

LONDON BOROUGH OF LEWISHAM

WINTER SERVICE

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FULL RESTRICTED VERSION

OPERATIONAL PLAN  
2014 – 2015





## LONDON BOROUGH OF LEWISHAM

### REGENERATION AND ASSET MANAGEMENT

#### WINTER SERVICE OPERATIONAL PLAN FOR THE PERIOD 2014 TO 2015

#### CONTENTS

<b>EXECUTIVE SUMMARY</b> .....	<b>5</b>
<b>INTRODUCTION</b> .....	<b>8</b>
<b>A STATEMENT OF POLICIES AND RESPONSIBILITIES</b> .....	<b>11</b>
A1 POLICIES AND OBJECTIVES .....	11
A2 CLIENT AND SERVICE PROVIDER RISKS AND RESPONSIBILITIES .....	12
A3 PARTNERSHIP OR SHARED RISKS AND RESPONSIBILITIES .....	14
A4 DECISION MAKING PROCESS AND RESPONSIBILITIES (SEE SECTION D4).....	14
A5 LIAISON AND COMMUNICATION ARRANGEMENTS WITH OTHER AUTHORITIES AND OTHER PUBLIC SERVICES .....	14
A6 WINTER RISK PERIOD .....	15
A7 RESILIENCE STANDARD .....	15
A8 LEGISLATIVE BACKGROUND. ....	15
<b>B ROUTE PLANNING FOR CARRIAGEWAYS, FOOTWAYS AND CYCLE ROUTES</b> .....	<b>19</b>
B1 CARRIAGEWAY ROUTES BY RISK LEVEL .....	19
CARRIAGEWAY ROUTES FOR PRE– TREATMENT .....	19
CARRIAGEWAY ROUTES FOR POST–TREATMENT BY RISK LEVEL .....	21
CARRIAGEWAY ROUTES FOR SNOW CLEARING BY RISK LEVEL.....	21
B2 RESPONSE AND TREATMENT TIMES FOR ALL CARRIAGEWAY TREATMENTS .....	24
B3 ROUTES FOR FOOTBRIDGES, SUBWAYS AND OTHER HIGH RISK PEDESTRIAN AREAS	26
B4 RESPONSE AND TREATMENT TIMES FOR FOOTWAY AND CYCLE ROUTE TREATMENTS ...	26
B5 ROUTES FOR OTHER FOOTWAY AND CYCLE ROUTE TREATMENT BY RISK LEVEL .....	27
ROUTES FOR CYCLE ROUTE TREATMENT BY RISK LEVEL.....	30
B6 ALLOCATION OF PLANT, VEHICLES, EQUIPMENT AND MATERIALS TO ROUTES.....	30
B7 LOCATION AND MAINTENANCE OF SALT BINS AND SALT HEAPS .....	30
B8 SPECIAL SITES OR FEATURES (E.G. NEAR RAILWAYS OR TRAFFIC CALMING). ....	31
<b>C WEATHER PREDICTION AND INFORMATION</b> .....	<b>31</b>
C1 THE DECISION MAKING PROCESS (SEE SECTION D4).....	31
C2 ROAD WEATHER INFORMATION BUREAU SERVICE .....	31
C3 ROAD WEATHER STATIONS (LEWISHAM HAS NONE AT PRESENT).....	31
C4 TIMING AND CIRCULATION OF INFORMATION.....	31
C5 ROAD WEATHER FORECAST .....	32
C6 REPORTING PROCEDURE.....	32
C7 THERMAL MAPPING (SEE SECTION I4).....	32
C8 MAINTENANCE OF ICE DETECTION EQUIPMENT (LEWISHAM HAS NONE AT PRESENT).....	33



