

REGENERATION, COMMUNITY AND CULTURE OVERVIEW AND SCRUTINY COMMITTEE

16 NOVEMBER 2010

HIGHWAY WINTER SERVICE - TASK GROUP REVIEW

Report from: Robin Cooper, Director of Regeneration, Community and Culture

Author: Phil Moore, Head of Highways and Parking Service
Caroline Salisbury, Overview and Scrutiny Co-ordinator
Dick Tolhurst, Principal Engineer Highways Design

Summary

This report, together with the draft policy document and plan at Appendix 2, sets out the recommendations of the Task Group on winter services in respect of future provision of gritting and snow clearance services in Medway from 2010 – 2017 and improved communication with the public about the proposed services.

The committee agreed that a task group should be established to look into this matter and this report outlines the task group's work and recommendations.

1. Budget and Policy Framework

- 1.1 Under Section 41 of the Highways Act, the council has a duty to maintain the highway. The current winter provision is provided under the Railway and Transport Safety Act 2003 which amended the Highways Act by adding a statutory clause 41(1) which requires the council to deliver winter service. The highway authority is "under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice."
- 1.2 Medway's Transport Asset Management Plan sets strategic objectives and includes provisions for winter service.

- 1.3 Medway already has a Winter Service Policy and a Winter Service Plan written in 2000 which have been periodically updated since then by the Director of Regeneration, Community and Culture under delegated authority.
- 1.4 The budget for the operational Winter Service period is set at the beginning of each financial year. This covers precautionary salting, salt bins and the provision of the contractor's facilities, ie. Salt barn, salt stock management and salt spreaders.

2. Background

- 2.1 Last winter was the coldest in over 30 years, with the worst snowfall since 1981/1982, causing chaos on the roads and difficulties for many people. Following concerns raised with local councillors by residents, the Regeneration, Community and Culture Overview and Scrutiny Committee established a Task Group to review current policy and practice for keeping the roads, town centres and main car parks snow and ice-free and whether any improvements could be made within available resources
- 2.2 The Task Group considered the challenges faced by the council during prolonged bad weather with regard to keeping the highways open and met with officers and contractors to review the current Winter Service Policy and Plan. This included consideration of the criteria for which routes are gritted (in particular the primary and secondary road networks) and the location and arrangements for filling salt bins.

3. The winter of 2009/2010

Feedback from winter 2009/2010

- 3.1 The experience from last winter's severe weather showed that Medway was very good at precautionary salting and throughout January the primary network remained open.
- 3.2 The task group acknowledged that there had been some criticism about the lack of attention to quieter residential roads, pavements (as a whole), town centres and a lack of clearance from street cleaning operatives.

Salt bins

- 3.3 There are over 300 salt bins across Medway sited at potentially hazardous locations on roads not covered by primary precautionary salting routes. There is no evidence that members of the public are using this salt to clear pavements or roads. However it is notable that salt bins are immediately emptied when re-filled in bad weather and it can only be assumed this is by residents for private use.

Provision of salt

- 3.4 There are two national suppliers of road salt and when it became clear that the severe weather would last for several weeks and problems about supply was being highlighted, the Department of Transport took control of all deliveries nationally in order to share it out across the country.
- 3.5 The council already had 3,200 tons of salt stored prior to the start of the bad weather and this lasted for approximately 10 days. The total used for the whole winter period in Medway was 5,000 tons of salt but for the last week of the bad weather only the primary network was treated with a mix of salt and sand – which bulked the total use up to approximately 7,000 tons.
- 3.6 Medway had to wait a number of weeks for a supply during the worst of the weather, as it had a much higher ratio of salt to road network than other councils, and this was taken into account when the Department of Transport allocated the dwindling national supplies. Therefore careful consideration had to be given to the amount in stock and the roads and areas to be treated.
- 3.7 It takes 200-300 tons to fill all the salt bins (and it is more efficient to fill them all at the same time rather than one-off visits) which was the equivalent to 2-3 runs on the primary road network and it takes 3-4 days to fill them all.
- 3.8 Regular refills were carried out between October 2009 and April 2010 but there was little or no evidence of the previous contents having been used on the roads where they are provided. Following complaints from some residents that during the particularly bad weather last winter their salt bins always seemed to be empty, this year the contractor will be electronically recording the date and time of each, and all, salt bin refills.

4. Medway's Winter Service Policy and Winter Service Plan

- 4.1 The current policy at Appendix 1, sets out the operational objectives and standards for each activity on Medway Council maintained highways under the headings of salting and snow clearance. This has been regularly updated by officers but has not been considered by Members for several years.
- 4.2 Both the current and proposed policy relies on daily decisions being made by the Medway Winter Services Engineer in conjunction with information provided by Kent Highway Services and the County Winter Duty Officers. The officer on duty is responsible for:
- receiving weather forecast information
 - monitoring current weather conditions
 - issuing suggested salting instructions
 - issuing the road weather forecast.

- 4.3 The Task Group recommends that the winter policy and plan are more widely publicised and framed to explain what provision will be made in differing severe weather conditions. For example, one night of snow or 3-4 weeks of snow.
- 4.4 The Task Group asked officers to consider if there should be provision to deal with steep residential roads with limited access (which are currently not gritted) in very severe weather conditions and suggested that the Director of Regeneration, Community and Culture should have some discretion to exercise judgement in relation to these types of roads.
- 4.5 The result of the research into this is that only one area was found that satisfied the criteria of there being over 300 properties with a single point of access via a steep incline and this area is already currently on a secondary salting route. The Task Group agreed not to amend this in the updated policy.

5. Clearance of car parks, town centres, rural areas and medical centres

- 5.1 The Task Group was informed that the council's new waste contract contained provision to allow the council to request assistance from the contractor for snow clearance, gritting and other duties, as and when necessary.
- 5.2 However the Green Spaces contractor is not under the same contractual obligation. There is an emergency call-out, snow clearance, gritting and salting provision offered by the Green Spaces contractor at set hourly rates.

Car parks

- 5.3 There had been a number of complaints received by councillors and the council about un-cleared car parks and requests that the car parks were treated in the early morning before cars started parking there. It is intended that at least two main car parks in each town will be cleared of snow and ice and then salted in times of ice and snow emergencies (laying snow and/or ice). Such work will be undertaken by street cleansing and green spaces operatives.
- 5.4 The task group found that some car parks had been salted prior to snow but when the stock of salt fell during mid-January 2010 this no longer happened. It is also apparent that the public often believe that if there is snow on the ground, the roads have not been gritted.
- 5.5 However, the type of salt used requires traffic disturbance to activate it. Currently, the public may be reluctant to drive on snow or use a snow-covered car park. The Task Group consider that improved communication is required so the public know which car parks will be treated to remove snow/ice and gritted and are therefore safe to use with caution.

Town centres

- 5.6 In town centres, if there is a prolonged cold period with snow and ice, street cleansing operatives are mobilised to carry out clearance work and to spread salt.
- 5.7 Gritting lorries also visit town centres as part of the primary route network before most people are up and about in the morning.

Rural areas

- 5.8 There had been only one night where the road to the Isle of Grain was closed in 2009/10 but the snow ploughs kept working through the night and the road was open the following morning. Assistance from farmers was used in rural areas during the bad weather and the council was looking to expand this operation in the future.

Medical centres

- 5.9 Officers advised that consideration had already been given to clearing snow from outside doctor's surgeries, but there is a difficulty in judging how far to grit away from the doctor's surgery and how many roads this should include.
- 5.10 The Task Group suggested that alternatively, gritting the area around Healthy Living Centres should be considered, as they provide a wider range of services than doctor's surgeries. Officers agreed to add this to the policy and the centres will be prioritised in liaison with NHS Medway and included on footway salting plans, if practicable.

6. Precautionary gritting

- 6.1 When the Task Group met with the council's contractors, it was advised that the main works in bad weather had to be precautionary gritting rather than responding once ice had become compacted, as this is ineffective.
- 6.2 The contractors also talked about the possibility of using handcarts and quad bikes for towing trailers for the more difficult to reach areas. They also advised that normal gritting lorries also visited town centres as part of the primary route network before people were up and about in the morning.

7. Community participation and public liability

- 7.1 The Task Group discussed the difficulty of public confusion and uncertainty about personal liability for accidents and injuries sustained on pavements or areas of road cleared by private individuals. This is known to be one of the main reasons why shop owners often do not clear the pavements outside of shops and businesses.

- 7.2 The government has produced a “Snow Code” guide in October 2010 which will be sent to all properties to encourage residents and shopkeepers to take ‘commonsense action’ to help clear up Britain during any future spells of severe winter weather – which costs £1 billion a year in disruption – without fear of falling foul of legal action.
- 7.3 The Task Group suggests the Council should publish clear advice for residents in Medway Matters newsletter and on its website in view of this and the guidance issued by The Department for Communities and Local Government (CLG) as follows:
- “Provided that the householder takes reasonable precautions in clearing their drive/pathways and does not create a greater hazard by doing so we think it is highly unlikely that any claim would be successful. In any event the vast majority of householders will have public liability insurance that covers injury to third parties.”*
- 7.4 Plans are already in place to produce a leaflet showing the areas, car parks and footpaths that would be treated by the council’s contractor. There would also be a section entitled “*How can you help?*” in an effort to promote self-help and neighbourliness.
- 7.5 It is also planned to publish the winter services policy and plan on the council’s website. This will include a list of the locations of salt bins and a graphical overview of which roads, car parks, town centres and footpaths would be treated.
- 7.6 The Task Group recommends that publicity should clearly highlight any changes made to the current policy and plan so that residents who will experience a different level of service are notified. The Task Group would support one –off targeted publicity in areas where there will be lesser provision. The number of these locations will be minimal if any at all.
- 7.7 The Department of Transport commissioned an independent review into “The Resilience of England’s Transport Systems in Winter” which published an interim report in July 2010 and final report in October 2010.
- 7.8 One of the recommendations is that “Consultation on treated networks should be broadly drawn to include business representatives, passenger and freight transport operators and local communities, as well as health and education service providers; and to help manage public expectations should be followed by clear and comprehensive communications of winter service plans, supported by real-time communications through media and on-line when winter conditions arrive.”

8. Vulnerable people at risk

- 8.1 Effective communication of information with the public, key public services, stakeholders and other highway authorities is obviously extremely important. However, communication within the authority is also critical. Preparation and planning of communication in advance will assist in the effective delivery of the service.
- 8.2 Following last winter's severe weather, council-wide consultations have been held with Highways, Education, Safer Communities, Customer First, Emergency Planning, Business Support, Cleansing and Greenspaces to review the performance of the winter service and consider changes and improvements to the policy and plan.
- 8.3 These meetings have highlighted the need to improve dissemination of information during ice and snow emergencies. To this end, better two-way communication between relevant sections of the council has been established along with better use of the media to inform council officers and the general public.
- 8.4 The Head of Highways and Parking Services represented Medway at Kent Police's 'Gold Command' multi-agency meetings during last winter and this proved invaluable in communicating with the emergency services and other outside bodies such as Kent County Council and the NHS. It is planned to establish a 'gold command' email-chain within Medway Council to ensure that all groups delivering services across the council are included in all updated communications.

9. Diversity Impact Assessment

- 9.1 As the task group's review was carried out, a Diversity Impact Assessment screening form was completed and has been attached as Appendix 3 to this report.

10. Risk Management

Risk	Description	Action to avoid or mitigate risk
Reliability of the highway network in winter weather conditions	Keep Medway moving by maintaining accessibility to services through the availability and reliability of the highway network during the winter period	1. By using the policy and plan but with freedom for flexibility when necessary. 2. Through real-time provision of information about routes.

Risk	Description	Action to avoid or mitigate risk
Safety of the travelling public	To keep road users safe through effectively managing the risk to the travelling public from the hazardous effects of ice and snow on highway surfaces	1. Being pro-active and managing operations using the latest forecast information together with appropriate and timely treatments to deliver an effective and efficient service.
Public awareness	Communication on the message " <i>Don't travel unless you have to</i> " and when and where the public can expect to be gritted/cleared and where to access that information	1. close links with the media. 2. improved communication through Medway Matters, website, real-time information, etc.
Isolation of some residents	Long-lasting and severe winter conditions can lead to isolation for vulnerable people in both rural and urban situations	1. Promotion of community spirit and removing the myth of fear of prosecution for members of the public who clear snow and ice for others. 2. Use of other contractors and staff, if and when necessary.
Liability for accidents	Members of the public who injure themselves whilst on council property or highways and sue the council	1. Full and detailed information sent to all residents about where and when will be treated. 2. Precautionary work (salting <i>before</i> the bad weather happens), rather than re-acting to the bad weather after it has arrived.

11. Financial implications

11.1 2009/10 had the most severe winter weather in many years, resulting in a spend of £439,000 against a budget of £177,000. Even in 2008/09, which was more representative of a 'normal' year, expenditure on winter maintenance was £320,000 (budget £152,000). This under-funding has had to be met by reductions in other highway maintenance activities.

11.2

	2008/09			2009/10		
	Budget	Spend	Variance	Budget	Spend	Variance
Precautionary Salting	£115,000	£276,272	£161,272	£140,000	£375,283	£235,283
Salt Bins	£36,760	£44,464	£7,704	£36,760	£63,354	£26,594
Total	£151,760	£320,736	£168,976	£176,760	£438,637	£261,877

12. Legal implications

- 12.1 Section 41(IA) of the Highways Act 1980 places a duty on the Council, *so far as reasonably practicable*, to ensure that safe passage along a highway is not endangered by snow or ice. This is not an absolute obligation, the Council's duty is to comply with the obligation to the extent that it is reasonably practicable for it to do so. Where the Council has a reasonable policy for dealing with snow and ice on the highway and acts in accordance with its policy, it is not liable for any damage or injury caused as a result of the deposit of snow or ice on the highway.

13. Recommendations

- 13.1 The committee is asked to consider the Winter Service Policy and Winter Service Plan 2010 – 2017 and recommend the Director of Regeneration, Community and Culture to take the following action under his delegated authority:
- (a) to implement the proposed Winter Service Policy 2010-2017 as set out in Appendix 1;
 - (b) to implement the proposed Winter Service Plan 2010-2017 as set out in Appendix 2;
 - (c) to produce an article setting out self-help guidance for the public (in line with the Department of Transport's "Snow Code") together with information about the roads and locations the public can expect to be gritted during severe winter weather is published in the next edition of the "Medway Matters" newsletter;
 - (d) to produce a leaflet as soon as possible setting out self-help guidance for the public (in line with the Department of Transport's "Snow Code") together with information about the roads and locations the public can expect to be gritted during severe winter weather;

- (e) to publish the Winter Service Policy and Winter Service Plan on the council's website as soon as possible and that this section of the website is kept as up-to-date as possible with current weather and gritting forecasts, guidance, advice and telephone contact numbers for the public to use throughout the winter period.

Background papers

Railway and Transport Safety Act 2003

Medway Transport Asset Management Plan

Well-maintained Highways - Code of Practice for Highway Maintenance and Management

Department of Transport - "Winter Resilience Review" interim report July 2010 and final report October 2010.

Department of Transport "Snow Code"

Winter Service Policy 2008/2012

Winter Service Plan 2008/2012

Lead officer contact:

Phil Moore, Head of Highways and Parking services

Telephone 01634 331146. E-mail phil.moore@medway.gov.uk

Caroline Salisbury, Overview and Scrutiny Co-ordinator

Telephone 01634 332013 E-mail caroline.salisbury@medway.gov.uk

Dick Tolhurst, Principal Engineer Highways Design

Telephone 01634 331067 E-mail dick.tolhurst@medway.gov.uk

Medway Council

WINTER SERVICE POLICY for 2010/17

November 2010



Winter Service Policy for 2010/17

CONTENTS

1	INTRODUCTION	4
1.1	Winter Service - Statutory Duties	4
1.2	Winter Service Standards	4
1.3	Medway Council maintainable Highway	5
1.4	Motorway and Truck Roads	5
2.	WINTER SERVICE OBJECTIVES	5
2.1	Highway Asset Management Plan	5
2.2	Salting	5
2.3	Snow Clearance	6
3.	WINTER SERVICE GENERAL	7
3.1	Winter Service Contracts	7
3.2	Winter Service Season	7
3.3	Salt provision	7
3.4	Alternatives to Salt	8
4.	WEATHER INFORMATION	8
4.1	Weather Information Systems	8
4.2	Weather Forecasts	8
4.3	County Duty Winter Maintenance Officers	8
5.	SALTING	9
5.1	Planning of Precautionary Salting Routes	9
5.2	Precautionary Salting	9
5.3	Post Salting	9
5.4	Spot Salting	9
5.5	Instructions for Precautionary Salting	9
6.	SNOW CLEARANCE	10
6.1	Instructions for Snow Clearance	10
6.2	Snow Clearance on Carriageways	10
6.3	Snow Clearance on Footways	10
6.4	Deployment of Additional Resources	11
6.5	Agricultural Snow Ploughs for Snow Clearance	11
7.	SEVERE WEATHER CONDITIONS	11
7.1	Persistent Ice on Minor Roads	11
7.2	Ice Emergencies	11
7.3	Snow Emergencies	11

Winter Service Policy for 2010/17

8.	SALT BINS	12
8.1	Provision of Salt Bins	12
9.	BUDGETS	12
9.1	Winter Service Budget	12
9.2	Ice and Snow Emergencies	12
10.	PUBLICITY	13
10.1	Pre-Season Publicity	13
10.2	Publicity During Ice and Snow Emergencies	13
Appendix 1	Salt Bin Assessment Form	14

Winter Service Policy for 2010/17

1. INTRODUCTION

1.1 Winter Service - Statutory Duty

1.1.1 The legal position relating to winter service changed on 31 October 2003 with the introduction of the Railways and Transport Safety Act 2003 (Section 111). This legislation added an additional sentence to section 41(1) of the Highways Act 1980 (c.66) (duty of highway authority to maintain highway). The additional sentence is as follows: -
“(1A) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.
(This new legislation overturned the previous ruling by the House of Lords in 2000, which stated that highway authorities did not have a duty under section 41(1) of the Highways Act 1980 to prevent or remove the formation of or accumulation of ice and snow on the road).

1.1.2 Medway Council recognises that the winter service is essential in aiding the safe movement of highway users, maintaining communications, reducing delays and enabling everyday life to continue. It is very important to both road safety and the local economy. The winter service that Medway Council provides is believed to be sufficient so far as is reasonably practical to discharge the duty imposed by the legislation.

1.1.3 Medway Council, as highway authority, takes its winter service responsibilities extremely seriously, however, it is important to recognize that the council has to prioritise its response to deal with winter weather due to the logistics and available resources.

1.1.4 Medway Council provides the winter service with the assistance of its highways term contractor (Volker Highways).

1.2 Winter Service Standards

1.2.1. In order to respond as quickly and efficiently as possible to its responsibilities Medway Council has adopted policies and standards for each of the Winter Service activities and these are detailed within this document. In July 2005 the Roads Liaison Group, published ‘Well Maintained Highways’. Section 13 deals with ‘Winter Service’, which updates the same section in the ‘Code of Practice for Maintenance Management’, published in 2001. The current approach to winter service has been reviewed and found to be consistent with the guidance as recommended in the new document. The operational details for the Winter Service activities in Medway are detailed in the Winter Service Plan 2010/17, which complements this policy.

