gate.

Thorntree

228	Cinderwood	Lamp Column TNU002
229	Cobblewood	Near to first lamp column TNW001 left hand side as you turn in from Cargo Fleet Lane

University

230	Saltwells Road	Near Ramp to Borough Road
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Appendix 6a

**NEW GRIT BIN/SALT PILE REQUEST
LOCATION ASSESSMENT**

ORIGINATOR:

Name

.....

Address

.....

Tel. No

.....

LOCATION OF REQUEST

.....

Date

.....

ORIGINATOR NOTIFIED OF DECISION Yes / No

Date

.....

- **Is there another bin within (m)?**

>250 (3)	100-250 (2)	50-100 (1)	0-50 (0)
----------	-------------	------------	----------
- **How many properties will the bin benefit?**

>100 (3)	50-100 (2)	10-50 (1)	<10 (0)
----------	------------	-----------	---------
- **Is the site on a gradient?**

Severe (3)	Steep (2)	Slight (1)	No (0)
------------	-----------	------------	--------
- **Is the site on a bend?**

Sharp (3)	Average (2)	Slight (1)	No (0)
-----------	-------------	------------	--------
- **Is the site at a junction?**

Major (3)	Minor (busy) (2)	Minor (quiet) (1)	No (0)
-----------	------------------	-------------------	--------
- **Is there adjacent water run off?**

Yes (1)	No (0)
---------	--------
- **During winter is the site in the shade?**

Yes (1)	No (0)
---------	--------

- **Is there a suitable location for the bin/pile (consider footpath width, adjacent vegetation/property)?**
 Yes _{LH} (1) No _L (0)
- **Would a bin assist the wider community (school, sheltered accommodation, provision of council services)?**
 Yes _{LH} (1) No _L (0)
- **Is the location site off a gritting route?** Yes _{LH} (1) No _L (0)

Request score > 12 will be considered on their merits

POINTS TOTAL.....

Request score < 12 will not be considered

Request: Approved . Denied .

Comments:

Signed

Date

DRIVERS DAILY REPORT

ROUTE 1 :- DRIVERS ACTION REPORT FORM 2020-2021										
DATE:										
ROUTE	FLEET No.	VEH. Reg	OPERATION START TIME	DRIVING START TIME	TIME OF LAST SALTING ACTION	DRIVING FINISH TIME	OPERATION FINISH TIME	SPREAD RATE	GRITTED Y/N	COMMENTS (i.e. Spot gritted, Broken down, Wet Roads)
1	458	PJ19 OWU								
ADDITIONAL AREAS		SPREAD RATE	GRITTED Y/N	COMMENTS (i.e. Spot gritted, Broken down, Wet Roads)						
						YES / NO	COMMENT			
Vehicle Check carried out before shift and log book completed.										
Radio Check to Supervisor carried out										
Stop Check Salt in the wagon half way around route.										
Fuel Up Wagon if below Half a Tank										
Gritter Wagon Re-loaded										
Gritter Wagon Washed off and checked by Supervisor										
Vehicle Books and Keys Hand in.										
Driver's Name (Print)						Driver's Signature				
Supervisor's Name (Print)						Supervisor's Signature				