## Winter Service Operational Plan 2014 – 2015

C9	INFORMATION TO BE PROVIDED.....	33
<b>D</b>	<b>ORGANISATIONAL ARRANGEMENTS AND PERSONNEL.....</b>	<b>34</b>
D1	COMMAND, CONTROL AND OPERATIONAL ORGANISATION.....	34
D2	ARRANGEMENTS WITH OTHER AUTHORITIES (SEE SECTION A5).....	34
D3	ARRANGEMENTS WITH OTHER PUBLIC SERVICES.....	34
D4	DECISION MAKING.....	35
D5	OPERATIONAL RECORD KEEPING AND REPORTING (SEE ITEM I13).....	36
D6	PLANT AND VEHICLE MANNING ARRANGEMENTS, INCLUDING MANAGEMENT OF DRIVERS' HOURS REGULATIONS.....	36
D7	MATERIALS MANAGEMENT.....	36
D8	TRAINING AND DEVELOPMENT ARRANGEMENTS.....	36
D9	SCHEDULES OF CONTRACT AND VOLUNTARY PERSONNEL (CVP).....	37
D10	EMPLOYEE ROLES AND RESPONSIBILITIES.....	37
D11	CONTACT AND COMMISSIONING ARRANGEMENTS FOR CVP (SECTION NOT USED).....	38
D12	EMPLOYEE DUTY SCHEDULES, ROTAS AND STANDBY ARRANGEMENTS.....	38
D13	WINTER SERVICE EXERCISING ARRANGEMENTS.....	38
D14	STANDARD OPERATING PROCEDURES (SEE APPENDIX A1).....	39
D15	ESCALATION AND EMERGENCY OPERATING PROCEDURES (SEE SECTION H2).....	39
D16	OPERATIONAL MONITORING.....	42
D17	HEALTH AND SAFETY PROCEDURES.....	42
D18	CONTINGENCY ARRANGEMENTS. (SEE SECTION H).....	43
<b>E</b>	<b>FACILITIES, PLANT, VEHICLES AND EQUIPMENT.....</b>	<b>43</b>
E1	WINTER SERVICE COMPOUNDS AND FACILITIES.....	43
E2	CALIBRATION PROCEDURES.....	43
E3	FLEET INVENTORY INCLUDING LICENCE REQUIREMENTS AND CAPACITY.....	43
E4	FUEL STOCKS AND LOCATIONS.....	44
E5	LOCATION OF PLANT, VEHICLES, SNOW-BLOWERS AND OTHER EQUIPMENT.....	44
E6	CONTINGENCY ARRANGEMENTS (SEE SECTION H1).....	44
E7	GARAGING, SERVICING AND MAINTENANCE ARRANGEMENTS.....	44
E8	CONTACT AND HIRE ARRANGEMENTS FOR CONTRACT PLANT.....	45
<b>F</b>	<b>SALT AND OTHER DE-ICING MATERIALS.....</b>	<b>45</b>
F1	LOCATION AND CAPACITY OF STOCKS FOR SALT AND OTHER MATERIALS.....	45
F2	CONTACTS AND PURCHASING ARRANGEMENTS FOR SUPPLIES.....	46
F3	MINIMUM PRE-SEASON AND IN-SEASON STOCK LEVELS.....	46
F4	IN SEASON RE-STOCKING ARRANGEMENTS.....	47
F5	TESTING ARRANGEMENTS.....	47
F6	STOCK LEVEL MONITORING AND FORECASTING PROCEDURES.....	47
F7	LOADING ARRANGEMENTS.....	47
F8	TREATMENT REQUIREMENTS INCLUDING SPREAD RATES.....	48
<b>G</b>	<b>OPERATIONAL COMMUNICATIONS.....</b>	<b>48</b>
G1	TECHNICAL SYSTEMS INFORMATION.....	48
G2	REPORTING ARRANGEMENTS AND PROTOCOLS.....	49
G3	INVENTORY AND ALLOCATION, INCLUDING BACK UP.....	49
<b>H</b>	<b>CONTINGENCY PLAN.....</b>	<b>50</b>