1.2.2 Medway Council provides a Winter Service which, as far as reasonably possible will:

Winter Service Policy for 2010/17

- Minimise the loss of life and injury to highway users, including pedestrians, and prevent damage to vehicles and buildings
- Keep the highway free from obstruction and avoid unnecessary hindrance to passage

1.3 Medway Council Maintained Highways

1.3.1 Medway Council delivers the winter service on Medway Council maintained highways.

1.3.2 The Winter Service Policy will be reviewed annually by officers to ensure that the policy continues to be fit for purpose.

1.4 Motorways and Trunk Roads

1.4.1 The Department for Transport (DfT) is the highway authority for motorways and all-purpose trunk roads and the Highways Agency acts for the DfT in this respect. Responsibility for the operational maintenance of motorways and trunk roads lies with the Highways Agency. Medway Council therefore has no responsibility for winter service activities on these roads. However, close liaison exists between the Highways Agency consultants, Kent County Council and Medway Council over action taken during the winter service operational period within respective areas of responsibilities.

2. WINTER SERVICE OBJECTIVES

2.1 Transport Asset Management Plan (TAMP)

2.1.1 The Medway Council Transport Asset Management Plan sets strategic objectives for all highway maintenance activities. The document includes provisions for Winter Service.

2.1.2 The operational objectives relating to Winter Service activities are described in the following pages under the headings of salting and snow clearance.

2.2 Salting

2.2.1 Objectives:

- To prevent the formation of ice on carriageways (precautionary salting).
- To facilitate the removal of ice and snow from carriageways and footways (post salting).

2.2.2 Precautionary Salting Routes

Routine precautionary salting will be carried out on pre-determined primary routes covering the following roads:

Winter Service Policy for 2010/17

- Class "A" and Class "B" roads
 - Regular Service Bus Routes
 - Other roads carrying over 440 vehicles in the morning peak hour or forming part of main traffic systems in urban areas
 - Chatham, Gillingham and Rochester town centres (semi pedestrian zones)
 - Gun Wharf and Civic Centre car parks.
 - Other roads identified by the Head of Highways and Parking Services that are particularly hazardous in frosty/icy conditions and are of importance to the local road network.
- 2.2.3 Full details of primary routes, secondary routes, third tier routes and spot salting routes are given in the Winter Service Plan.
- 2.2.4 No footways, or cycleways shall be specifically designated as routes for normal precautionary salting. It would be impractical and financially draining to carry out precautionary salting of footways, pedestrian precincts or cycleways and therefore no provision has been made. However, there will be a certain amount of overspill onto footways and cycleways when precautionary salting is being carried out on adjacent carriageways
- 2.3 Snow Clearance**
- 2.3.1 Objectives:
- To prevent injury or damage caused by snow
 - To remove obstructions caused by the accumulation of snow (Section 150 of the Highways Act 1980)
 - To reduce delays and inconvenience caused by snow
- 2.3.2 Snow clearance on carriageways will be carried out on a priority basis as detailed in paragraph 6.2.
- 2.3.3 Snow clearance on certain minor route carriageways will be carried out by local farmers, who are under agreement to the Winter Service Contractor, using agricultural snow ploughs. Snow clearance on other minor route carriageways will be carried out as resources permit. Many minor routes and culs-de-sac will inevitably have to be left to thaw naturally.
- 2.3.4 Snow clearance on footways will be carried out on a priority basis as detailed in paragraph 6.3.
- 2.3.5 Snow clearance and salting of car parks will be undertaken only when snow is falling and settling in the following town centre car parks: Civic Centre, Commercial Road, Blue Boar Lane, Corporation Street, Gun Wharf, Riverside, Whiffens Ave, Rhode Street, Solomons Road, Medway Park, Croneens, Longley Road and Station Road Rainham. This work to be undertaken by Street Cleansing and Greenspaces operatives.

Winter Service Policy for 2010/17

3. WINTER SERVICE GENERAL

3.1 Winter Service Contracts

- 3.1.1 Winter Service activities will be carried out by Medway Council's Term Maintenance Contractor, (Volker Highways). This contract was awarded in 2007 and lasts for five years. However with extensions of time for good service delivery the contract could potentially continue until 2017.

3.2 Winter Service Season

- 3.2.1 In England, weather is unpredictable and the occurrence and severity of wintery conditions varies considerably through the season and from year to year. Severe wintery weather is most likely to be experienced in December, January and February but ice and snow can occur earlier or later. To take account of all possible wintery weather Medway Council's Operational Winter Service Season will generally run from mid October to mid April. Exact dates for each season are given in the Winter Service Plan.

3.3 Salt provision

- 3.3.1 The Council's Term Maintenance Contractor, (VolkerHighways), is responsible for procurement of sufficient salt to maintain the required stock throughout the winter period and it's storage in a purpose made barn.
- 3.3.2 The contractor is contracted to store 3200t of salt at the Highway depot and will endeavour to retain a stock over the winter period.
- 3.3.3 Provision of a further 70t has been made at the cleansing contractors depot, so that in prolonged periods of snow, the cleansing contractors staff can be mobilised with salt directly from their depot to treat Town Centre footpaths and car parks.
- 3.3.4 A small stockpile of salt (approx. 50t) will be provided at the Civic Centre depot so that in prolonged periods of snow, the greenspaces contractors staff can be mobilised with salt directly from their depot to treat Town Centre footpaths and car parks.

3.4 Alternatives to Salt

- 3.4.1 Dry rock salt is used throughout Medway for precautionary and post salting. In cases of severe snowfall alternatives to salt will be used including sharp sand and other forms of grit.
- 3.4.2 There are now available a number of alternative materials which can be used in place of salt. The cost of these is extremely high and there are also environmental disadvantages associated with most of the alternatives. Salt will therefore, for the time being, remain in use throughout Medway for the precautionary and emergency treatment of snow and ice. However alternative methods and materials will continue to be investigated and if both cost effective and environmentally friendly will be considered.

Winter Service Policy for 2010/17

4. WEATHER INFORMATION

4.1 Weather Information Systems

4.1.1 An effective and efficient Winter Service is only possible with reliable and accurate information about weather conditions at the appropriate times in the decision making process. Medway Council working with Kent County Council utilises the weather forecast information currently available allied to KCC latest in-house computer technology, to ensure that decisions are based on the most accurate data available.

4.2 Weather Forecasts

4.2.1 During the operational Winter Service period Kent County Council will receive detailed weather forecasts that are specifically designed to assist highway authorities with Winter Service activities.

4.3 County Duty Winter Maintenance Officers

4.3.1 Experienced members of staff from Kent Highway Services will act as County Winter Duty Officers, throughout the operational winter service period, on a rota basis. The Officer on duty is responsible for the following: -

- Receiving forecast information
- Monitoring current weather conditions
- Issuing suggested salting instructions
- Issuing the Kent Road Weather Forecast

The Kent Road Weather Forecast will be issued daily and will contain suggested salting instructions. The County Winter Duty Officer will also be responsible for issuing forecast updates and any revised suggested salting instructions when necessary. The Kent Road Weather Forecast will be disseminated to the Medway Duty Call-Out Engineer (MCE), who will be responsible for making the decision on what action to take and issuing instructions to the Contractor.

5. SALTING

5.1 Planning of Precautionary Salting Routes

5.1.1 Primary precautionary salting routes have been developed from those lengths of highway that qualify for treatment whenever frost, ice or snow are expected. Each primary route will have a vehicle assigned to it, which will be suitably adapted to allow the fixing of a snowplough when required. In times of severe snowfall and/or extreme ice formation, dedicated vehicles will be assigned to patrol key strategic routes. Secondary routes have also been developed from other important highways for treatment in severe weather conditions.

Winter Service Policy for 2010/17

5.2 **Precautionary Salting**

5.2.1 Precautionary salting will take place on scheduled precautionary salting routes on a pre-planned basis to prevent formation of ice and/or the accumulation of snow on carriageway surfaces

5.3 **Post Salting**

5.3.1 Post salting will normally take place on scheduled precautionary salting routes as treatment to ice and snow that has already formed on carriageway surfaces. Post salting may also be required on roads or sections of road beyond the scheduled salting routes.

5.4 **Spot Salting**

5.4.1 Spot salting will normally take place on parts or sections of scheduled precautionary salting routes either to prevent formation of ice and/or accumulation of snow or as treatment to ice and snow that has already formed on carriageway surfaces. Spot salting may also be required on roads or sections of road beyond the scheduled precautionary salting routes

5.5 **Instructions For Precautionary Salting**

5.5.1 Precautionary salting instructions will normally be issued if road surface temperatures are expected to fall below zero degrees Celsius, or if snow is forecast, unless:

- Road surfaces are expected to be dry
- Hoar frost is not expected to form on the road surface
- Residual salt on the road surface is expected to provide adequate protection against frost or ice forming

5.5.2 Precautionary salting advice for primary routes will be issued daily (including no action instructions) by the County Winter Duty Maintenance Officer during the operational Winter Service period. Instructions for post salting and spot salting on primary routes will be issued by the Medway Winter Service Engineer (MWSE). Instructions for salting beyond the primary route network will also be issued by the MWSE.

5.5.3 The County Winter Duty Officer will issue instructions for precautionary salting of secondary routes if heavy frost, widespread ice, or snow, is expected.

Winter Service Policy for 2010/17

6. SNOW CLEARANCE

6.1 Instructions for Snow Clearance

6.1.1 The Medway Winter Service Engineer (MWSE) is responsible for issuing snow clearance instructions. Snow clearance will initially take place on scheduled precautionary salting routes. Subsequently snow clearance will take place on other roads or footways on a priority basis.

6.1.2

Snow ploughing on carriageways where there are physical restrictions due to traffic calming measures, should only be treated after a safe method of operation has been agreed.

6.2 Snow Clearance on Carriageways

6.2.1 Snow clearance on carriageways should be based on the priorities given below:

- "A" class roads
- "B" class roads
- Regular Service Bus Routes
- All other roads covered by precautionary salting routes
- One link to other urban centres, villages and hamlets with priority given to bus routes
- Links to hospitals and police, fire and ambulance stations
- Residential roads not on the precautionary salting routes but where there is only one access via a steep hill and serving more than 300 properties.
- Other routes as and when resources permit

6.3 Snow Clearance on Footways

6.3.1 Snow clearance on footways should be based on the priorities given below:

- Both footways in and around main shopping centres of Chatham, Gillingham, Rochester, Strood and Rainham including Rainham Precinct.
- One footway in and around local shopping centres, and on routes to railway stations, footbridges, hospitals, main medical centres.
- One footway on main arteries in residential areas and the second footway in and around local shopping centres
- Other footways, walking bus routes and cycleways as and when resources and time permit

6.4 Deployment of Additional Resources

6.4.1 The Council's street cleansing contractor (Veolia) is contracted through the waste contract, when unable to undertake their normal road sweeping duties, to be redeployed in salting and snow clearance activities.

Winter Service Policy for 2010/17

6.4.2 The Council's Greenspaces contractor (Quadron) is contracted through the grounds maintenance contract, when unable to undertake their normal maintenance duties, to be redeployed in salting and snow clearance activities

6.5 **Agricultural Snow Ploughs for Snow Clearance**

6.5.1 Agreements will be entered into whereby snow ploughs provided and maintained by Medway Council are assigned to local farmers for snow clearance operations generally on the more rural parts of the highway

7. **SEVERE WEATHER CONDITIONS**

7.1 **Persistent Ice on Minor Roads**

7.1.1 During short periods of cold weather the MWSE may use his discretion to instruct salting to deal with persistent ice on minor roads which would not normally be pre-salted but only when all primary routes have been treated satisfactorily. The MWSE may act as the situation demands but priority will be given to roads on precautionary salting routes before other roads are considered for treatment. The MWSE should agree a course of action for dealing with persistent ice with the Head of Highways and Parking Services as soon as practicable.

7.2 **Ice Emergencies**

7.2.1 During longer periods of severe and persistent icing the Head of Highways and Parking Services may declare an ice emergency covering all or part of the Medway area. In this event the MWSE will agree a course of action with the Head of Highways and Parking Services in order to deal with the situation. This course of action will still follow the priorities set within this policy.

7.3 **Snow Emergencies**

7.3.1 In the event of significant snowfalls the Head of Highways and Parking Services may declare a snow emergency covering all or part of the Medway area. In this event the MWSE will agree a course of action with the Head of Highways and Parking Services in order to deal with the situation. This course of action will still follow the priorities set within this policy.

8. **SALT BINS**

8.1 **Provision of Salt Bins**

8.1.1. The objective is to provide motorists and pedestrians with the means of salting ice and snow on small areas of public maintainable carriageway or footway, where it is causing difficulty.

8.1.2 Salt bins are sited at potentially hazardous locations, on roads not covered by primary precautionary salting routes.

Winter Service Policy for 2010/17

- 8.1.3 Salt bins will be filled with a mixture of salt and sharp sand or other grit and will be refilled en masse as time and resources permit.
- 8.1.4 An assessment criteria for installing a new salt bin has been devised and is shown at Appendix 1. The form will be used by Highways staff to assess requests for new salt bins, subject to funding being available.
- 8.1.5 Generally Salt Bins will be free standing. In locations of vandalism or theft, consideration will be given to bolting the bins into place.
- 8.1.6 All Salt Bins will carry the Medway sign and highlight the contents are to be used on public maintainable roads and pavements only.

9. BUDGETS

9.1 Winter Service Budget

- 9.1.1 The budget for the operational Winter Service period is set at the beginning of each financial year. This covers precautionary salting, salt bins and the provision of the Contractor's facilities i.e. salt barn, salt stock management and salt spreaders.

9.2 Ice and Snow Emergencies

- 9.2.1 There is no departmental budget for ice or snow emergencies. The cost of dealing with periods of icy conditions or significant snowfalls, over and above that which would normally be expected, will have to be met by virement from other planned programmes of work on the highway.

10 PUBLICITY AND MEDIA COMMUNICATIONS

10.1 Pre-Season Publicity

- 10.1.1 It is important that the general public is aware of and understands Medway Council's approach to Winter Service. Information leaflets setting out levels of service and standards are produced prior to the winter season and are circulated to libraries, One Stop Shops, and Council Office reception areas.
- 10.1.2 The Winter Service information leaflet will be permanently located on the Council's website.
- 10.1.3 A press release may be issued, if felt appropriate, before the start of the Winter Service period.
- 10.1.4 Advice will be provided on self help for communities, including encouraging local action where appropriate e.g. use of salt bins.

Winter Service Policy for 2010/17

10.2 **Publicity During Ice or Snow Emergencies**

10.2.1 Liaison with the news media, particularly local radio stations, is of the utmost importance to keep the public informed and this will be maintained by the Council's media team during ice or snow emergencies, in liaison with the Head of Highways and Parking services.

10.2.2 Information through the media and the councils web site will be maintained showing what routes are being treated along with a list of car parks that are expected to be open for use. This will ensure that those choosing to travel by road can plan their journeys.

10.2.3 The Council's website will be updated daily showing the salting actions taken.



SALT BIN ASSESSMENT FORM

Location of Salt Bin	Assessment Date	Assessed By
----------------------	-----------------	-------------

Characteristic	Severity	Standard Score	Actual Score
Gradient	Greater than 1 in 15	75	
	1 in 15 to 1 in 29	40	
	Less than 1 in 30	Nil	
Severe Bend	Yes	60	
	No	Nil	
Close proximity to and falling towards	Heavy trafficked road	90	
	Moderately trafficked road	75	
	Light trafficked road	30	
Assessed traffic density at peak times	Moderate (Traffic group 5)	40	
	Light (Traffic group 6)	Nil	
* Number of premises for which only access	Over 50	30	
	20 – 50	20	
	0 – 20	Nil	
Is there a substantial population of either disabled or elderly people	Yes	20	
	No	Nil	
TOTAL			

* N.B. Any industrial or shop premises for which this is the only access is to be automatically promoted to the next higher category within characteristics (V).

Any site for which the summation of weighing factors equals or exceeds 120 would warrant the placement of a salt bin.

Medway Council

WINTER SERVICE PLAN for 2010/17

November 2010



CONTENTS

1. INTRODUCTION	5
2. THE CLIENT/CONTRACTOR RELATIONSHIP	5
3. PREAMBLE TO WINTER SERVICE	5
3.1 Winter Service Season	5
3.2 Winter Service Contract	5
3.3 Proposed Amendments to Salting Route Network	5
3.4 Proposed Amendments to Contractor Arrangements	5
3.5 Salting/Snow Clearance Action Report – Contractors Self Certification Form	5
3.6 Salt Purchase and Ownership	6
3.7 Salt Storage	6
3.8 Salt Quantities	6
3.9 Salt Supply Arrangements	6
3.10 Monitoring by Medway Winter Service Engineer (MWSE)	6
3.11 Target Spread Rates for Salt	6
3.12 Plant	7
3.13 Depot	7
3.14 Labour/Drivers	7
4. WEATHER INFORMATION	7
4.1 Duty Winter Service Officers and Call-out Engineers	7
4.2 Meteorological Office Weather Forecasts	7
4.3 Kent Road Weather Forecasts	8
4.4 Dissemination of the Kent Road Weather Forecast and Instructed Action	8
4.5 Pagers	8
4.6 Unexpected Weather Conditions	8
4.7 Weather Information Systems	9
4.8 Central Processing Unit	9
4.9 Road Weather Stations	9
4.10 Thermal Mapping	9
5. PRECAUTIONARY SALTING	10
5.1 Precautionary Salting Route Categories	10
5.2 Instructions for Precautionary Salting on Primary Routes	10
5.3 Instructions for Salting on Secondary, Third Tier and Spot Salting Routes	10
5.4 Precautionary Salting Route Coverage	11
5.5 Planning of Precautionary Salting Routes	11

Winter Service Plan for 2010/17

6. EMERGENCY SALTING	11
6.1 Instructions for Emergency Salting on Primary Routes	11
6.2 Emergency Salting Response Time	11
6.3 Emergency Spot Salting or Post Salting on any Road	11
7. SNOW CLEARANCE	12
7.1 Instructions for Snow Clearance	12
7.2 Snow Clearance by Ploughing	12
7.3 Agricultural Snow Ploughs	12
7.4 Snow Clearance using Loading Shovels	13
7.5 Hand Snow Clearance	13
7.6 Salting After Snow Clearance	13
8. SEVERE WEATHER CONDITIONS	13
8.1 Persistent Ice on Minor Roads	13
8.2 Ice Emergencies	13
8.3 Snow Emergencies	13
8.4 Local Control Centre	13
8.5 Ice/Snow Emergency Report	14
8.6 Outside Assistance	15
8.7 Additional Resources	15
9. SALT BINS	14
9.1 Location of Salt Bins	14
9.2 New Salt Bins	15
9.3 Summer Storage of Salt Bins	15
10. PRE-WINTER ACTIVITIES	15
10.1 Winter Service Publicity	15
10.2 Briefing Meetings	15
10.3 Training for Staff	15
10.4 Autumn Parade	15
10.5 Contract Arrangements	16
11. MAINTENANCE AFTER SEVERE WEATHER	16
11.1 Deterioration of Carriageway Structure	16
11.2 Removal of Winter Debris	16
12. WINTER SERVICE FINANCE ARRANGEMENTS	16
12.1 Budgets and Payment of Accounts	16

Winter Service Plan for 2010/17

13. SUMMARY – CONTROL, CO-ORDINATION AND COMMUNICATION	17
13.1 Control, Co-ordination and Communication	17
13.2 Head of Highways and Parking Services	17
13.3 Medway Winter Service Engineer	17
13.4 Medway Call-out Engineer	17
13.5 Winter Service Contractor	18
13.6 Agricultural Snow Plough Operators	18
13.7 Medway Help Line	18
13.8 Information and Publicity during Ice or Snow Emergency	18
14. APPENDICES	
Appendix A Salting/Snow Clearance Action Report – Contractors Self Certification Form	19
Appendix B Target Spread Rates for Salt	20
Appendix C Kent Road Weather Forecast – Format	21
Appendix D List of Roads on Primary, Secondary and Third Tier Salting Routes	22
Appendix E List of Footway Sites (Priorities)	39
Appendix F Salt Bin Locations	41
Appendix G Routine Winter Service Instructions	49
Appendix H Snow Clearance on Carriageways Using Snow Ploughs	50

Winter Service Plan for 2010/17

1. INTRODUCTION

- 1.1 Winter Service Plan for 2010/17 gives details of the means by which the Medway Council intends to achieve the standards identified in the Medway Council's Winter Service Policy.