WINTER SERVICE STAFF ROTA 2020-21						
WEEK COMM	MONTH	SHIFT	DUTY OFFICER	FITTERS		
28th	September	AS REQ	J.MCCANN	AS REQ	McConechy's upto (7.5 ton) 0191 4781175	
5th	October	AS REQ	C.BATES	AS REQ	out of hours 07423430226	
12th	October	AS REQ	B.MCDERMOTT	AS REQ	Trucktyre - 0330 1072301 (over 7.5 ton)	
19th	October	AS REQ	J.MCCANN	AS REQ	ACCOUNT - 1 MIDD	
26th	October	B	C.BATES	MK/GP		
2nd	November	A	B.MCDERMOTT	JP/SB	National Windscreer	226177
9th	November	B	J.MCCANN	MK/GP		
16th	November	A	C.BATES	JP/SB	Auto Recovery	372666
23rd	November	B	B.MCDERMOTT	MK/GP		
30th	November	A	J.MCCANN	JP/SB	Pirtek	611111
7th	December	B	C.BATES	MK/GP		
14th	December	A	B.MCDERMOTT	JP/SB	Econ	O1765605321
21st	December	B	J.MCCANN	MK/GP		
28th	December	A	C.BATES	JP/SB	NETV	IVECO 375222
4th	January	B	B.MCDERMOTT	MK/GP		
11th	January	A	J.MCCANN	JP/SB		
18th	January	B	C.BATES	MK/GP		
25th	January	A	B.MCDERMOTT	JP/SB		
1st	February	B	J.MCCANN	MK/GP		
8th	February	A	C.BATES	JP/SB		
15th	February	B	B.MCDERMOTT	MK/GP		
22nd	February	A	J.MCCANN	JP/SB		
1st	March	B	C.BATES	MK/GP	FITTERS	
8th	March	A	B.MCDERMOTT	JP/SB	SB	STEVE BENNETT
15th	March	B	J.MCCANN	MK/GP	MK	MARTIN KEMP
22nd	March	A	C.BATES	JP/SB	JP	JONATHON PICKERING
29th	March	B	B.MCDERMOTT	MK/GP	GP	GEORGE PARNELL
5th	April	AS REQ	J.MCCANN	AS REQ		
12th	April	AS REQ	C.BATES	AS REQ		
19th	April	AS REQ	B.MCDERMOTT	AS REQ		
26th	April	AS REQ	J.MCCANN	AS REQ		
DUTY OFFICER						
		MOB	OFFICE			
J.MCCANN		07717 150753	01642 773387			
B. McDERMOTT		07970471618	01642 773367			
C. BATES		07786 336122	01642 728310			
GRITTER DRIVERS						
ROUTE	SHIFT A		SHIFT B		VEHICLE	SPARE
1	D. BOYLE	07563059529	B.GRAY	07717516802	458 PJ19 OWU	460 NX54 BKY
2	R. DANIELI	07879006811	P. JACKSON	07984617200	464 NX61 BRV	463 NX11 EWB
3	D.RAMSAY	07958667828	L.WALLACE	07544841694	459 PN19 HMJ	
4	M.WILSON	07717150714	D. TYRELL	07769135337	465 YJ65 TZS	
5	J.PRICE	07738399279	D SIMPSON	07759810477	479 YG65 TZR	Call Out
FLEET						
ERIC BURTON	07960316598					
KEITH YOUNG	07717316364					
FITTER ON CALL MOB 1	07876475326					
FITTER ON CALL MOB 2	07876476618					
WORKSHOP MOBILE	07789744508					
WORKSHOP OFFICE	01642 728064		01642 728065			

The Winter Service Plan outlined above will be able to react to most winter weather events and situations. However, there are times when the winter service plan will have to be adapted or enhanced to deal with prolonged or extreme weather events. It is important that the authority is able to react to the changing situation that often arises when severe or prolonged weather affects the town.

It is impossible to put in place a plan that will put in place process that deal with the myriad of possible specific circumstances. What is important is that the right people and resources are in place in order to make decisions in order to react to events that arise.

That being the case the approach that a Winter Service Action Team will meet in order to ensure that actions required over and above the actions incorporated in the winter service action plan can be implemented. The Winter Service Action Team will normally be formed after a server weather event that is unable to be addressed by the normal winter service plan or after 3 days of prolonged winter conditions. It is expected that is will occur when a Very Heavy snow event or worse occurs.

Event	Conditions	Possible implications
Heavy snow	Snow falling at a rate of 2 cm/hour or more expected for at least two hours.	Increased journey times Minor accidents
Very heavy snow	Snow falling at a rate of 2 cm/hour or more expected for at least two hours, accumulating to 15 cm or more.	Local routes impassable Local loss of power and telecommunication lines
Blizzard	Moderate or heavy snow accompanied by winds of 30 m.p.h. or more, with visibility reduced to 200 m or less; or drifting snow giving rise to similar conditions.	Major routes impassable local loss of power and telecommunication lines
Severe blizzard	Heavy Snow accompanied by winds of 30 m.p.h. or more, reducing visibility to near zero.	Transport infrastructure

<p>Widespread icy roads, glazed frost, freezing rain</p>	<p>When rain falls onto surfaces with temperatures at or below zero; or condensation occurs on surfaces at or below zero; or already wet surfaces fall to or below zero. The ice is usually clear and difficult to distinguish from a wet surface. It usually forms in sheets.</p> <p>Warnings are issued when any depth of ice is expected over a widespread area.</p>	<p>Damage to power and telecommunication lines Driving difficulties Difficulty when walking</p>
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The Winter Service Action Team will consist of:

- Head of Environment Services
- Environment Services Manager – Area Care
- Environment Services Manager Highways and Fleet Services
- Operations Manager - Highways
- Operations Manager – Area Care
- Representative from Adult Social Care
- Representative from Children’s Services
- Property Service Management Representative.
- Press officer representative

The Group will normally meet in the Endeavour Room Cargo Fleet Lane.