Winter Service Operational Plan 2014 – 2015

H1	CONTINGENCY ARRANGEMENTS FOR WINTER SERVICE DELIVERY SUCH AS SALT SUPPLY, DRIVERS, FUEL VEHICLES ETC .....	50
H2	ARRANGEMENTS FOR IMPLEMENTING MINIMUM WINTER NETWORKS; .....	51
H3	MUTUAL AID E.G. RESOURCES AVAILABLE FROM ADJACENT AUTHORITIES;.....	54
H4	LIAISON WITH CATEGORY 1 AND CATEGORY 2 RESPONDERS (REFERENCE CIVIL CONTINGENCIES ACT 2004). .....	54
<b>I</b>	<b>INFORMATION AND PUBLICITY .....</b>	<b>56</b>
I1	LOCAL PRESS AND BROADCAST CONTACT INFORMATION .....	56
I2	PUBLIC INFORMATION LEAFLETS .....	56
I3	OTHER KEY LOCAL AND NATIONAL CONTACT INFORMATION .....	56
I4	THERMAL MAPPING .....	57
I5	RESPONSIBILITIES AND GUIDANCE FOR PROVIDING INFORMATION .....	57
I6	THE DECISION MAKING PROCESS (SEE ITEM D4) .....	57
I7	ROAD WEATHER STATIONS (LEWISHAM HAS NONE AT PRESENT).....	57
I8	INFORMATION TO BE PROVIDED .....	57
I9	ROAD WEATHER INFORMATION BUREAU SERVICE (SEE SECTION C2) .....	57
I10	TIMING AND CIRCULATION OF INFORMATION.....	57
I11	ROAD WEATHER FORECAST (SEE SECTION C5) .....	57
I12	NOTIFICATION ARRANGEMENTS FOR FAILURE TO MAINTAIN THE PUBLISHED NETWORK .	57
I13	REPORTING PROCEDURE.....	58
I14	MAINTENANCE OF ICE DETECTION EQUIPMENT. (LEWISHAM HAS NONE AT PRESENT)...	58
<b>J</b>	<b>QUALITY MANAGEMENT .....</b>	<b>58</b>
J1	QUALITY MANAGEMENT REGIME .....	58
J2	DOCUMENT CONTROL PROCEDURES.....	59
J3	DISTRIBUTION OF DOCUMENTS (A CIRCULATION LIST IS GIVEN IN APPENDIX I) .....	59
J4	INFORMATION RECORDING AND ANALYSIS.....	59
J5	ARRANGEMENTS FOR PERFORMANCE MONITORING, AUDIT AND UPDATING.....	59
J6	PROCEDURE FOR DEVIATION FROM THE WINTER SERVICE OPERATIONAL PLAN...	62
	<b>APPENDIX A1 – DECISION MAKING PROCESS (STANDARD) (RESTRICTED)...</b>	<b>63</b>
	<b>APPENDIX A2 – DECISION MAKING PROCESS (ESCALATION).....</b>	<b>79</b>
	<b>APPENDIX B – WINTER SALTING ROUTES – ALL PRIORITIES.....</b>	<b>80</b>
	PRIMARY SALTING ROUTE NETWORK.....	82
	SECONDARY SALTING ROUTES .....	102
	RESILIENCE SALTING ROUTE NETWORK.....	107
	EXCEPTIONAL SALTING ROUTE NETWORK .....	114
	<b>APPENDIX E – WINTER MAINTENANCE – DAILY LOG SHEET .....</b>	<b>118</b>
	<b>APPENDIX F – WINTER MAINTENANCE – DAILY DECISION JUSTIFICATION LOG ..</b>	<b>119</b>
	<b>APPENDIX G1 (ICE) – WINTER MAINTENANCE RECORD .....</b>	<b>121</b>
	<b>APPENDIX G2 (SNOW) – WINTER MAINTENANCE RECORD .....</b>	<b>122</b>
	<b>APPENDIX H1 (ICE) – WINTER MAINTENANCE RECORD ADDITIONAL SHEET .....</b>	<b>123</b>
	<b>APPENDIX H2 (SNOW) – WINTER MAINTENANCE RECORD ADDITIONAL SHEET .</b>	<b>124</b>
	<b>APPENDIX I – CIRCULATION LIST.....</b>	<b>125</b>