2. THE CLIENT/CONTRACTOR RELATIONSHIP

- 2.1 The following table shows which aspects are the responsibility of either the client or the contractor.

<u>Client: Medway Council</u>	<u>Contractor: VolkerHighways</u>
Winter Service Policy and Plan	Routing
Standards eg. response times	Vehicles and Plant
Road and Footway Priorities	Salt Management
Day to day decision making	Labour/Drivers
Performance Monitoring	Day to day operations
Manning levels	Performance Monitoring

3. PREAMBLE TO WINTER SERVICE

- 3.1 Winter Service Season

- 3.1.1 The Medway Council operational Winter Service periods are as follow:

2010/11 will run from Monday 18 October 2010 to Friday 22 April 2011
2011/12 will run from Monday 17 October 2011 to Friday 20 April 2012
2012/13 will run from Monday 15 October 2012 to Friday 19 April 2013
2013/14 will run from Monday 14 October 2013 to Friday 18 April 2014
2014/15 will run from Monday 13 October 2014 to Friday 17 April 2015
2015/16 will run from Monday 19 October 2015 to Friday 22 April 2016
2016/17 will run from Monday 17 October 2016 to Friday 21 April 2017

- 3.2 Winter Service Contract

- 3.2.1 Winter Service activities will be undertaken using the Term Maintenance Contract based on the Winter Service Policy and Winter Service Plan for the current year. The Contractor is VolkerHighways.

- 3.3 Proposed Amendments to Salting Route Network

- 3.3.1 Any amendments to the salting route network proposed by the Medway Winter Service Engineer (MWSE) must be approved by the Head of Highways and Parking Services.

Winter Service Plan for 2010/17

- 3.4 Proposed Amendments to Contractor Arrangements
- 3.4.1 The Contractor must seek approval from the Head of Highways and Parking Services for any proposed amendments to their arrangements in relation to depots, vehicles, labour, salt and precautionary salting route design.
- 3.5 Salting/Snow Clearance Action Report – Contractors Self-Certification Form
- 3.5.1 A copy of the contractors self-certification form is shown in Appendix A. The Winter Service Contractor (WSC) shall complete and return copies of these to the Medway Winter Service Engineer (MWSE) within 24 hours of completion of the instruction action during the operation Winter Service period.
- 3.6 Salt Purchase and Ownership
- 3.6.1 Salt will be purchased and stored by the Contractor as described in the Winter Service Contract. The Contractor will own the salt until such time as it is used in accordance with the Term Maintenance Contract.
- 3.7 Salt Storage
- 3.7.1 Salt shall be stored in a purpose made salt barn.
- 3.8 Salt Quantities
- 3.8.1 The quantity of salt to be provided by the contractor at the beginning of the operational Winter Service period is 3,200 tonnes. Salt stocks shall be returned to these levels on the 15 December each year in anticipation of severe weather during the high-risk period of the Winter. The minimum quantity of salt always to be maintained is 2,800 tonnes. The quantities are based on past experience and are calculated to be sufficient for one week's precautionary salting of double runs on primary and secondary routes with single daily runs on third tier roads and a refill of all salt bins.
- 3.9 Salt Supply Arrangements
- 3.9.1 The Winter Service contractor is required to:-
- Ensure that the minimum quantity of salt is available at all times.
 - Return salt stocks to their original level on 15 December
 - Identify, in advance, sources of additional salt, which will be available at short notice in the event of heavy usage.

Winter Service Plan for 2010/17

3.10 Monitoring by Medway Winter Service Engineer (MWSE)

3.10.1 The MWSE will:-

- Monitor the rate of salt usage
- Ensure that the minimum salt quantity is available at all times.
- Ensure that salt stocks are returned to original levels on 15 December
- Ensure that suitable arrangements for further supplies of salt are in place to maintain the minimum quantity.

3.11 Target Spread Rates for Salt

3.11.1 Appendix B gives details of target spread rates for salt. Spot checks of actual spread rates produced by contractor's salt spreaders are carried out at the discretion of the MWSE.

3.12 Plant

3.12.1 Plant used for Winter Service will be controlled and maintained by the Contractor as described in the Term Maintenance Contract. The plant may be dedicated entirely to Winter Service but economies should be made where possible with the use of dual purpose vehicles with demountable bodies available for routine maintenance work when not spreading salt. All salt spreaders will conform to BS 1622 and be speed related.

3.13 Depot

3.13.1 The depot used for Winter Service will be controlled and maintained by the Contractor as described in the Term Maintenance Contract.

3.14 Labour/Drivers

3.14.1 Labour/Drivers will be provided and controlled by the contractor as described in the Winter Service contract.

4. WEATHER INFORMATION

4.1 Duty Winter Service Officers and Call-out Engineers

4.1.1 County Duty Winter Maintenance Officers (CDWMOs) are on duty 24 hours a day, for periods of one week on a rota basis, throughout the operational Winter Service period. The CDWMO is responsible for receiving forecasts, monitoring the weather situation, and the compilation and dissemination of the Kent Road Weather Forecasts.

4.1.2 Medway Call-out Engineers (MCEs) are on duty during out of office hours, for periods of one week on a rota basis, throughout the operational Winter Service period. The MCE is responsible for receiving the Kent Road Weather Forecast from Kent County Council and passing the instructed action on to the Winter Service Contractor.

Winter Service Plan for 2010/17

- 4.1.3 The MWSE will decide if the Kent Road Weather Forecast received is the most appropriate action and pass any amended action on to the Winter Service Contractor and the MCE.
- 4.2 Meteorological Office Weather Forecasts.
- 4.2.1 During the operational Winter Service season, the Kent County Council will obtain detailed weather forecasts from the MeteoGroup using the "RoadCast" service, which is specifically designed to cover Winter Service activities by highway authorities. The service provides:-
- Detailed 24 hour weather forecast for Kent
 - 2 to 5 day forecasts for Kent
 - Road surface temperature forecasts of specific sites in Kent used to predict temperatures on all thermally mapped roads
 - 24 hour consultancy service by telephone
 - Radar images when appropriate
- 4.3 Kent Road Weather Forecasts
- 4.3.1 At 14:00hrs every day during the Winter Service period the CDWMO will compile the Kent Road Weather Forecast. This will contain information received about predicted weather conditions together with the suggested instructed action, if any, to be taken in respect of precautionary salting on primary routes for the following 24 hours. Appendix C shows the standard form that will be used for daily Kent Road Weather Forecasts. Information will consist of the following:
- Salting – Suggested action – As detailed in Appendix G
 - Forecast summary for following 24 hours
 - Forecast summary for next 2-5 days
 - Expected overnight minimum temperatures
 - Road hazards and warnings of severe weather
- 4.4 Dissemination of the Kent Road Weather Forecast and Instructed Action
- 4.4.1 The CDWMO will disseminate the Kent Road Weather Forecast and suggested action (including no action decisions) to the MCE and WSC at 14:00hrs every day during the operational Winter Service period. This will be by email and by voice recorded message system. Out of office hours (including weekends and public holidays) the Kent Road Weather Forecast and suggested action will be available by email and voice recorded message system. The CDWMO may revise the Kent Road Weather Forecast and suggested action at 21:30hrs following the evening forecast update from MeteoGroup. In addition emergency advice may be issued by the CDWMO at anytime.
- 4.4.2 Out of office hours the MWSE will make arrangements for the MCE to receive the Kent Road Weather Forecasts and any updates at home.

Winter Service Plan for 2010/17

4.5 Pagers

4.5.1 Tone pagers will be issued to the MWSE and to VolkerHighways by Kent County Councils Network Operations unit for use by the MCE during the operational Winter Service period. The purpose of this is to enable the CDWMO to alert the MCE and VolkerHighways that there has been a change to the Kent Road Weather Forecast issued previously. This is most likely to happen out of office hours and in particular overnight. If the MCE and VolkerHighways are alerted by pager they should telephone the voice recorded message system and listen to the updated forecast or contact the CDWMO for the information. In addition pagers will be alerted at weekends and bank holidays at around 14:00hrs when the Kent Road Weather Forecast is available on the voice recorded message system.

4.6 Unexpected Weather Conditions

4.6.1 At the request of the Home Office, the Meteorological Office is now providing a national warning service for severe weather emergencies. The MWSE receives this information via the Medway Emergency Planning Unit. In the context of Winter Service activities the service will advise of strong winds, snow, widespread ice and rapid thaws.

4.7 Weather Information Systems

4.7.1 The Kent County Council will utilise the ice prediction software computer package 'IceCast' provided by Vaisala TMI Ltd to enable an exchange of weather related data and information to take place between MeteoGroup, the Kent weather stations, the CDWMO and MWSE.

4.8 Central Processing Unit

4.8.1 A Central Processing Unit (CPU) at County Hall is used to collect and store data from the road weather stations for use by MeteoGroup and the Duty Winter Service Office by means of the 'Ice Prediction' software. The CPU also receives and stores forecasts received from MeteoGroup. All this information is then downloaded and can be accessed by remote workstation computers in the homes of CDWMO's.

4.9 Road Weather Stations

4.9.1 One road weather station exists in Medway, which is located on the verge on the North side of the A289 Hasted Road (Wainscott Northern Bypass) approximately 100 metres West of Stone Horse Lane. It is hoped that further weather stations can be added in the future.

4.10 Thermal Mapping

4.10.1 Thermal mapping has been carried out in Medway and this information is used by Kent County Council in preparation of the Winter salting action.

5. PRECAUTIONARY SALTING

5.1 Precautionary Salting Route Categories

5.1.1 There are four categories of precautionary salting routes, which will be salted during the operational Winter Service period. These are given in appendix D. Precautionary footway salting is listed in appendix E.

These are as follows:-

a) Primary Routes

Routes devised from roads or sections of road, which require precautionary salting on a routine basis as a result of current policy standards. These include the busiest roads, which consist of "A" and "B" Class roads, those, which lie on a bus route, and other roads, which carry over 440 vehicles in the morning peak hour. Also included are the main High Streets of Chatham, Gillingham and Rochester.

b) Secondary Routes

Routes devised from roads or sections of road, which lie beyond those included into primary routes that will require precautionary salting under severe weather conditions. These include roads that carry medium amounts of traffic, which lead into or cut through large housing and industrial estates and reduce the distance vehicles have to travel before reaching a Primary Salting Route.

c) Third Tier Routes

Routes devised from roads or sections of road, which lie beyond those included into primary or secondary routes that will require precautionary salting under extreme weather conditions, usually a snow or ice emergency. These include quieter roads, which are mainly located within housing estates to further reduce the distance vehicles have to travel before reaching a Primary or Secondary salting Route. Quieter roads such as Cul-de-sacs would not generally be included.

d) Spot Salting Routes

Routes devised from sections of road that have been identified as requiring occasional spot salting due to seepage etc.

5.1.2 Car Parks

The Civic Centre and Gun Wharf car parks are included on Primary Salting Routes

Winter Service Plan for 2010/17

5.1.3 Footway and Cycleway Salting

No footways or cycleways shall be specifically designated as routes for normal precautionary salting. When deemed necessary priority is to be given to footways where there are high pedestrian volumes. Footways listed in appendix E will be instructed to be precautionary salted under a separate instruction.

5.1.4 It is the responsibility of the MWSE to ensure that only those roads eligible, according to current policy, are included in the precautionary salting routes.

5.2 Instructions for Precautionary Salting on Primary Routes

5.2.1 Appendix C shows the normal format of precautionary salting advice for primary routes, which will be issued by the CDWMO, by means of daily Kent Road Weather Forecasts. Decisions taken by the CDWMO relating to precautionary salting are based on information only known by that officer and not necessarily available to the MCE. The instructions should, in the majority of cases be accepted and passed to the Contractor with the MCE using their discretion only rarely.

5.3 Instructions for Salting on Secondary, Third Tier and Spot Salting Routes

5.3.1 The CDWMO will not give salting instruction advice relating to secondary and third tier routes unless an ice or snow emergency has been declared. If, however, weather conditions are predicted to be particularly hazardous the CDWMO may refer to the short term risk of ice forming on roads beyond primary routes in his daily forecast. Instructions for salting on secondary routes and in extreme cases third tier routes will be then issued by the MCE as appropriate.

5.3.2 Salting on secondary or third tier routes shall only take place when primary routes have been treated satisfactorily.

5.3.3 Instructions for salting on spot salting routes may be issued by the MCE to treat areas where roads are known to be wet locally, through seepage etc., when hoar frost is not expected but road surface temperatures are predicted to fall below zero degrees Celsius. The MCE may also instruct spot salting to be carried locally to deal with isolated icy patches.

5.4 Precautionary Salting Route Coverage

5.4.1 Where long lengths of a road meet the criteria for precautionary salting, but shorter lengths do not, then the whole road network should be salted in order to maintain continuity. The MWSE must check that the criteria are being properly applied by the MCEs, and that coverage is contiguous at boundaries. The MWSE should ensure consistency of salting routes at the boundary of the area with adjacent highway authorities.

Winter Service Plan for 2010/17

- 5.5 Planning of Precautionary Salting Routes
 - 5.5.1 The operational planning of individual precautionary salting routes to cover the specified roads is the responsibility of the contractor and these must have the approval of the Head of Highways and Parking Services. Routes shall be designed so that the treatment time (the time taken from leaving the salt loading area through to completion of treatment of the route) at salt spread rates of 10 or 20g/sq.m is no longer than 2 hours. The start time for each route must be such that salting will be completed between the times given in the instructions. If instructions are issued for salting at 40g/sq.m, and only if the relevant salting vehicle cannot complete the route at 40g/sq.m in one run, then that route may be covered in two runs provided that the first run covers the whole route at 20g/sq.m between the times given in the instructions. Salting at 40g/sq.m is generally only necessary when snow has settled on the carriageway. All lanes of single carriageways must be salted in one pass.
 - 5.5.2 All parts of the carriageway on roundabouts and other complicated junctions shall be salted.

6. EMERGENCY SALTING

- 6.1 Instructions for Emergency Salting on Primary Routes
 - 6.1.1 Instructions for emergency salting or post salting (salting required because ice/frost has already formed) on primary precautionary salting routes will be issued by the MWSE or MCE at any time, following significant changes to the weather forecast or reports of unexpected weather conditions from the Police. Local spot salting or post salting may also be instructed as necessary.
- 6.2 Emergency Salting Response Time.
 - 6.2.1 Where emergency salting is required the response time (the time taken from the Contractor receiving the instruction to salt until commencement of salting) is a maximum of 1 hour.
- 6.3 Emergency Spot Salting or Post Salting on any Road.
 - 6.3.1 Where emergency salting is required at one or more isolated locations, MCE will issue detailed instructions for spot salting or post salting according to the exact nature of the problem. If the Contractor is fully committed on normal precautionary salting routes then spot salting or post salting on other roads will not take place until the relevant resources become available.
 - 6.3.2 MCE will normally respond to requests from Kent Fire Brigade to salt areas of the carriageway that are wet, as a result of fire fighting activities, when ice is subsequently expected to form.

Winter Service Plan for 2010/17

- 6.3.3 Discretion is given to the MCE as to whether spot salting is carried out following a request from Kent Police. If time permits investigations should take place to determine the authenticity of the report and the full extent of any icing of the road surface. Further consideration should be given before ordering spot salting on roads not on primary salting routes.
- 6.3.4 Requests from Water Companies to salt roads following burst mains should also be treated with discretion. Every effort shall be made by the MCE to agree recovery of costs before spot salting is sanctioned.

7. SNOW CLEARANCE

7.1 Instructions for Snow Clearance

- 7.1.1 Snow clearance instructions will be issued by the MWSE when the depth of lying snow exceeds 50mm. Instructions for fitting and removal of snow ploughs to precautionary salting vehicles will be issued by the MWSE.

7.2 Snow Clearance by Ploughing

- 7.2.1 During prolonged falls of snow, ploughing should be frequent enough, where resources permit, to prevent a significant depth of snow from accumulating. Appendix H gives details of the methods to be used for snow clearance on carriageways. A 50mm minimum depth of snow must be left after ploughing to avoid damage to road studs and the road surface. Care must be taken when ploughing in roads that have been traffic calmed as speed cushions and the like are not indicated by means of signs and are normally 75mm in height.

7.3 Agricultural Snow Ploughs

- 7.3.1 The MWSE has identified farmers located in the more rural areas who have items of plant, which can be fitted with snow ploughs for use on roads not covered by precautionary salting routes. Snow ploughs have been provided to suitable operators and are maintained by Medway Council. Such plant operators must contact the Council's Winter Service contractor when they observe snow depths in excess of 50mm, in order to seek instructions to proceed with snow clearance.

- 7.3.2 The MWSE shall arrange for routine servicing, repairs and modifications to be carried out to agricultural snow ploughs during the summer months. Snow plough operators are responsible for monitoring the condition of their ploughs and should report any faults immediately to the MWSE.

- 7.3.3 The employment of these farmers/contractors will be managed by the Council's Winter Service Contractor.

7.4 Snow Clearance using Loading Shovels

Winter Service Plan for 2010/17

7.4.1 Loading shovels and other excavating plant are a practical solution to snow clearance. All plant used for snow clearance activities shall have the teeth removed from their buckets or blades. A 50mm minimum depth of snow must be left after clearance by loading shovels and excavating equipment to avoid damage to road studs, traffic calming measures and the road surface, with the remaining snow being treated by salting.

7.5 Hand Snow Clearance

7.5.1 In addition to the clearance of snow on footways, carriageways may also have to be cleared by hand where ploughing is not practical, due to obstructing street furniture or parked/abandoned vehicles for example. Hand snow clearance on carriageways should be carried out as circumstances allow. With the approval of the MWSE the contractor may train and use non-highways labour for hand snow clearance operations.

7.6 Salting after Snow Clearance

7.6.1 If carriageways or footways have not been salted during snow clearance operations then the MWSE should make arrangements for salting to take place as soon as practicable afterwards. Further salting may be necessary to melt residual snow and ice or to prevent ice reforming.

8. SEVERE WEATHER CONDITIONS

8.1 Persistent Ice on Minor Roads

8.1.1 Local instructions will be issued directly to the contractor by the MWSE to deal with persistent ice on minor roads not included within precautionary salting routes. The MWSE will decide a course of action and costs shall be recorded separately.

8.2 Ice Emergencies

8.2.1 During longer periods of severe and persistent icing, the Head of Highways and Parking Services will declare an ice emergency covering all of the Area. Pre-planned salting or emergency salting on precautionary salting routes shall be carried out as required. Consideration should be given to links to railway stations, schools (in term time), medical centres, doctors surgeries, old peoples homes, cemeteries, crematoria and industrial, commercial, shopping centres and car parks. The costs incurred during an ice emergency will be recorded separately.

8.3 Snow Emergencies

8.3.1 In the event of heavy snowfalls the Head of Highways and Parking Services will declare a snow emergency covering all of the area. (out of office hours it may be necessary, due to worsening conditions, for the MWSE to declare a snow emergency prior to making contact with the Head of Highways and Parking Services). The Head of Highways and Parking Services will decide which roads serving villages and hamlets

Winter Service Plan for 2010/17

should be given priority during a snow emergency. The costs incurred during a snow emergency should be recorded separately.

8.4 Local Control Centre

8.4.1 During a snow or ice emergency the MWSE may set up a local control centre at the Contractor's Depot. The Head of Highways and Parking Services shall ensure that shift working during and outside normal working hours will be in force. The MWSE may issue snow clearance instructions directly to the Winter Service contractor, farmers and other operators under agreement with agricultural snow ploughs or loading shovels. The MWSE will receive information from, and supply information to, members of the public, etc., and the Local control centre. The MWSE will maintain close contact with parish councils and other similar local bodies who can provide information and other assistance during an emergency.

8.5 Ice/Snow Emergency Report

8.5.1 During a snow or ice emergency the MWSE will provide a weekly report to the Head of Highways and Parking Services. This will detail expenditure for the previous 7 days and the total amount spent to date. A final report shall be submitted once the total expenditure is known.

8.6 Outside Assistance

8.6.1 In the severest weather, where insufficient resources are available within Medway, the MWSE will liaise with the Highways Agency and neighbouring authorities to endeavour to obtain outside assistance.

8.7 Additional Resources

8.7.1 The Winter Service contractor shall identify, in advance, sources of additional snow clearance plant, which will be available for hire, during snow emergencies. Such plant should be well distributed, particularly in rural areas. All snow clearance plant, including agricultural snow ploughs, must be hired by the Winter Service contractor and not directly by Medway Council. Snow clearance instructions for such items of plant shall also be issued to the Winter Service contractor and not directly to the hired plant operatives.

8.7.2 This shall not apply to the services provided by the Street Cleansing Section and the Greenspaces Section of the Council or their contractors who during times of snow or ice emergency are employed on snow clearance and hand salting duties. All labour and plant provided by the Street Cleansing Section and the Greenspaces Section or their contractors will be instructed and monitored directly by the MWSE to follow an agreed pre-planned programme of snow clearance and hand salting duties

Winter Service Plan for 2010/17

9. SALT BINS

9.1 Location of Salt Bins

9.1.1 In hazardous locations on roads not covered by precautionary salting routes, salt obtained from roadside salt bins can be used by local residents or passing motorists to treat dangerous ice and snow on the public highway. Such hazardous locations are only likely to occur on steep gradients, at sharp corners or approaches to level crossings, particularly where there is poor surface water drainage.

9.1.2 Empty salt bins should be refilled en masse as soon as resources permit by the contractor on instruction by the MWSE with a mixture of salt and sharp sand or other grit.. Salt bins should be yellow in colour and labelled "Salt bin supplied by Medway. Salt for road use only". A list of current salt bins located on the road network is listed in Appendix F. In no circumstances should salt be left on the roadside in open piles.

9.2 New Salt Bins

9.2.1 In certain circumstances new salt bins may be provided as instructed by the MWSE and subsequently maintained and filled by the Winter Service contractor. These should only be at identified hazardous locations on roads not covered by precautionary salting routes and subject to the assessment criteria on the form in Appendix 1 of the Winter Service Policy.

9.3 Summer Storage of Salt Bins

9.3.1 At the end of the Winter Service period, if instructed by the MWSE, the contractor shall empty the salt bins of their contents, and deliver them to the salt barn for storage during the Summer. Residual salt will be stored separately in the salt barn for use in salt bins the following Winter.

9.3.2 It may be decided to keep the salt bins located on site for the Summer period. If so then they shall be filled at the end of the Winter Service period and maintained in serviceable condition for the Summer period.

10. PRE-WINTER ACTIVITIES

10.1 Winter Service Period

10.1.1 The MWSE will prepare press releases as necessary and other publicity material highlighting various aspects of Winter Service in Medway. Such publicity will normally be issued near the start of the Winter Service season but later updates may be given.

10.2 Briefing Meetings

10.2.1 The Head of Highways and Parking Services will hold a briefing meeting with the MWSE to ensure that all preparations have been made for the forthcoming Winter.

Winter Service Plan for 2010/17

10.3 Training for Staff

10.3.1 Training sessions for staff will be arranged for October where information behind the Kent Road Weather Forecasts and other factors that affect the MCE's decision making process will be discussed. Guidance will also be given regarding the MWSE's role in supervising the Winter Service contract.

10.4 Autumn Parade

10.4.1 The MWSE will instruct the contractor to hold an autumn parade during the second week of October. The MWSE will give the contractor seven days notice of the date of the autumn parade in all cases. During the parade the contractor shall demonstrate to the satisfaction of the MWSE that the following requirements have been met: -

- The necessary salting and snow clearance plant is available, fit for use and located at the appropriate depot
- The necessary operatives are fully trained, available and are familiar with the area in which they operate
- The required quantities of salt are stockpiled, and storage arrangements are satisfactory
- That the automated salt stock management system and weighbridge is working correctly
- The sources of additional plant have been identified for possible use in a snow emergency
- The sources of additional salt have been identified in the event of stockpile shortages
- That all vehicles are fitted with trackers and telemetry as required
- The necessary radio system has been fitted to the appropriate vehicles
- That all precautionary salting routes have been run with the assigned salting vehicle and assigned driver, but without loading salt, to ensure suitability of the vehicle and that response times and treatment times can be met.
- Ensure that suitable arrangements are in place with the agricultural snow plough operators, and establish if any repairs are required to the Council's snow ploughs and fittings.

10.4.2 The MWSE shall certify that the contractor has met the above requirements.

10.5 Contact Arrangements

10.5.1 The MWSE shall supply details to Kent County Council of the staff contact arrangements for Winter Service purposes as required. This shall include details of contacts during and outside of normal working hours and be provided to Kent County Council Network Operations by 20 September each year.

11. MAINTENANCE AFTER SEVERE WEATHER

11.1 Deterioration of Carriageway Structure

11.1.1 Severe weather can lead to the deterioration of the road surface and substructure due to frost damage. The Head of Highways and Parking Services will arrange for highway inspections to identify locations where frost damage has occurred. Any necessary repairs should be undertaken as soon as possible. Costs for this work should be attributed to the ice/snow emergency.

11.2 Removal of Winter Debris

11.2.1 Following an ice or snow emergency the Head of Highways and Parking Services may instruct that roads be swept to ensure the removal of loose material arising out of snow clearing activities. Blocked gullies and drains should also be cleaned as necessary. Costs for this work should also be attributed to the ice/snow emergency.

12. WINTER SERVICE FINANCE ARRANGEMENTS

12.1 Budgets and Payment of Accounts

12.1.1 A separate Winter Service budget is held by the Head of Highways and Parking Services.

12.1.2 The MWSE will settle accounts on behalf of Medway Council for all Winter Service activities.

13. SUMMARY – CONTROL, CO-ORDINATION AND COMMUNICATION

13.1 Control, Co-ordination and Communication

13.1.1 Control, co-ordination and communication operate at various levels for the different Winter Service activities. Details are as follows:-

13.2 Head of Highways and Parking Services

13.2.1 The Head of Highways and Parking Services is responsible for:

- Preparing the Winter Service Policy and Plan (see 3.2)
- Preparing the Winter Service contract documents (see 3.2)
- Letting and administering the Winter Service contract (see 3.2)
- Approving amendments to the salting network (see 3.3)
- Approving amendments to contractors arrangements (see 3.4)
- Approving roads to be included into precautionary salting routes (see 5.1 & 5.5)
- Declaring ice emergencies (see 8.2)
- Declaring snow emergencies (see 8.3)
- Holding the briefing meetings (see 10.2)

Winter Service Plan for 2010/17

- Arranging for highway inspections to monitor deterioration directly due to severe weather (see 11.1).

13.3 Medway Winter Service Engineer (MWSE)

13.3.1 The Medway Winter Service Engineer is responsible for:

- Monitoring contractors performance (see 3.5)
- Supplying completed salting/snow clearance action reports/contractors self certification forms to the Head of Highways and Parking Services (see 3.5)
- Monitoring salt usage, salt stocks and arrangements for further supply of salt (see 3.10)
- Issuing pager to MCE (4.5)
- Issuing instructions for snow clearance (see 7.1)
- Approving action with regard to persistent ice on minor routes (see 8.1)
- Manning location control centre during ice or snow emergencies (see 8.2, 8.3 & 8.4)
- Issuing instructions for ice emergencies (see 8.2)
- Issuing instructions for snow emergencies (see 8.3)
- Reporting to Head of Highways and Parking Services with expenditure details on a regular basis during ice or snow emergencies (see 8.5)
- Instructing and monitoring services provided by the DSO (see 8.7).
- Preparing Winter Service press releases and publicity (see 10.1)
- Arranging training for staff (see 10.3)
- Organising autumn parades (see 10.4)
- Supplying details of contact arrangements (see 10.5)

13.4 Medway Call-out Engineer (MCE)

13.4.1 The Medway Call-out Engineer is responsible for:

- Receiving forecasts from Kent County Council and monitoring the weather situation (see 4.1)
- Issuing instructions for action (see 4.3 & 4.4)
- Receiving Kent Road Weather Forecasts and advised instructions for action (see 4.4)
- Issuing instructions for precautionary salting on Primary Routes (see 5.2)
- Issuing instructions for secondary route salting, spot salting and post salting (see 5.2, 5.3, 6.1, 6.3, and 7.1)
- Planning precautionary salting coverage (see 5.4)
- Issuing instructions for emergency salting (see 6.1)

13.5 Winter Service Contractor

13.5.1 In addition to carrying out inspections in accordance with the contract, the Winter Service contractor is responsible for:

Winter Service Plan for 2010/17

- Making arrangements for purchase supply and storage of salt (see 3.8, 3.9)
- Making arrangements to receive the instructions for action from the MCE (see 4.4 & 4.5)
- Operational planning of precautionary salting routes (see 5.5)
- Identifying sources of additional resources (see 8.7)
- Undertaking Autumn Parades (see 10.4)
- Supplying completed Salting/Snow Clearance Action Report – Contractors Self Certification Form to MWSE (see 3.5).

13.6 Agricultural Snow Plough, Operators

13.6.1 Operators of agricultural snow ploughs are employed by the Council's Winter Service Contractor who is responsible for seeking instructions from the MWSE in the event of snowfalls and monitoring the condition of their snow ploughs.

13.7 Medway Help Line

13.7.1 The Medway Help Line (01634 304400) is the first point of contact for emergencies affecting the highway outside of normal working hours and holds a list of the emergency contact numbers for Winter Service purposes, including MCE and the Winter Service Contractor.

13.8 Information and Publicity During Ice or Snow Emergencies

13.8.1 Liaison with the news media, particularly local radio stations will be maintained by the Council's media team during ice or snow emergencies in liaison with the Head of Highways and Parking services.

13.8.2 Information through the media and the councils web site will be maintained showing what routes are being treated along with a list of car parks that are expected to be open for use.

13.8.3 The Council's website will be updated daily showing the salting actions taken.

13.8.4 Liaison with the Emergency Planning Team, Education Department, Safer Communities, Customer First and other interested sections will be maintained by the Head of Highways and Parking services with the issue of regular situation updates.

13.8.5 Information issued through the Medway Council web site and the media will encourage self help by the general public by clearance of snow and ice from footways.

Winter Service Plan for 2010/17

APPENDIX A

**Salting/Snow Clearance Action Report
Contractors Self Certification Form**



WINTER MAINTENANCE

INSTRUCTED ACTION	DATE	GRAMS	WEATHER	TIME OF CALL

DRIVERS NAME	GRITTER REG	ROUTE	START	FINISH	SIGN	Salt Usage
		A				
		B				
		C				
		D				
		E				
		F				
		G				
		H				
Total Salt Used						

TIME FIRST OUT	
TIME LAST OUT	
TIME FIRST BACK	
TIME LAST BACK	

SUPERVISOR SIGN: _____

PRINT: _____

Form WM 1

.....

APPENDIX B

TARGET SPREAD RATES FOR SALT

C.1 Precautionary Salting

- For expected wet frost 10g/sq. m
- For expected severe icing or snow 20 or 40g/sq. m

C.2 Treatment of Ice and Snow

- Severe icing (ie. freezing conditions following rainfall) 10 or 20g/sq.m
- Treatment of snow laying in depths of up to 50mm 20 or 40g/sq. m
- Treatment of snow lying in depths exceeding 50mm. Ploughing and salting up to 40g/sq. m

Winter Service Plan for 2010/17

APPENDIX C

KENT ROAD WEATHER FORECAST



Readiness colour for tonight:	
-------------------------------	--

Day:	Date:	Time issued:
------	-------	--------------

Instructed Action:	Finish Times:
--------------------	---------------

For the following routes:

Expected Hazards :	Ice	Hoar Frost	Snow	Fog	Strong Wind	Heavy Rain
Y or N						

Expected minimum overnight temperatures :-			
Air		° C at	Hrs
Road Surface		° C at	Hrs
Period Sub-Zero		until	Hrs
<u>Forecast for next 24hrs :</u>			
<u>Forecast for next 5 days</u> :			

Readiness colour for next 2-5 days:				
-------------------------------------	--	--	--	--

Winter Duty Officer :

Readiness Colours: -	Green	No hazards on the road surface and road temperatures expected to remain above 1deg.C.
	Amber	Road temperatures expected to be close to freezing with the possibility of damp/wet roads or light snow.
	Red	Road temperatures expected to be at or below freezing with hazards on untreated roads or sleet/snowfalls.

Winter Service Plan for 2010/17

APPENDIX D

LIST OF ROADS ON PRIMARY, SECONDARY AND THIRD TIER SALTING ROUTES

ROAD	AREA	TIER
Abinger Drive	Chatham	Third
Abbey Road	Rochester	Secondary
Academy Drive	Gillingham/Rainham	Third
Alamein Avenue	Chatham	Third
Albatross Avenue	Rochester	Secondary
Albermarle Road	Chatham	Primary
Albert Road	Chatham	Third
Allington Drive	Rochester	Secondary
Allington Road	Gillingham	Third
Allison Avenue	Gillingham	Primary
Almond Grove	Gillingham	Secondary
Ambley Road	Gillingham	Primary
Ambrose Hill	Chatham	Third
Amethyst Avenue	Chatham	Primary - Hill
Anchor Road	Rochester	Secondary
Ansell Avenue	Chatham	Primary
Anthony's Way	Frindsbury	Primary - Dual carriageway with central reservation
Arden Street	Gillingham	Secondary
Arethusa Road	Rochester	Primary - Hill
Arnhem Drive	Chatham	Third
Arthur Road	Rochester	Third
Arthur Road	Gillingham	Primary - Part
Ash Tree Lane	Chatham	Primary - Hill
Athelstan Road	Chatham	Third - (too narrow, salting by hand)
Avery Way	Allhallows	Primary
Aylesford Crescent	Gillingham/Rainham	Third
Baden Road	Gillingham/Rainham	Third
Bader Crescent	Chatham	Secondary
Badger Road	Chatham	Primary
Bailey Drive	Gillingham	Primary
Bakers Walk	Rochester	Secondary
Ballens Road	Chatham	Secondary - Part
Balmoral Road	Gillingham	Secondary - Part
Balmoral Road	Gillingham	Primary - Part
Banks Road	Rochester	Secondary
Bankside	Chatham	Secondary
Barberry Avenue	Chatham	Primary
Bardell Terrace	Rochester	Primary
Barnsole Road	Gillingham	Primary
Batchelor Street	Chatham	Secondary

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Bayswater Drive	Gillingham	Secondary
Beacon Hill	Chatham	Secondary
Beacon Road	Chatham	Secondary
Beaconsfield Road	Chatham	Third
Beech Road	Strood	Third
Beeching Bank Road	Chatham	Primary
Beechings Way	Gillingham	Primary - Part dual carriageway
Beechwood Avenue	Gillingham/Rainham	Third
Begonia Avenue	Gillingham	Primary
Beke Road	Gillingham/Rainham	Third
Bells Lane	Hoo St Werburgh	Primary - Hill
Bendon Way	Gillingham	Secondary
Berber Road	Strood	Third
Berengrave Lane	Gillingham	Secondary
Beresford Avenue	Chatham	Secondary
Berwick Way	Frindsbury	Primary - Dual Carriageway with central reservation
Best Street	Chatham	Secondary
Best Street	Chatham	Primary - Dual carriageway One Way
Bettescombe Road	Gillingham	Secondary
Bingham Road	Rochester	Secondary
Binland Grove	Chatham	Third
Binnacle Road	Rochester	Secondary
Birch Grove	Gillingham	Secondary - Hill
Birling Avenue	Gillingham	Secondary
Bligh Way	Rochester	Primary
Bloors Lane	Gillingham	Primary
Blue Boar Lane	Rochester	Secondary – Part
Boley Hill	Rochester	Primary - Hill
Booth Road	Chatham	Third
Borstal Road	Rochester	Primary
Borstal Street	Rochester	Primary
Boundary Road	Chatham	Secondary - Part
Boundary Road	Chatham	Primary - Part, Traffic Calmed
Bournville Avenue	Chatham	Third
Boxley Road	Chatham	Primary
Brabourne Avenue	Gillingham/Rainham	Third
Bradfields Avenue	Chatham	Secondary – Part
Bradfields Avenue	Chatham	Third – Part
Bradfields Avenue (West)	Chatham	Secondary
Brake Avenue	Chatham	Primary - One Way
Brambledown	Chatham	Secondary
Brambletree Crescent	Rochester	Secondary
Bredhurst Road	Gillingham	Secondary - Traffic calmed
Bredhurst Road	Gillingham	Primary - Traffic calmed
Brenden Road	Rochester	Secondary
Breton Road	Rochester/.Borstal	Third

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Brewer Road	Cliffe	Secondary - Part
Brewer Road	Cliffe	Primary - Part only
Britannia Road	High Halstow	Primary
Broadview Avenue	Gillingham	Secondary - Traffic calmed
Broadway	Gillingham	Secondary - Part
Broadway	Gillingham	Primary - Part
Broadwood Drive	Chattenden	Third
Brompton Hill	Gillingham	Secondary - Hill
Brompton Lane	Rochester	Secondary
Brompton Road	Gillingham	Primary
Brookmead Road	Cliffe	Secondary - Part
Brookmead Road	Cliffe	Primary - Part only
Broomhill Road	Rochester	Secondary
Brown Street	Gillingham/Rainham	Third
Browdens Road	Halling/Upper Halling	Third
Browdens Road	Halling	Secondary
Bryant Road	Strood	Third
Burma Way	Chatham	Primary
Burnt Oak Terrace	Gillingham	Secondary - Hill
Bush Road	Cuxton	Primary
Byron Road	Gillingham	Secondary
Caldew Avenue	Gillingham	Secondary
Cambridge Rd	Strood	Third
Cambridge Road	Gillingham/Rainham	Third
Camden Road	Gillingham	Primary - steep hill
Canadian Avenue	Gillingham	Primary
Canal Road	Strood	Primary up to Railway Station
Canterbury Street	Gillingham	Primary
Capstone Road	Chatham	Secondary
Capstone Road	Chatham	Primary - Part
Carlton Avenue	Gillingham	Secondary
Carnation Road	Rochester	Secondary
Castle Hill	Rochester	Secondary
Castle Road	Chatham	Primary - Hill
Castle View Road	Rochester	Secondary
Castlemaine Avenue	Gillingham	Secondary - Traffic calmed
Catherine Street	Rochester	Primary
Cazeneuve Street	Rochester	Primary
Cecil Road	Rochester	Secondary
Cecil Road	Rochester	Primary - Part
Cedar Grove	Gillingham	Secondary - Hill
Cedar Road	Rochester	Primary - Part
Central Road	Strood	Secondary
Chalky Bank Road	Gillingham	Secondary
Chapel lane	Gillingham	Primary
Chapel Road	Isle of Grain	Primary, up to bus turnaround area
Chapter Road	Rochester	Secondary
Charles Drive	Cuxton	Primary - part

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Charles Street	Chatham	Third
Charter Street	Chatham	Third
Chatham Grove	Chatham	Primary
Chatham Hill	Chatham	Primary - Including bus lane
Chatham Hill	Gillingham	Primary - Including bus lanes
Chattenden Lane	Hoo St Werburgh	Primary
Chelmar Road	Strood	Third
Chelmsford Road	Rochester	Primary
Chepstead Road	Gillingham/Rainham	Third
Cherborough Crescent	Chatham	Secondary
Chesham Drive	Gillingham/Rainham	Third
Chestnut Avenue	Chatham	Primary
Chestnut Road	Strood	Third
Childscroft Road	Gillingham	Secondary - Traffic calmed
Chilham Road	Gillingham	Secondary - Traffic calmed
Christmas Lane	High Halstow	Primary
Church Street	Gillingham	Primary - Hill
Church Street	Cliffe	Primary – Up to Six Bells Public House
Church Street	Hoo St Werburgh	Primary
Church Terrace	Chatham	Third
Churchill Avenue	Chatham	Primary - Traffic calmed
City Way	Rochester	Primary - Part
Clandon Road	Chatham	Primary
Clarence Road	Chatham	Secondary
Clarendon Gardens	Strood	Secondary
Cleave Road	Gillingham	Secondary
Cliffe Road	Frindsbury	Primary
Clifton Road	Gillingham/Rainham	Third
Clover Street	Chatham	Secondary
Cobblestones	Gillingham	Secondary
College Avenue	Gillingham	Secondary
Columbine Road	Rochester	Secondary
Commercial Road	Rochester	Primary - Dual carriageway
Commissioners Road	Rochester	Secondary
Concord Avenue	Chatham	Primary – Part
Concord Avenue	Chatham	Secondary – Part
Connaught Road	Chatham	Third
Cookham Hill	Rochester	Primary - Hill
Cooling Road	Cliffe	Primary
Coombe Road	Hoo St Werburgh	Secondary - Part
Copenhagen Road	Gillingham	Secondary
Copperfield Road	Rochester/.Borstal	Third
Copperhouse Road	Rochester	Secondary
Coppice Road	Chatham	Secondary
Corkwell Street	Chatham	Third
Cornwallis Ave	Chatham	Third
Cornwallis Avenue	Gillingham	Primary - Part dual carriageway
Coronation Hill	Chatham	Third

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Coronation Rd	Chatham	Third
Corporation Road	Gillingham/Rainham	Third
Corporation Street	Rochester	Primary - Dual carriageway with central reservation
Cossack Street	Rochester	Secondary
Cottall Avenue	Chatham	Third
Courteney Road	Gillingham	Primary
Courtfield Avenue	Chatham	Secondary
Crescent Way	Chatham	Secondary
Crestway	Chatham	Secondary
Cromer Road	Strood	Third
Cross Street	Chatham	Primary
Cross Way	Rochester	Third
Cross Way	Chatham	Primary - Hill
Crow Lane	Rochester	Secondary
Culpepper Road	Gillingham/Rainham	Third
Curzon Rd	Chatham	Third
Cuxton Road	Rochester	Primary
Dagmar Road	Chatham	Secondary
Dale Road	Rochester	Secondary
Danes Hill (off G.N.L.)	Gillingham/Rainham	Third
Danson Way	Gillingham	Secondary
Darland Avenue	Gillingham	Primary - Part
Darnley Road	Rochester	Primary - Part, Traffic calmed
Deanwood Drive	Gillingham	Primary
Delce Road	Rochester	Primary
Denbigh Avenue	Gillingham	Secondary
Derwent Way	Gillingham	Secondary - Part
Dock Road	Chatham	Primary - Dual carriageway
Doggets Row	Isle of Grain	Primary
Dolphin Drive	Gillingham	Primary
Dorrit Way	Rochester	Primary
Downsview	Chatham	Secondary
Drewery Drive	Gillingham	Secondary
Dukes Meadow Drive	Gillingham	Primary
Duncan Road	Gillingham	Primary
Durham Road	Gillingham/Rainham	Third
Durham Road	Gillingham	Primary - Part
East Row	Rochester	Primary
Eastcourt Lane	Gillingham	Primary
Eastgate	Rochester	Primary - One Way
Edinburgh Rd	Chatham	Third
Edwin Road	Gillingham	Primary
Elaine Avenue	Rochester	Secondary
Ellison Way	Gillingham/Rainham	Third
Emily Road	Chatham	Secondary
Englefield Crescent	Cliffe	Secondary - Part
Englefield Crescent	Cliffe	Primary - Part only, Hill
Essex Lane	Halling	Secondary

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Fairlead Road	Rochester	Primary
Fairview Avenue	Gillingham	Primary - Part
Farmhill Avenue	Rochester/.Borstal	Third
Featherby Road	Gillingham	Primary - Part
Featherby Road (from Grange Road to Lower Rainham Road)	Gillingham/Rainham	Third
Finwell Road	Gillingham/Rainham	Third
Fisher Road	Chatham	Secondary
Fleet Road	Rochester	Primary - Part
Foord Street	Rochester	Secondary
Forge Lane	Gillingham/Rainham	Secondary
Formby Road	Halling	Primary and Spot Salting
Fort Pitt Hill	Chatham	Primary - Hill
Fostington Way	Chatham	Primary
Four Elms Hill	Hoo St Werburgh	Primary - Dual carriageway
Foxglove Crescent	Chatham	Third
Franklin Road	Gillingham	Secondary
Freshwater Road	Chatham	Secondary
Frindsbury Hill	Frindsbury	Primary - Part dual carriageway
Frittenden Road	Rochester	Secondary - Part
Fulmar Road	Rochester	Primary - Part
Furrells Row	Rochester	Primary
Galahad Avenue	Rochester	Secondary
Garden Street	Gillingham/Rainham	Third
Gardiner Street	Gillingham	Secondary
Garfield Road	Gillingham/Rainham	Third
Georgian Way	Gillingham	Secondary
Gerrard Avenue	Rochester	Secondary
Gibraltar Hill	Chatham	Primary - Hill
Gillingham Road	Gillingham	Primary - Part
Gladstone Road	Chatham	Secondary
Glamford Road	Rochester	Primary
Glanville Rd	Strood	Third
Gleaming Wood Drive	Chatham	Primary
Glencoe Road	Chatham	Secondary
Globe Lane	Chatham	Primary - Dual carriageway
Gordon Rd	Strood	Secondary
Goudhurst Road	Gillingham	Primary
Grain Road	Gillingham/Rainham	Third
Grain Road	Isle of Grain	Primary
Grain Road	Stoke	Primary and Spot Salting (Part)
Grange Hill	Chatham	Secondary
Grange Road	Gillingham	Secondary - Part
Grange Road	Gillingham	Primary - Part
Granville Road	Gillingham	Secondary
Graveney Close	Cliffe	Primary - Hill, Part only - into Thamesview Turn round
Gravesend Road	Rochester	Primary

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Greenway	Chatham	Secondary
Grosvenor Avenue	Chatham	Primary - Hill
Grosvenor Road	Gillingham	Primary
Grove Rd	Chatham	Third
Gun Lane	Rochester	Primary - One Way Part
Gundulph Road	Chatham	Secondary
Haig Avenue	Rochester	Secondary
Haig Avenue	Chatham	Primary - Part
Halling By-Pass	Halling	Primary - Dual carriageway
Hamilton Road	Gillingham/Rainham	Third
Hammond Hill	Chatham	Third
Harptree Drive	Chatham	Secondary
Harrison Drive	High Halstow	Secondary - Part
Hartington St	Chatham	Third
Harvesters Close	Gillingham	Secondary
Hasted Road	Frindsbury	Primary - Dual carriageway
Havel Ave	Strood	Third
Hawbeck Road	Gillingham	Primary
Hawser Road	Rochester	Primary
Hawthorn Road	Rochester	Secondary
Hawthorne Avenue	Gillingham	Secondary
Haymen Street	Chatham	Secondary
Hazel Grove	Chatham	Third
Hazlemere Drive	Gillingham	Primary
Hempstead Road	Gillingham	Primary - Part with Hill
Hempstead Valley Drive	Gillingham	Primary - Part
Henry Street	Gillingham	Primary
Heritage Drive	Gillingham/Rainham	Third
Heron Way	Chatham	Primary - Hill
High Bank (off St Williams Way, next to Wisdom Hospice)	Rochester/.Borstal	Third
High Dewar Road	Gillingham	Secondary
High Street	Stoke	Third
High Street	Upper Upnor	Third
High Street	Chatham	Primary - Part, pedestrianised
High Street	Rochester	Primary - Part One Way
High Street	Halling	Primary
High Street	Isle of Grain	Primary
High Street	Stoke	Primary - Very narrow
High Street, Brompton	Gillingham	Primary - Part
High Street, Gillingham	Gillingham	Primary - Part pedestrianised
High Street, Rainham	Gillingham	Primary - Part A2
Highfield Road	Gillingham	Secondary
Highgrove Road	Chatham	Secondary
Hilda Rd	Chatham	Third
Hill Road	Rochester	Secondary - Part
Hill View Way	Chatham	Primary - Hill
Hillcrest Road	Chatham	Third

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Hillshaw Crescent	Strood	Third
Hillside Rd	Chatham	Third
Hills Terrace	Chatham	Third
Hillton Road	Cliffe	Primary - Part only
Hilltop Rd	Strood	Third
Hinton Crescent	Gillingham	Secondary
Hoath Lane	Gillingham/Rainham	Third
Hoath Way	Gillingham	Primary - Dual carriageway
Holcombe Road	Chatham	Secondary
Holding Street	Gillingham/Rainham	Third
Holding Street	Gillingham	Secondary - Part
Holland Road	Chatham	Primary
Hollingbourne Road	Gillingham	Secondary
Holly Road	Rochester	Secondary - Part
Holly Road	Rochester	Secondary
Holly Road	Rochester	Primary - Part
Hoo Road	Frindsbury	Primary
Hollywood Lane	Frindsbury	Primary
Hoopers Road	Rochester	Primary
Hopewell Drive	Chatham	Secondary
Horsley Road	Rochester	Third
Horsted Way	Rochester	Primary
Hotel Road	Gillingham	Third
Howard Avenue	Rochester	Third
Howlesmere Grove	Halling	Secondary – Part
Hunters Way	Gillingham	Secondary
Hunters Way West	Gillingham/Rainham	Third
Hurstwood	Chatham	Primary - Hill
Hyacinth Rd	Strood	Third
Iden Road	Rochester	Secondary
Impton Lane	Chatham	Primary
Ingram Road	Gillingham	Primary Part with parked cars
Ivy Street	Gillingham/Rainham	Third
James Road	Cuxton	Primary
James Street	Rochester	Secondary
Jarrett Avenue	Rochester	Secondary
Jasper Avenue	Rochester	Secondary
Jeffrey Street	Gillingham	Primary
Jenkins Dale	Chatham	Secondary
Jersey Road	Rochester	Secondary
John Street	Rochester	Secondary
Junction Road	Gillingham	Secondary
Kenilworth Drive	Gillingham	Secondary
Kent Road	Halling	Primary - Part and Spot Salting
Kenwood Avenue	Chatham	Secondary
Kestrel Road	Chatham	Primary - Bus turnaround area
Khartoum Road	Chatham	Primary – Part
Killick Road	Hoo	Third
King Edward Road	Gillingham/Rainham	Third

Winter Service Plan for 2010/17

ROAD	AREA	TIER
King George Road	Chatham	Primary
King Street	Gillingham	Primary – Part
Kingfisher Drive	Chatham	Secondary
Kings Street	Chatham	Primary – One Way
Kingsdown Close	Gillingham/Rainham	Third
Kingsnorth Power Station Approach Road	Hoo St Werburgh	Primary
Kingston Crescent	Chatham	Secondary
Kingsway	Gillingham	Primary
Kingswood Avenue	Chatham	Third
Kingswood Road	Gillingham/Rainham	Third
Kitchener Avenue	Chatham	Third
Kitchener Road	Hoo St Werburgh	Primary
Knight Avenue	Gillingham/Rainham	Third
Knight Road	Rochester	Primary – Part
Knights Road	Hoo St Werburgh	Secondary - Part
Knights Road	Hoo St Werburgh	Primary – Part
Knole Road	Chatham	Secondary
Laburnum Road	Rochester	Secondary - Part
Laker Road	Rochester	Primary
Lakewood Drive	Gillingham/Rainham	Third
Lambourn Way	Chatham	Secondary
Lamplighters Close	Gillingham	Secondary
Lancelot Avenue	Rochester	Secondary
Leander Road	Rochester/.Borstal	Third
Letchworth Ave	Chatham	Secondary
Lewis Avenue	Gillingham/Rainham	Third
Leyton Avenue	Gillingham	Secondary - Part
Lilac Crescent	Strood	Third
Lilac Road	Rochester	Primary
Lillechurch Road	Cliffe	Primary
Linden Road	Gillingham	Secondary
Linton Drive	Chatham	Secondary
Lip Well Hill	Cooling	Primary - Hill
Listmas Road	Chatham	Primary
Littlebourne Avenue	Gillingham/Rainham	Third
Livingstone Road	Gillingham	Primary
Lock Street	Gillingham	Secondary
Lodge Hill Lane	Hoo St Werburgh	Primary – Up to bus turnaround
London Road	Rochester	Primary - Dual carriageway
London Road	Gillingham	Primary - Part dual carriageway, - Part A2
Long Catlis Road	Gillingham	Primary - Traffic calmed
Longfellow Road	Gillingham	Secondary - Part
Longfield Avenue	High Halstow	Secondary
Longhill Avenue	Gillingham	Secondary - Hill
Longley Road	Rochester	Secondary
Longley Road	Gillingham	Secondary - Traffic calmed
Lonsdale Drive	Gillingham	Primary - Hill

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Lordswood Lane	Chatham	Primary - Part, traffic calmed
Lower Rainham Road	Gillingham	Primary - Part traffic calmed
Lower Rochester Road	Rochester	Primary and Spot Salting
Lower Twydall Lane (Beechings Way to Railway Bridge)	Gillingham/Rainham	Third
Luton High Street	Chatham	Primary
Luton Road	Chatham	Primary - Part dual carriageway
Lyndhurst Avenue	Gillingham	Secondary
Macklands Way	Gillingham/Rainham	Third
Madden Avenue	Chatham	Primary
Magnolia Avenue	Gillingham/Rainham	Third
Magpie Hall Road	Chatham	Primary - Hill
Maidstone Road	Chatham	Primary - Bus turnaround, part dual carriageway
Maidstone Road	Rochester	Primary
Maidstone Road, Chatham	Chatham	Third
Maidstone Road, Rainham	Gillingham	Primary - Bus turnaround area, parked cars
Main Road	Hoo St Werburgh	Primary - Traffic calmed
Malmaynes Hall Road	Hoo St Werburgh	Primary
Malta Avenue	Chatham	Primary
Manor Lane	Rochester	Secondary
Manor Road	Chatham	Secondary
Mansion Row	Gillingham/Rainham	Third
Maple Avenue	Gillingham	Secondary
Maple Road	Rochester	Primary
Maritime Way	Gillingham	Primary - Part dual carriageway
Marlborough Road	Gillingham	Primary
Marley Way	Rochester	Secondary
Marshall Road	Gillingham	Secondary
May Road	Rochester	Third
Mayfield Avenue	Chatham	Primary - Part
Mayweed Avenue	Chatham	Secondary - Part
Meadow Crescent	Halling/Upper Halling	Third
Meadowbank Road	Chatham	Third
Medway Road	Gillingham	Primary - Part B2004
Medway Street	Chatham	Primary
Meresborough Road	Gillingham	Secondary - Narrow lane
Merralswood Road	Rochester	Primary - Part
Merryboys Road	Cliffe	Primary
Merryfields	Strood	Secondary
Mierscourt Road	Gillingham	Primary
Military Road	Chatham	Primary - Bus lane
Mill Lane	Chatham	Secondary
Mill Road	Rochester	Secondary
Mill Road	Gillingham	Secondary
Miller Way	Rochester	Secondary - Part

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Millford Hope Road	Rochester	Secondary
Mills Terrace	Chatham	Third
Mills Terrace	Chatham	Secondary
Milner Road	Gillingham/Rainham	Third
Milstead Road	Gillingham/Rainham	Third
Milsted Road	Gillingham	Secondary - Part
Milton Avenue	Cliffe Woods	Third
Minerva Rd	Strood	Third
Mitre Road	Rochester	Third
Montford Rd	Chatham	Third
Montfort Rd	Strood	Third
Montgomery Road	Gillingham	Primary - Part
Mooring Road	Rochester	Secondary
Morement Road	Hoo St Werburgh	Secondary - Part
Mount Rd	Chatham	Third
Mount Road	Rochester	Secondary
Mountbatten Avenue	Chatham	Secondary - Outside Shops
Napier Road	Gillingham	Secondary
Natal Road	Chatham	Third
Neal Street	Chatham	Third
Nelson Road	Gillingham	Primary
New Cut	Chatham	Primary
New Road	Chatham	Primary
New Road Avenue	Chatham	Primary
Nine Acres Road	Cuxton	Secondary
Norreys Road	Gillingham/Rainham	Third
North Dane Way	Chatham	Primary - Hill
North Street	Rochester	Primary
Northcote Road	Rochester	Primary
Northern Link	Gillingham	Primary - Dual carriageway
Northgate	Rochester	Primary
Northwood Avenue	High Halstow	Secondary
Nursery Road	Gillingham/Rainham	Third
Oak Rd	Strood	Third
Old Lordswood Lane	Chatham	Secondary
Old Pattens Lane	Chatham	Primary - Part
Onslow Road	Rochester	Secondary
Orchard Avenue	Strood	Third
Orchard Street	Gillingham	Primary - Traffic calmed
Ordnance Street	Chatham	Primary - Hill
Orion Road	Rochester	Primary
Otterham Quay Lane	Gillingham	Primary
Otway Street	Chatham	Secondary - Part
Oxford Road	Gillingham	Secondary
Pagitt Street	Chatham	Secondary
Palmerston Road	Chatham	Secondary - Part
Palmerston Road	Chatham	Primary - Part
Pankhurst Road	Hoo St Werburgh	Secondary - Part
Park Avenue	Gillingham	Secondary

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Park Crescent	Chatham	Secondary
Parkfields	Rochester	Primary
Parr Avenue	Gillingham/Rainham	Secondary
Pattens Lane	Chatham	Primary
Pear Tree Lane	Gillingham	Primary - Part Hill
Peninsula Way	Hoo St Werburgh	Primary - Dual carriageway
Pennant Road	Rochester	Secondary
Pentagon Bus Ramp	Chatham	Primary - Hill
Pentagon Top service Road	Chatham	Primary
Pier Approach Road	Gillingham	Secondary – Part
Pier Road	Gillingham	Primary - Dual carriageway
Pilgrims Way	Halling	Secondary
Pine Grove	Gillingham	Primary - Hill
Ploughmans Way	Gillingham	Secondary - Traffic calmed
Polhill Drive	Chatham	Secondary
Poplar Rd	Strood	Third
Poplicans Road	Cuxton	Secondary
Port Way Road	Cliffe	Primary
Pottery Road	Hoo St Werburgh	Secondary - Part
Power Station Approach Road	Isle of Grain	Primary - Up to Gates
Powlett Road	Rochester	Secondary
Preston Avenue	Gillingham	Secondary
Priestfields	Rochester	Primary
Primrose Avenue	Gillingham/Rainham	Third
Prince Arthur Road	Gillingham	Primary
Prince Charles Avenue	Chatham	Primary - Hill
Princes Avenue	Chatham	Primary - Part hill
Priory Road	Rochester	Primary
Pump Lane	Gillingham	Primary - Part
Purbeck Road	Chatham	Third
Queen Mother Court	Rochester	Primary
Queendown Avenue	Gillingham	Secondary
Queens Street	Chatham	Primary - Hill
Quickrells Avenue	Cliffe	Third
Quixote Crescent	Rochester	Secondary
Railway Street	Chatham	Primary
Railway Street	Gillingham	Primary
Rainham Road	Gillingham	Primary - Part A2
Randall Rd	Chatham	Third
Ratcliffe Highway	Allhallows	Primary
Ratcliffe Highway	Hoo St Werburgh	Secondary
Ravens Wood Avenue	Rochester	Secondary
Read Court Road	Rochester	Primary
Readscroft Road	Gillingham/Rainham	Third
Redfern Avenue	Gillingham	Secondary
Reed Street	Cliffe	Secondary
Revenge Road	Chatham	Secondary

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Richard Street	Chatham	Secondary
Richborough Drive	Strood	Secondary
River Drive	Strood	Third
Robin Hood Lane	Chatham	Primary - Part dual carriageway with hill
Robin Hood Lane Lower	Chatham	Primary - Hill
Rochester Avenue	Rochester	Secondary
Rochester Bridge	Rochester	Primary - Dual carriageway, two bridges
Rochester Crescent	Hoo St Werburgh	Secondary - Part
Rochester Road	Cuxton	Primary and Spot Salting
Rochester Road	Rochester	Primary
Rochester Road	Halling	Primary and Spot Salting
Rochester St	Chatham	Third
Rochester Street	Chatham	Secondary
Rock Avenue	Gillingham	Primary
Roebuck Road	Rochester	Primary
Rolvenden Rd	Strood	Third
Roman Way	Rochester	Primary - Hill, Chariot Way - NOT Public Way
Romany Road	Gillingham/Rainham	Third
Rome Terrace	Chatham	Third
Romney Road	Chatham	Secondary
Roosevelt Avenue	Chatham	Secondary
Rope Walk	Chatham	Primary - Including Service Area - Pentagon Centre
Ropers Lane	Hoo St Werburgh	Primary
Rosebery Road	Gillingham	Secondary - Hill
Rowland Avenue	Gillingham	Secondary
Rushdean Road	Rochester	Secondary
Rushdean Road	Rochester	Primary - Part
Salisbury Avenue	Gillingham	Secondary
Sandringham Road	Gillingham	Secondary
Saunders Street	Gillingham	Secondary
Scotby Avenue	Chatham	Primary - Hill
Scott Avenue	Gillingham	Secondary
Scotteswood Avenue	Chatham	Secondary
Seagull Road	Rochester	Secondary
Seaview Road	Gillingham/Rainham	Third
Second Avenue	Gillingham/Rainham	Third
Settington Avenue	Chatham	Secondary
Seymour Road	Chatham	Third
Sharfleet Drive	Rochester	Secondary
Sharnel Street Bypass	Hoo St Werburgh	Primary and Spot Salting
Sharsted Way	Gillingham	Primary
Shawstead Road, (from North Dane Way to the tip entrance).	Chatham	Third
Sherwood Avenue	Chatham	Secondary

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Shipwrights Avenue	Chatham	Secondary
Shirley Avenue	Chatham	Primary - Central reservation
Short Street	Chatham	Third
Shorts Way	Rochester	Primary - Hill
Silverspot Close	Gillingham	Secondary
Silverweed Road	Chatham	Secondary - Part
Silverweed Road	Chatham	Primary - Part
Sir Evelyn Rd	Rochester	Third
Sir John Hawkins Way	Chatham	Primary - Dual carriageway and bus lane Opposite direction
Sir Thomas Longley Road	Frindsbury	Primary
Skinner St	Chatham	Third
Skinner Street	Gillingham	Primary - Part
Slatin Rd	Strood	Third
Slicketts Hill	Chatham	Primary
Snodhurst Avenue	Chatham	Primary - Traffic calmed Hill
Solomon Road	Gillingham	Secondary
Solomons Road	Chatham	Secondary
Sorrell Road	Chatham	Primary
Southwark Road	Rochester	Secondary
Southill Road	Chatham	Secondary
Sovereign Boulevard	Gillingham	Primary - Part A2
Spade Lane	Gillingham	Primary - As turn round
Speedwell Avenue	Chatham	Primary - Part
Springvale	Gillingham	Primary
St Johns Road	Gillingham	Secondary
St Johns Road	Hoo St Werburgh	Primary - Hill
St Leonards Avenue	Chatham	Secondary
St Margarets Drive	Gillingham/Rainham	Third
St Margarets Street	Rochester	Primary - Part
St Werburgh Crescent	Hoo	Primary (Between Main Road – Fire Station Road)
St Williams Way	Rochester	Primary
Stafford Street	Gillingham	Secondary
Stake Lane	Halling	Secondary
Stalin Avenue	Chatham	Third
Stangate Road	Rochester	Secondary
Stanhope Rd	Strood	Third
Star Hill	Rochester	Primary - Dual carriageway (bottom end) and railings
Star Mill Lane	Chatham	Primary - Part
Station Road	Cuxton	Primary
Station Road	Rochester	Primary
Station Road	Gillingham	Primary
Station Road	Cliffe	Primary and Spot Salting
Stoke Road	Allhallows	Primary and Spot Salting
Stoke Road	Hoo St Werburgh	Primary
Stopford Road	Gillingham/Rainham	Third

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Street End Road	Chatham	Primary
Sturdee Avenue	Gillingham	Primary
Sturla Road	Chatham	Secondary
Sturry Way	Gillingham/Rainham	Third
Suffolk Avenue	Gillingham/Rainham	Third
Sultan Road	Chatham	Secondary
Sundridge Drive	Chatham	Secondary
Sundridge Hill	Cuxton	Primary
Sunningdale Drive	Gillingham/Rainham	Third
Sussex Drive	Chatham	Secondary
Swallow Rise	Chatham	Secondary
Swallow Rise	Chatham	Primary - Part hill
Swift Crescent	Chatham	Secondary
Swingate Avenue	Cliffe	Secondary
Sycamore Road	Rochester	Secondary
Symonds Avenue	Chatham	Primary - Part
Taddington Wood Lane	Chatham	Primary
Tamar Drive	Rochester	Secondary
Tanker Hill	Gillingham/Rainham	Third
Taswell Road	Gillingham/Rainham	Third
Taswell Road	Gillingham	Primary - Part
Tedder Avenue	Chatham	Secondary
Ten Acre Way	Gillingham/Rainham	Third
Tern Crescent	Strood	Third
Turnham Green	Gillingham/Rainham	Third
Thatcher's Lane	Cliff	Secondary
The Brook	Chatham	Primary - Dual carriageway
The Esplanade	Rochester	Primary
The Fairway	Rochester	Primary
The Ridgeway	Chatham	Primary - Traffic calmed
The Rise	Gillingham	Secondary
The Shades	Rochester	Secondary
The Street	Halling	Primary - Up to Browdens Road, very narrow
The Street	High Halstow	Primary
The Tideway	Rochester	Secondary
The Tideway	Rochester	Primary - Part
The Vineries	Gillingham/Rainham	Third
Third Avenue	Gillingham	Secondary
Third Avenue	Chatham	Primary - Hill
Tilbury Road	Gillingham/Rainham	Third
Tobruk Way	Chatham	Secondary
Toronto Road	Gillingham	Secondary
Town Road	Cliffe	Primary and Spot Salting
Trafalgar Street	Gillingham	Secondary - Part Traffic calmed
Trafalgar Street	Gillingham	Primary - Traffic calmed
Trubridge Road	Hoo St Werburgh	Secondary - Part
Tafton Road	Gillingham	Secondary - Traffic calmed
Tunbury Avenue	Chatham	Primary

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Turn Crescent	Rochester	Secondary
Twydall Green	Gillingham	Primary - Dual carriageway, traffic calmed
Twydall Lane	Gillingham	Primary - Traffic calmed
Tyler Drive	Gillingham	Secondary - Part
Tyler Drive	Gillingham	Primary
Union Street	Rochester	Third
Union Street	Chatham	Primary - Dual carriageway
Upbury Way	Chatham	Primary - Hill
Upchat Road	Hoo St Werburgh	Primary
Upnor Road	Frindsbury	Primary
Upper Luton Road	Chatham	Secondary – Traffic calmed
Vale Drive	Chatham	Primary - Part with parked cars
Valley View Road	Rochester	Secondary
Vanguard Way	Frindsbury	Treat approach to TUNNEL only, Dual c/way, central reservation
Vicarage Lane	Hoo St Werburgh	Primary
Vicarage Road	Halling	Primary and Spot Salting/
Victoria Road	Chatham	Primary - Part
Victoria Street	Gillingham	Secondary
Victoria Street	Rochester	Primary
Victoria Street	Gillingham	Primary Part A231
View Road	Cliffe	Primary
Vines Lane	Rochester	Secondary
Wadlands Road	Cliffe	Secondary
Wainscott Bypass	Frindsbury	Primary - Dual carriageway and porous asphalt, central reservation
Wainscott Road	Frindsbury	Primary
Wakeley Road	Gillingham	Secondary - Part
Wakeley Road	Gillingham	Primary, part
Walderslade Road	Chatham	Primary - Part hill
Walderslade Woods	Chatham	Primary - Part dual carriageway wide and part central reservation
Wallace Road	Rochester	Secondary - Part
Wallace Road	Chatham	Primary
Waltham Road	Gillingham	Primary
Warner Street	Chatham	Third
Warren Wood Road	Rochester	Secondary - Part
Warren Wood Road	Rochester	Primary - Part
Warwick Crescent	Rochester	Secondary
Watling Avenue	Chatham	Primary
Watling Street	Rochester	Primary - Dual carriageway
Watling Street	Gillingham	Primary - Dual carriageway, part A2
Watson Avenue	Chatham	Secondary
Watson Avenue	Chatham	Primary - Part hill
Watts Avenue	Rochester	Primary
Watts Street	Chatham	Third

Winter Service Plan for 2010/17

ROAD	AREA	TIER
Wayfield Road	Chatham	Primary - Hill
Weedswood Road	Chatham	Primary
Weller Avenue	Rochester	Primary
Wells Road	Rochester	Primary
West Drive	Chatham	Secondary
Westergate Road	Strood	Third
Western Road	Rochester	Secondary
Whiffens Avenue	Chatham	Primary - Turn round in Car Park, Hill
White Leaves Rise	Cuxton	Secondary - Part
White Road	Chatham	Primary - Part
Whitehorse Hill	Chatham	Secondary
Whitewall Road	Rochester	Secondary
Witham Way	Rochester	Secondary
Wigeon Road	Rochester	Third
Wigmore Road	Gillingham	Primary - Hill part
Will Adams Way	Gillingham	Primary
William Street	Gillingham/Rainham	Third
Willow Road	Rochester	Third
Wilson Avenue	Rochester	Secondary - Part
Wilson Avenue	Chatham	Primary
Windmill Road	Gillingham	Secondary - Part
Windmill Road	Gillingham	Primary
Windmill Street	Rochester	Secondary
Winston Rd	Strood	Third
Winston Road	Rochester	Primary - Part
Witham Way	Strood	Third
Wood Street	Gillingham	Primary - Part dual carriageway, Part A2
Woodlands Road	Gillingham	Primary
Woodside	Gillingham	Primary - Part
Woodstock Road	Strood	Third
Woodstock Road	Rochester	Primary
Wouldham Road	Rochester	Primary - Turn round at old tip
Wulfere Way	Frindsbury	Primary - Dual carriageway
Wykeham St	Strood	Third
Wyles Road	Chatham	Secondary
Wyles Street	Gillingham/Rainham	Third
Wyndham Road	Chatham	Third
Yarrow Road	Chatham	Primary
Yeoman Drive	Gillingham/Rainham	Third
York Avenue	Chatham	Primary
York Avenue	Gillingham	Primary
York Hill	Chatham	Third

Winter Service Plan for 2010/17

APPENDIX E

FOOTWAY 1st PRIORITY SITES

Shopping areas	Area	Description	Plan reference
Strood Town Centre	Strood		Plan FS/001
Rochester Town Centre	Rochester		Plan FS/002 - FS/004
Chatham Town Centre	Chatham		Plan FS/005 - FS/006
Gillingham Town Centre	Gillingham		Plan FS/007
Rainham Town Centre	Rainham	Inc. Rainham Precinct	Plan FS/008

FOOTWAY 2nd PRIORITY SITES

Local Shopping Centres	Area	Description	Plan reference
Parkwood Shopping Precinct	Parkwood		Plan FS/009
Walderslade Shopping Precinct	Chatham		Plan FS/010
Brompton High Street Area	Brompton		Plan FS/011
Wayfield Shopping Area	Chatham		Plan FS/012
Footbridges	Area	Description	Plan reference
A2 London Road	Rainham		Plan FB/001
Ito Way	Gillingham		Plan FB/002
Pier Road	Gillingham		Plan FB/003
Chatham Hill	Chatham		Plan FB/004
Hospitals	Area	Description	Plan reference
Medway Hospital	Gillingham		Plan FS/013
St Bartholomew's Hospital	Chatham		Plan FS/014
Canada House Maternity Home	Gillingham		Plan FS/015

FOOTWAY 3rd PRIORITY SITES

Winter Service Plan for 2010/17

Road	Area	Description	Distance (M) Single Side
Balmoral Road	Gillingham	Victoria St to Gillingham Rd	498
Best Street	Chatham	Union St to Clover St	460
Canterbury Street	Gillingham	Copenhagen Rd to High St	443
Chatham Hill	Chatham		1,155
Church Street	Chatham		137
Clover Street	Chatham		137
Corporation Street	Rochester		820
Dock Road	Chatham		990
Epaul Lane	Rochester		45
Frindsbury Hill	Frindsbury		519
Frindsbury Road	Frindsbury		842
Globe Lane	Chatham	Road and Alley	250
London Road	Strood	Gravesend Rd to Gun Lane	515
London Road	Rainham		1,620
Luton High Street	Luton		286
Luton Road	Luton		1,262
Maidstone Road	Rochester	Valley View to The Vines	1,990
Maidstone Road	Chatham	A230	1,820
Maidstone Road	Rainham	A2 London Rd to Deanwood Dr	1,615
Medway Street	Chatham		355
New Road Avenue	Chatham		414
New Road	Chatham		765
New Road	Rochester		624
Ordnance Street	Chatham		600
Railway Street	Chatham	Ordnance St to Railway station	677
Richard Street	Chatham		157
St Margarets Street	Rochester	Boley Hill to Roebuck Rd	415
The Brook	Chatham		715
Watling Street	Gillingham	Ash Tree Lane to Darland Ave	630
Rainham Road	Chatham	Ash Tree Lane to Chatham Hill	565
Whittaker Street	Chatham		60
North Street	Strood	Safeways to Gun Lane	190
Union Street	Chatham		256
Green Street	Gillingham		244
Jeffery Street	Gillingham		470
Arden Street	Gillingham	High Street to Jeffery Street	70
Crow Lane	Rochester		258
Commercial Road	Strood	A2 only	400

Total 23,269

Winter Service Plan for 2010/17

APPENDIX F

SALT BIN LOCATIONS

Bin No	Location	Plan No	Parish	Position
SB001	Avery Way	1	Allhallows	Outside Pilot Public House
SB002	Binney Road	2	Allhallows	Junction with Jutland Close
SB003	St Davids Road	3	Allhallows	On Grass Verge/Island
SB004	Clifton Road	4	Brompton	Junction Wyles Street
SB005	Wood Street	5	Brompton	Junction Of Admiralty Terrace
SB006	Alexandra Road	6	Chatham	At End Of Road
SB007	Ambrose Hill	7	Chatham	Junction with Constitution Rd
SB287	Athelstan Road	287	Chatham	Jct. Maidstone Road
SB318	Beacon Hill	318	Chatham	Jct. Queens Road
SB008	Beacon Road	8	Chatham	Opposite Beacon Hill
SB009	Blenheim Avenue	9	Chatham	Opposite No. 83
SB010	Chalk Pit Hill	10	Chatham	O/S No.43 (Against Side Wall Of No.42)
SB011	Chelmar Road	11	Chatham	Side Of Lamp Column No.3
SB012	Church Hill	12	Chatham	Top Of Steps
SB300	Cloisterham Road	300	Chatham	Adj. Boundary wall No.38
SB323	Concord Avenue	323	Chatham	Jct Amethyst Avenue
SB013	Constitution Hill	13	Chatham	O/S 2-10
SB014	Constitution Road	14	Chatham	Opposite York Hill
SB015	Coronation Road	15	Chatham	Junction Upper Luton Rd
SB016	Cranleigh Gardens	16	Chatham	Top Of Road
SB018	Dagmar Road	18	Chatham	Junction with Clarence Road
SB019	Dagmar Road	19	Chatham	Rear Of No.21 By Steps
SB327	Dagmar Road	327	Chatham	Outside No. 38
SB054	Dale Street	54	Chatham	O/S No 260
SB020	Eldon Street	20	Chatham	Junction with Cross Street
SB021	Elmhurst Gardens	21	Chatham	Top Of Road
SB310	Emily Road	310	Chatham	Jct. Charlotte Close
SB022	Fort Pitt Hill	22	Chatham	Junction with New Road
SB023	Fort Pitt Hill	23	Chatham	Side Of Column No. 7
SB024	Fort Pitt Street	24	Chatham	Junction with Charles Street
SB025	Gladstone Road	25	Chatham	Junction with Paget St
SB026	Gladstone Road	26	Chatham	Junction with King Edward Road (Use Slimline Bin)
SB027	Gordon Road	27	Chatham	By Alleyway
SB028	Gordon Road	28	Chatham	Junction with Listmas Road
SB029	Grange Hill	29	Chatham	Rear Of Public House
SB030	Herbert Road	30	Chatham	Junction Of Chalk Pitt Hill
SB283	Highgrove Road	283	Chatham	Opp. No.77 Highgrove Road
SB031	Hospital Lane	31	Chatham	O/S Gate Side Of Lamp Col 2

Winter Service Plan for 2010/17

Bin No	Location	Plan No	Parish	Position
SB032	Institute Road	32	Chatham	Top Of Hill On Grass Area
SB289	Karloff Way	289	Chatham	Outside No.16 Bogarde Drive
SB285	Kingsdown Avenue	285	Chatham	Jct. Maidstone Road
SB033	Lawn Close	33	Chatham	Junction Albany Road
SB291	Leopold Road	291	Chatham	Jct. Hilda Road
SB047	Melbourne Road	47	Chatham	Junction with Sturla Road
SB035	Neville Road	35	Chatham	In Front Of Chapel
SB040	New Street	40	Chatham	Junction with Rochester Street
SB036	Old Road	36	Chatham	By Lamp Column On Bend
SB017	Otway Street	17	Chatham	Opposite Cromwell Terrace
SB037	Pagitt Street	37	Chatham	Junction with Haymen Street
SB038	Queen Street	38	Chatham	Junction with Cross Street
SB039	Rhode Street	39	Chatham	Junction with Underpass By Street Nameplate
SB284	Scotby Avenue	284	Chatham	Adj. No.1 Scotby Avenue
SB041	Scotts Terrace	41	Chatham	On Bend
SB042	Scottswood Avenue	42	Chatham	Junction with Cottall Avenue
SB317	Settington Avenue	317	Chatham	Outside No.24
SB043	Severn Road	43	Chatham	At Side No.33 Trent Road
SB044	Shipwrights Avenue	44	Chatham	Opposite Lamp Column No.3
SB045	Shipwrights Avenue	45	Chatham	Junction with Ropemakers Court
SB046	Southhill Road	46	Chatham	Top Of Hill By Ingle Rd
SB048	Sturla Road	48	Chatham	Melbourne Road
SB293	Thorndale Close	293	Chatham	Outside No.40 Thorndale Close
SB049	Waghorn Street	49	Chatham	Junction Of Listmas Road
SB050	Westmount Avenue	50	Chatham	At Top Of Hill On Bend
SB051	Whitehorse Hill	51	Chatham	Junction with Seymour Road
SB052	Windsor Avenue	52	Chatham	Junction with Holcombe Road
SB053	Wyles Road	53	Chatham	Junction with Dale Street
SB055	Beacon Hill Lane	55	Chattenden	Junction with Four Elms Hill
SB278	Church Street	278	Cliffe	Adjacent To No. 199 (But Keeping Access Clear)
SB061	North Road	61	Cliffe	Rear Of No 21 Reed Street
SB056	Brewer Road	56	Cliffe Woods	Junction with Brookmead Road
SB057	Brookmead Road	57	Cliffe Woods	Opposite No.3
SB058	Brookmead Road	58	Cliffe Woods	Junction with Englefield Crescent
SB059	Englefield Crescent	59	Cliffe Woods	Side Of 27 On Recess By Manhole Cover
SB060	Hale Road	60	Cliffe Woods	Junction with Ashwood Close
SB062	Sedley Close	62	Cliffe Woods	Junction with Brookmead Road
SB063	Thames View	63	Cliffe Woods	At Top Of Hill By Lamp Col.
SB064	Charles Drive	64	Cuxton	On Verge By Phone Box.

Winter Service Plan for 2010/17

Bin No	Location	Plan No	Parish	Position
SB065	Charles Drive	65	Cuxton	Junction with Bush Road
SB070	Charles Drive	70	Cuxton	Junction with Ladywood Road
SB066	Harold Road	66	Cuxton	Top Of Road O/S No. 6.
SB067	Hillcrest Drive	67	Cuxton	O/S No. 11.
SB307	May Street	307	Cuxton	Adj. No.25 Woodhurst Close
SB068	Nine Acres Road	68	Cuxton	Junction with Poplicans Road
SB071	Pilgrims Way	71	Cuxton	Lower Junction with Sundridge Hill
SB305	Stanford Way	305	Cuxton	Jct Hollycroft
SB306	The Glebe	306	Cuxton	Opp No.16 The Glebe
SB069	Woodhurst Close	69	Cuxton	Junction with Wood Street
SB073	Bill Street Road	73	Frindsbury	Junction with Powlett Road
SB074	Brompton Lane	74	Frindsbury	O/S No. 2
SB075	Castle View Road	75	Frindsbury	Junction with London Road
SB076	Commissioners Road	76	Frindsbury	Junction with Banks Road
SB072	Cypress Road	72	Frindsbury	Side Of Garages(Rear 23 Benenden Road)
SB077	Everest Lane	77	Frindsbury	Top Of Hill
SB078	Everest Lane	78	Frindsbury	Bottom Of Hill
SB079	Goddington Road	79	Frindsbury	Junction with Cliffe Road
SB082	Hatfield Road	82	Frindsbury	Side 66 Kitchener Road
SB080	Iden Road	80	Frindsbury	O/S No. 45
SB281	Jarrett Avenue	281	Frindsbury	O/S No. 22
SB081	Kitchener Road	81	Frindsbury	Junction with Berber Road
SB083	Marden Road	83	Frindsbury	Junction with Hill Top Road
SB084	Marden Road	84	Frindsbury	Adjacent To Lamp Column No 1
SB085	Mayfair Close	85	Frindsbury	Bottom Of Steps
SB086	Newenden Road	86	Frindsbury	At Side Of No.39 Jarrett Ave
SB087	Povey Avenue	87	Frindsbury	Junction with Hollywood Lane
SB088	Rolvenden Road	88	Frindsbury	O/S No 52 Benenden Road.
SB089	Rolvenden Road	89	Frindsbury	O/S No 59.
SB090	Sholden Road	90	Frindsbury	O/S No 15.
SB091	Academy Drive	91	Gillingham	Junction Yeoman Drive
SB092	Byron Road	92	Gillingham	O/S Old Peoples Home
SB093	Camden Road	93	Gillingham	Junction Pier Road
SB094	Christmas Street	94	Gillingham	Junction with Church Street
SB095	Dial Road	95	Gillingham	F/Path To Grange Road
SB096	Eastcourt Lane	96	Gillingham	Ladds Corner
SB315	Exmouth Road	315	Gillingham	Jct. Medway Road
SB097	Gillingham Road	97	Gillingham	South Side Level Crossing
SB098	Grange Road	98	Gillingham	Opposite Junction Maple Avenue
SB099	Ingram Road	99	Gillingham	North Side Level Crossing
SB100	Lewis Avenue	100	Gillingham	Junction Eastcourt Lane
SB101	Macdonald Road	101	Gillingham	By Play Ground
SB292	Rowland Avenue	292	Gillingham	On verge outside No.25
SB301	Twydall Green	301	Gillingham	Outside No. 4 Twydall Green

Winter Service Plan for 2010/17

Bin No	Location	Plan No	Parish	Position
SB302	Twydall Green	302	Gillingham	Outside No. 18 Twydall Green
SB102	Waterside Lane	102	Gillingham	Opposite No.2
SB103	Windmill Road	103	Gillingham	Opposite Junction Longfellow Road
SB104	Browdens Road	104	Halling	Opposite Challington Close
SB105	High Street	105	Halling	Junction with Essex Road
SB106	Jade Hill	106	Halling	Half Way Up Hill
SB107	Pilgrims Road	107	Halling	Junction with A228 In Recess
SB308	Stake Lane	308	Halling	Jct. Kent Road
SB108	Birch Grove	108	Hempstead	Junction Cedar Grove
SB109	Birch Grove	109	Hempstead	Bend Near Plum Tree Grove
SB110	Cedar Grove	110	Hempstead	100yards From Junction Hempstead Valley Drive
SB113	Ferndown Close	113	Hempstead	Side Of No. 1
SB111	Glenwood Close	111	Hempstead	100yds From Junction Pear Tree L
SB112	Grassy Glade	112	Hempstead	Junction Spekes Road
SB114	Lombardy Close	114	Hempstead	Junction Hempstead Valley Dr
SB115	Pine Grove	115	Hempstead	Junction Hempstead Valley Dr
SB117	Harrison Drive	117	High Halstow	O/S No. 11.
SB116	Longfield Avenue	116	High Halstow	Junction Northwood Drive
SB118	Marsh Crescent	118	High Halstow	Junction with Northwood Drive
SB119	Morement Road	119	Hoo	On Grass By Entrance To Garages
SB120	Pottery Road	120	Hoo	On Slope By School
SB121	Rochester Crescent	121	Hoo	Junction with Pankhurst Road
SB122	Achilles Road	122	Lordswood	Junction with Phoenix Road
SB123	Aldington Close	123	Lordswood	O/S No. 21
SB124	Anglesey Close	124	Lordswood	Junction with Snowdonia Close
SB125	Archer Road	125	Lordswood	Junction with Lordswood Lane
SB126	Barleymow Close	126	Lordswood	Junction with Ryegrass Close
SB298	Brenzett Close	298	Lordswood	At north end next to steps
SB279	Brindle Way	279	Lordswood	Opposite No.2 In front Of Wooden Fence
SB280	Brindle Way	280	Lordswood	At Side No.1 Croft Close
SB279	Brindle Way	279	Lordswood	Opp No.2 Brindle Way
SB280	Brindle Way	280	Lordswood	Side of No.1 Croft Close
SB127	Burmarsh Close	127	Lordswood	O/S No. 2
SB296	Buxton Close	296	Lordswood	Jct. Arundel Close
SB128	Dargets Road	128	Lordswood	Junction with Birchfields
SB129	Dargets Road	129	Lordswood	Junction with Blackthorn Ave
SB130	Devon Close	130	Lordswood	By Steps To Hampshire Close
SB131	Freshwater Road	131	Lordswood	On Bend
SB132	Glamis Close	132	Lordswood	Opposite Lamp Column Ggq 5
SB133	Goad Avenue	133	Lordswood	Junction with Beeching Road
SB134	Goose Close	134	Lordswood	Junction with Heritage Road
SB135	Hampton Close	135	Lordswood	By Lamp Column No. 3 Hampton Close
SB136	Heron Way	136	Lordswood	Junction with Heritage Road

Winter Service Plan for 2010/17

Bin No	Location	Plan No	Parish	Position
SB137	Heron Way	137	Lordswood	Opposite Ventnor Close By Lamp Column No.22
SB138	Heron Way	138	Lordswood	Opposite Chaffinch Close By Lamp Column No.17
SB139	Highgrove Road	139	Lordswood	By Lamp Column No. 9
SB140	Illustrious Close	140	Lordswood	In Verge By Apollo House
SB297	Iona Close	297	Lordswood	Adj. Parking area on verge
SB141	Kingfisher Drive	141	Lordswood	Side Of Lamp Column No. 10
SB142	Kingfisher Drive	142	Lordswood	Opposite Lamp Column No 2
SB143	Lydd Road	143	Lordswood	J/W Winchelsea Road
SB288	McKenzie Road	288	Lordswood	Opp. No.16 McKenzie Road
SB144	Mermaid Close	144	Lordswood	On Bend
SB145	Monarch Close	145	Lordswood	On Bend
SB146	Prince Charles Avenue	146	Lordswood	Junction with Sundridge Drive
SB148	Raleigh Close	148	Lordswood	O/S No.5
SB147	Ramillies Close	147	Lordswood	Up Hill By Railings
SB149	Romney Road	149	Lordswood	Opposite 31/33 Romney Road
SB150	Romney Road	150	Lordswood	O/S No. 32
SB282	Rover Road	282	Lordswood	Junction with Phoenix Road
SB282	Rover Road	282	Lordswood	Jct. Phoenix Road
SB151	Rush Close	151	Lordswood	Junction with Thistlebank
SB152	Ryde Close	152	Lordswood	Up Slope On Bend
SB153	Scotby Avenue	153	Lordswood	Junction with Wetheral Drive
SB154	Sultan Road	154	Lordswood	O/S Path To Medical Centre
SB155	Sundridge Drive	155	Lordswood	Junction with Broadlands Drive
SB156	Sundridge Drive	156	Lordswood	Junction with Brendon Avenue
SB157	Sundridge Drive	157	Lordswood	Junction with Kenwood Avenue
SB158	Sundridge Drive	158	Lordswood	Junction with Hillborough Grove
SB159	Sundridge Drive	159	Lordswood	Junction with Chegwell Drive
SB160	Sundridge Drive	160	Lordswood	Junction with Merivale Grove
SB161	Sundridge Drive	161	Lordswood	End Of Path Between 152&157
SB162	Swift Crescent	162	Lordswood	Junction Old Lordswood Lane.
SB163	Swift Crescent	163	Lordswood	Junction with Barleymow Close
SB164	Swift Crescent	164	Lordswood	Opposite Junction with Halifax Close
SB165	Tenterden Close	165	Lordswood	Opposite Bilsington Close
SB286	Trent Road	286	Lordswood	Jct. Lordswood Lane
SB166	Wheatere Way	166	Lordswood	By Lamp Column No. 8
SB167	Wittersham Close	167	Lordswood	Side Of 53
SB168	Wittersham Close	168	Lordswood	Rear Of 44 Winchelsea Road
SB169	Wordsworth Close	169	Lordswood	Junction with Sheridan Close
SB170	Arthur Road	170	Parkwood	Junction Bettescombe Road
SB171	Bettescombe Road	171	Parkwood	Junction Maidstone Road
SB172	Chesham Drive	172	Parkwood	Opposite Junction Barleycorn Drive

Winter Service Plan for 2010/17

Bin No	Location	Plan No	Parish	Position
SB173	De Mere Close	173	Parkwood	Bottom Of Hill
SB174	Dolphin Drive	174	Parkwood	Mierscourt Road End
SB175	Dolphin Drive	175	Parkwood	Deanwood Drive End
SB176	Long Catlis Road	176	Parkwood	Rear Entrance To Shops
SB177	Parkwood Green Shopping Centre	177	Parkwood	Adjacent To Public Toilets
SB178	Parkwood Green Shopping Centre	178	Parkwood	Adjacent To Pedestrian Crossing
SB179	Ploughmans Way	179	Parkwood	Opposite 20
SB180	Ploughmans Way	180	Parkwood	Opposite Honeybee Glade
SB181	Queendown Avenue	181	Parkwood	Junction Linacre Close
SB182	Sutherland Gardens	182	Parkwood	Opposite Rear Of. No. 24
SB183	Berengrave Lane	183	Rainham	Opposite No. 100 In Entrance To Alleyway
SB312	Berengrave Lane	312	Rainham	Jct. Cozenton Close
SB314	Cobdown Grove	314	Rainham	Jct. Ellison Way
SB299	Fairview Avenue	299	Rainham	Outside No.6 Fairview Avenue
SB184	Findlay Close	184	Rainham	Junction with Deanwood Drive
SB325	Gatekeepers Chase	325	Rainham	Jct. Hurst Place
SB185	Harvesters Close	185	Rainham	Opposite Silverspot Close
SB320	Herbert Road	320	Rainham	Jct. Maidstone Road
SB321	Herbert Road	321	Rainham	Jct. Lonsdale Drive
SB186	Kenilworth Drive	186	Rainham	Junction Lonsdale Drive
SB187	Lonsdale Drive	187	Rainham	Opposite Wheatcroft Grove
SB188	Mierscourt Road	188	Rainham	Opposite Sandringham Road
SB189	Nightingale Close	189	Rainham	Opposite 244 Mierscourt Road
SB326	Norreys Road	326	Rainham	Newsagents forecourt
SB190	Nursery Road	190	Rainham	Junction Maidstone Road
SB313	St Edmunds Way	313	Rainham	Opp. School entrance
SB191	Station Road	191	Rainham	South Side Level Crossing
SB192	Station Road	192	Rainham	North Side Level Crossing
SB193	Suffolk Avenue	193	Rainham	At Junction with Tufton Road
SB194	Abbots Close	194	Rochester	Adjacent To First Lamp Column
SB195	Albert Road	195	Rochester	Junction with Maidstone Road
SB196	Amherst Road	196	Rochester	Side No.1 Arthur Rd
SB290	Ashcroft Road	290	Rochester	Opp. No.7 Ashcroft Road
SB197	Baker Street	197	Rochester	Top Of Road By Guardrails
SB198	Baker Street	198	Rochester	Junction with Maidstone Road
SB294	Berkeley Close	294	Rochester	Outside No.35 Berkeley Close
SB309	Brenchley Close	309	Rochester	Opp. No.6 next to garages
SB199	Breton Road	199	Rochester	O/S Hall
SB278	Church Street	278	Rochester	Adj. No.199 (Keep access clear)
SB200	Cookham Hill	200	Rochester	Side Of Access To Playing Fields At Top Of Road

Winter Service Plan for 2010/17

Bin No	Location	Plan No	Parish	Position
SB201	Cookham Hill	201	Rochester	Behind Guardrail Junction Borstal Road
SB202	Crest Road	202	Rochester	Junction with Leeward Road
SB204	Dombey Close	204	Rochester	Top Of Hill
SB205	Friston Way	205	Rochester	Opposite 19
SB206	Goddings Drive	206	Rochester	Junction Borstal Street
SB203	High Street (Eastgate)	203	Rochester	Dickens Centre Near Public Toilets
SB207	Howard Avenue	207	Rochester	Opposite No 88
SB281	Jarrett Avenue	281	Rochester	Outside No.22 Jarrett Avenue
SB208	Kennard Close	208	Rochester	Halfway Up By Lamp Col No 1
SB209	Kings Avenue	209	Rochester	Junction with Maidstone Road
SB210	Kings Avenue	210	Rochester	Junction with Grange Way
SB211	Longley Road	211	Rochester	Junction Of Princes Street
SB212	Manor Lane	212	Rochester	Top Of Rd By Telecom Box
SB213	Mansel Drive	213	Rochester	Junction with Manor Lane
SB214	Mooring Road	214	Rochester	O/S No. 1
SB215	Nags Head Lane	215	Rochester	Junction with Hawkwood Close
SB322	Onslow Road	322	Rochester	On bend next chevron marker
SB216	Ridley Road	216	Rochester	Junction with Mitre Road
SB217	Shaws Way	217	Rochester	Junction with Crossway
SB218	Shorts Way	218	Rochester	Opposite Mercury Close
SB219	Southfields	219	Rochester	O/S No 7
SB220	St Margarets Banks	220	Rochester	Under Railway Bridge
SB221	St William's Way	221	Rochester	Bottom Of Public Passageway
SB222	Valley View Road	222	Rochester	Junction with Maidstone Road
SB223	Wake Road	223	Rochester	Junction with Maidstone Rd Old
SB224	Warwick Crescent	224	Rochester	Top Of Rd On Grass O/S No1
SB233	Broom Hill Road	233	Strood	Junction Pepys Way
SB225	Cedar Road	225	Strood	Opposite Ash Road
SB226	Clifton Close	226	Strood	On Grass By No 75.
SB227	Columbine Road	227	Strood	At The Junction Of Carnation
SB311	Curlew Crescent	311	Strood	Jct. Albatross Road
SB228	Daffodil Road	228	Strood	By Telegraph Pole Jun With Lancelot Avenue
SB229	Downside	229	Strood	Junction with Woodstock Road
SB231	Hawthorn Road	231	Strood	Opposite Oak Road
SB230	High Street	230	Strood	Friary Precinct - Pedestrian Area By Newsagents
SB319	Holly Road	319	Strood	Jct. Laburnum Road
SB316	Lychfield Drive	316	Strood	Jct. Clarendon Drive
SB235	Merrals Wood Road	235	Strood	Opposite No. 63.
SB324	Norman Close	324	Strood	Jct. Roman Way
SB232	Northbank Close	232	Strood	Junction with Cuxton Road

Winter Service Plan for 2010/17

Bin No	Location	Plan No	Parish	Position
SB234	Pepys Way	234	Strood	Junction Of Drakes Avenue
SB236	Scholars Rise	236	Strood	By Sub -Station
SB237	Squires Close	237	Strood	Junction with Sharfleet Drive
SB238	Stour Close	238	Strood	On Grass Halfway Down
SB295	Thurston Drive	295	Strood	Adj. No1 Thurston Drive
SB239	Wyatt Place	239	Strood	Junction with Woodstock Rd
SB240	Admiralty Road	240	Upnor	Top Of Rd By F/Path
SB241	Castle Street	241	Upnor	By Telegraph Pole O/S No.30
SB304	Brompton Farm Road	304	Wainscott	Opp. No.220
SB303	Cypress Road	303	Wainscott	Opp. Leeds House
SB242	Bolner Close	242	Walderslade	Opposite No. 22
SB243	Crossway	243	Walderslade	Side Of Lamp Column No.1
SB244	Harpree Drive	244	Walderslade	Junction with Brent Close
SB245	Hillview Way	245	Walderslade	O/S 109 Madden Ave - Corner Of Footway
SB246	Hook Close	246	Walderslade	Junction with Holland Road
SB247	Longhurst Drive	247	Walderslade	Side Of No. 16 On Footpath
SB248	Polhill Drive	248	Walderslade	Junction with Sherwood Avenue
SB249	Polhill Drive	249	Walderslade	Junction with Forest Drive
SB250	Polhill Drive	250	Walderslade	On Bend O/S Nos. 24 And 26
SB251	Sheriff Drive	251	Walderslade	Junction with The Glade
SB252	Sherwood Avenue	252	Walderslade	Opposite No. 34
SB253	Sherwood Avenue	253	Walderslade	Junction with Robin Hood Lane Lower
SB254	Sussex Drive	254	Walderslade	Opposite The Beeches
SB255	Sussex Drive	255	Walderslade	Junction with The Wirral's
SB256	Sussex Drive	256	Walderslade	Junction with Larchcroft
SB257	Trevino Drive	257	Walderslade	Side Of Lamp Column Opposite Nicklaus Drive
SB258	Bader Crescent	258	Wayfield	Junction with Churchill Avenue
SB259	Bankside	259	Wayfield	Junction with Crestway
SB260	Brier Close	260	Wayfield	Junction with Downside
SB261	Carlton Crescent	261	Wayfield	Opposite No. 20 On Grass Verge
SB262	Cherbourg Crescent	262	Wayfield	Junction with Alamein Avenue
SB263	Cherbourg Crescent	263	Wayfield	Opposite 2(A)
SB264	Cunningham Crescent	264	Wayfield	On Grass b/w The Two Junctions
SB265	Fallowfield	265	Wayfield	Junction with Brambledown
SB266	Fallowfield	266	Wayfield	Junction with Brambledown
SB267	Limetree Close	267	Wayfield	Junction with Brambledown
SB268	Mill Lane	268	Wayfield	Opposite Crestway O/S No 51
SB269	Montgomery Avenue	269	Wayfield	J/W Stalin Ave
SB270	Roosevelt	270	Wayfield	Junction with Ironside Close

Winter Service Plan for 2010/17

Bin No	Location	Plan No	Parish	Position
	Avenue			
SB271	Stonecross Lea	271	Wayfield	On Grass By Electric Sub-Station
SB272	Drewery Drive	272	Wigmore	O/S School
SB273	Highfield Road	273	Wigmore	Junction Maidstone Road
SB274	Kingsdown Close	274	Wigmore	Near Thistledown Close
SB275	Lyndhurst Avenue	275	Wigmore	Junction Maidstone Road
SB276	Tanker Hill	276	Wigmore	Junction Megby Close
SB277	The Rise	277	Wigmore	Junction Sandy Dell

ROUTINE WINTER SERVICE INSTRUCTIONS

Time of Issue Routine Winter Service Instructions

G.1 Routine Winter Service instructions will be issued within the format of the Kent Road Weather Forecast between 14:00hrs and 15:00hrs every day during the operational Winter Service period. If Winter Service instructions are subsequently revised these will be issued with an updated Kent Road Weather Forecast.

Format of Routine Winter Service Instructions

G.2 The standard format of routine Winter Service instructions issued within the Kent Road Weather Forecast is given below:

Time Band Completion Time Between

- A To specified times (earliest 30 minutes before latest)
- B 21:30 and 22:00
- C 06:30 and 07:00 (05:30 and 06:00 for priority commuter routes)
- D Patrol every 3 hours between the specified times

Commencement Time

- E Commence salting as soon as possible but within 1 hour 30 minutes of the instruction being issued.

Action No Action Required

- 1 Salt as required (time band D only)
- 2 Salt at given spread rate in time band specified
- 3 With snow ploughs fitted salt at given spread rate in time band specified. (Only plough if the depth of snow exceeds 50mm).

Spread Rate at 10, 20 or 40 grams per square metre

Route(s) All routes, or as specified

Example Precautionary salting on all routes at 20g/sq. m with a completion time between 21:30 and 22:00, would be: "B2 20 on all routes".

Winter Service Plan for 2010/17

Time of Issue of Routine Winter Service Instructions

G.3 The standard timings for issue of routine Winter Service instructions are as follows:-

Instructions	Issued Between
Afternoon (daily)	14:00 and 15:00
Evening (if required)	21:00 and 21:30
Emergency (if required)	Anytime

SNOW CLEARANCE ON CARRIAGEWAYS USING SNOW PLOUGHS

General

- H.1 As far as it is practical in the conditions, snow clearance operations on carriageways should follow the alignment of the underlying traffic lanes, and should avoid weaving and the partial clearance of lanes.

Single Carriageway Roads

- H.2 When clearing single carriageway roads, particularly those that have more than two lanes, clearance operations must avoid the build up of snow in the centre of the road.

Dual 2 Lane Carriageways Without Hard Shoulders

- H.3 The method of clearance, on both carriageways, should be:-
- (1) Plough the left hand lane to the verge
 - (2) Plough the right hand lane to the central reservation

The Use of Snow Ploughs by Farmers/Other Contractors

Some farmers/contractors have been issued with snow ploughs by the Council for the clearance of single carriageway roads in their locality. They have agreed to receive and store a snow plough blade, chassis and fittings and to keep the same available for use by attachment to the farmer's tractor.

The snow ploughs shall remain the property of the Council and the farmer will provide facilities for inspecting repairing and painting the same by employees or agents of the Council at all reasonable times.

The employment of these farmers/contractors will be managed by the Council's Winter Service Contractor who is responsible to ensure that when fallen snow has reached a depth of 50mm he shall immediately contact the MWSE to obtain authority to commence snow clearance. In the event that a breakdown in communications prevents contact being made with the MWSE the Contractor shall nevertheless commence snow clearance and shall inform the MWSE of the action taken at the earliest Opportunity thereafter.

Diversity Impact Assessment: Screening Form

Directorate	Name of Function/Policy	
Regeneration, Community & Culture	Winter Service Policy and Winter Service Plan	
Officers responsible for assessment	Date of assessment	New or existing?
Phil Moore, Head of Highways and Parking Service	October 2010	Review of existing service, policy and plan
Defining what is being assessed		
1. Briefly describe the purpose and objectives	The service ensures precautionary gritting of highways routes and town centres prior to, or in the event of, winter weather conditions (snow and ice) to enable continued flow of traffic and safe movement of people.	
2. Who is intended to benefit, and in what way?	Everyone who lives in, works in and visits Medway.	
3. What outcomes are wanted?	Reliability of the highway network in winter weather conditions and safety for the travelling public.	
4. What factors/forces could contribute/detract from the outcomes?	<u>Contribute</u> Effective communication strategy Accurate weather predictions Effective use of gritting resources.	<u>Detract</u> Budget implication limitations Long-lasting and severe weather conditions Failure of the supply of salt Mis-use of salt in bins Inappropriate prioritisation
5. Who are the main stakeholders?	Everyone who lives and/or works in Medway Users of the highway network People using the town centres Highways Department and the Winter Service contractor	
6. Who implements this and who is responsible?	Phil Moore, Head of Highways and Parking Service and the Winter Service Contractor	

Assessing impact	
7. Are there concerns that there <u>could</u> be a differential impact due to <i>racial groups</i>?	NO
What evidence exists for this?	General highway use and safety is applicable to all groups. The condition of Medway's highways do not favour or make it difficult for racial/ethnic groups.
8. Are there concerns that there <u>could</u> be a differential impact due to <i>disability</i>?	NO
What evidence exists for this?	<p>There may be a greater impact on disabled people but this is taken into account with the siting of the salt bins.</p> <p>There is good and frequent internal communication with adult social care with regard to vulnerable disabled people.</p> <p>General use and safety of icy or snowy highways is applicable to all groups.</p> <p>Specific roads are gritted according to highway criteria set out in the policy, although specific provision can be made through communication with the council's social care teams for people at risk.</p> <p>Access to salt bins could be prohibitive to some people with a disability.</p>
9. Are there concerns that there <u>could</u> be a differential impact due to <i>gender</i>?	NO
What evidence exists for this?	The condition of Medway's highways do not favour or make it difficult for differential due to gender. General highway use and safety is applicable to all groups.
10. Are there concerns there <u>could</u> be a differential impact due to <i>sexual orientation</i>?	NO
What evidence exists for this?	General highway use and safety is applicable to all groups. The condition of Medway's highways do not favour or make it difficult for any differential due to sexual orientation.

Appendix 3

<p>11. Are there concerns there <u>could</u> be a differential impact due to <i>religion or belief</i>?</p>	<p>NO</p>	
<p>What evidence exists for this?</p>	<p>General highway use and safety is applicable to all groups. The condition of Medway's highways do not favour or make it difficult for any differential due to religion or belief.</p>	
<p>12. Are there concerns there <u>could</u> be a differential impact due to people's <i>age</i>?</p>	<p>NO</p>	
<p>What evidence exists for this?</p>	<p>General use and safety of icy or snowy highways is applicable to all groups. The condition of Medway's highways do not favour or make it difficult for any differential due to people's age.</p> <p>Older people are taken into consideration when choosing sites for salt bins.</p> <p>There is good and frequent internal communication with adult social care with regard to vulnerable younger and/or older people at risk.</p>	
<p>13. Are there concerns that there <u>could</u> be a differential impact due to <i>being trans-gendered or transsexual</i>?</p>	<p>NO</p>	
<p>What evidence exists for this?</p>	<p>General highway use and safety is applicable to all groups. The condition of Medway's highways do not favour or make it difficult for any differential due to being trans-gendered or transsexual.</p>	
<p>14. Are there any <i>other</i> groups that would find it difficult to access/make use of the function (e.g. people with caring responsibilities or dependants, those with an offending past, or people living in rural areas)?</p>	<p>NO</p>	
<p>What evidence exists for this?</p>	<p>Rural locations – although these are serviced and the main road onto the Peninsula is on the primary network for salting.</p> <p>Snow ploughs and farm equipment can also be used to assist in rural areas and the council wants to expand the agricultural assistance services.</p> <p>Internal communication with the social care teams to target isolated, vulnerable people at risk.</p>	

Appendix 3

15. Are there concerns there could be a differential impact due to <i>multiple discriminations</i> (e.g. disability <u>and</u> age)?	YES	This would be for disability, age, rural location and vulnerability.
		There are priorities in place in the policy identifying rural areas in the scheme. Internal communication with the social care teams to target isolated, vulnerable people at risk.
What evidence exists for this?		

Conclusions & recommendation		
16. Could the differential impacts identified in questions 7-15 amount to there being the potential for adverse impact?	YES	There is a policy and plan in place which is due to be widely publicised, together with a “snow code” issued by the government. This will help to ensure that all residents are aware of what highway services they can expect from the council in winter conditions and to make any arrangements if necessary and/or to contact a social care team or the Highways department for help and advice.
	NO	The national and local promotion of encouraging community spirit and dispelling the myth about legal liability for clearing public paths and other self-help tips will also help. Communication with social care teams should continue on a regular basis to ensure up-to-date information is available for Highway Duty Officer and contractors at short notice.
17. Can the adverse impact be justified on the grounds of promoting equality of opportunity for one group? Or another reason?	YES	Not applicable.
	NO	
Recommendation to proceed to a full impact assessment?		
NO	This policy/service change complies with the requirements of the legislation and there is evidence to show this is the case.	

Appendix 3

NO, BUT ...	What is required to ensure this complies with the requirements of the legislation? (see DIA Guidance Notes)?	
YES	Give details of key person responsible and target date for carrying out full impact assessment (see DIA Guidance Notes)	

Action plan to make Minor modifications

Outcome	Actions (with date of completion)	Officer responsible

Planning ahead: Reminders for the next review

Date of next review	Summer 2011	
Areas to check at next review (e.g. new census information, new legislation due)	<p>Check with social care colleagues for up-to-date information.</p> <p>Check that information on website is current and up-to-date.</p>	
Is there <i>another</i> group (e.g. new communities) that is relevant and ought to be considered next time?		
Signed (completing officer/service manager)	Date	
Signed (service manager/Assistant Director)	Date	

Appendix 4

Department of Transport public self-help guide

CLEARING SNOW AND ICE FROM PAVEMENTS AND PUBLIC SPACES

This guide is designed to help you to act in a neighbourly way by safely clearing snow and ice from pavements and public spaces.

Will I be held liable if someone falls on a path I have cleared?

There is no law preventing you from clearing snow and ice on the pavement outside your property, pathways to your property or public spaces.

It is very unlikely that you would face any legal liability, as long as you are careful, and use common sense to ensure that you do not make the pavement or pathway clearly more dangerous than before. People using areas affected by snow and ice also have responsibility to be careful themselves.

What can I do to help clear snow and ice from pavements and public spaces?

Practical advice from highway engineers is given below. This is not a comprehensive list.

- Start early: it is much easier to remove fresh, loose snow compared to compacted ice that has been compressed by people walking on it.
- **Do not use hot water.** This will melt the snow, but may replace it with black ice, increasing the risk of injury.
- Be a good neighbour: some people may be unable to clear snow and ice on paths leading to their property or indeed the footway fronting their property. Snowfall and cold weather pose particular difficulties for them gaining access to and from their property or walking to the shops.
- If shovelling snow, consider where you are going to put it, so that it does not block people's paths, or block drainage channels. This could shift the problem elsewhere.
- Make a pathway down the middle of the area to be cleared first, so you have a clear surface to walk on. Then you can shovel the snow from the centre to the sides.
- Spreading some salt on the area you have cleared will help to prevent any ice forming. Table salt or dishwasher salt will work, but avoid spreading on plants or grass as they may be damaged by it. A few grams (a tablespoon) for each square metre you clear should work. The salt found in salting bins will be needed for keeping roads clear.

Particular care and attention should be given to steps and steep gradients to ensure snow and ice is removed. You might need to apply additional salt to these areas.

- Use the sun to your advantage. Removing the top layer of snow will allow the sun to melt any ice beneath; however you will need to cover any ice with salt to stop it refreezing overnight.

Appendix 4

- If there is no salt available, then a little sand or ash is a reasonable substitute. It will not have the same de-icing properties as salt but should offer grip under foot.

Where can I find out more information about what I can do in an emergency?

The Preparing for Emergencies web pages on DirectGov contain useful information on how you can prepare for the impacts of all emergencies. The pages can be found at www.direct.gov.uk/preparingforemergencies

Why is the Government publishing this information?

During the severe winter in 2009/10, many people across the country worked very hard to keep our transport network open. This included many members of the public who cleared pavements and public spaces around their homes. Some people, however, were deterred from taking action to clear pavements and other public spaces because they feared that they might be sued.

An independent review of the transport sector's response to the severe weather of 2009/10 recommended that the Department for Transport should publish this note on good practice for members of the public in clearing snow and ice from footways and other public spaces. The Local Government Association published a report on behalf of Councils which reached the same conclusion. The Government is committed, as a key part of the Big Society agenda, to remove the barriers which may unnecessarily prevent people from helping themselves and those around them.