Winter Service Operational Plan 2014 – 2015

**APPENDIX J – DUTY ROTA AND ADDRESS AND TELEPHONE NUMBERS:**

**(RESTRICTED) ..... 127**

**APPENDIX K – SCHEDULE OF KEY DATES ..... 129**

**APPENDIX L – MET OFFICE INFORMATION ..... 130**

**APPENDIX M – BOUNDARY ROADS INFORMATION ..... 131**

**Please note those Appendices shown as restricted are available only to those listed in Appendix I. The restricted Appendices contain dedicated direct dial phone numbers that must be kept clear for operational use during the whole period of Winter Service activity.**



## EXECUTIVE SUMMARY

### 1) Introduction

Highway Authorities are under legal obligations to keep streets free from ice and snow, so far as reasonably practical, and to keep networks open for traffic (including pedestrians). The Lewisham Winter Service Operational Plan is a document that sets out Lewisham Council's detailed arrangements to meet these obligations.

In July 2005 a revised code of practice for Highways Maintenance was published by the Roads Liaison Board (UKRLG) as "Well Maintained Highways". This document outlined national best practice including recommended actions to be taken for winter service, (contained within Section 13 of the "Well Maintained Highways". Due to the severe winter in 2008/2009 this Section of the Code of Practice together with Appendix H of the same code were totally revised and published in December 2009. More guidance was issued as a result of the even more severe winter weather in 2009/2010 and a rewrite of Section 13 and Appendix H issued on 29 November 2011. On 18 September 2013 a full revision of Appendix H was published.

The guidance and recommendations contained within the revised Appendix H relate to national Best Practice and it is recognised that local circumstances, including financial and other resource constraints, as well as political influences etc. can vary widely across the country. The document states that "Authorities and operators will need to take all of these factors fully into account, when devising and revising their Winter Service policies and plans. Some of the recommendations and practices will, if adopted, also take a number of years to implement. For example, it is recognised that, in certain cases it could potentially take up to around 10 years or so for a major programme of change to be fully implemented."

It goes on to say "It is suggested that authorities and other winter service providers review their policies and practices against the content of this document with a view to identifying and explaining any significant variance and, where appropriate, develop time tabled implementation plans for the adoption of the detailed national best practice guidance and recommendations."

The idea behind the operational recommendations in the current Appendix H is to achieve savings, increase resilience and improve service levels. In light of the expectation, quoted above, that implementation of the changes might take a number of years, the Appendix H recommendations have been tabulated and a suggested "review and implement" date listed. This programme should be reviewed on an annual basis as part of the ongoing review of this Operational Plan.

The government issued some guidance to members of the public on self help at the end of October 2010 and this is still currently available on the [http://webarchive.nationalarchives.gov.uk/20121015000000/www.direct.gov.uk/en/NI1/Newsroom/DG\\_191868](http://webarchive.nationalarchives.gov.uk/20121015000000/www.direct.gov.uk/en/NI1/Newsroom/DG_191868) and is also given in section B5. The headline states "Anyone can clear snow and ice from the pavement outside their home or public spaces to



## Winter Service Operational Plan 2014 – 2015

prevent slips and falls. Follow the snow code to clear snow and ice safely.” This gives a clear message to the public and is helpful to ensure that anyone in the Council is aware of and can advise accordingly.

This Operational Plan has been drafted to ensure compliance with the Equality Act 2010. Of the nine protected characteristics, three have been identified as potentially vulnerable to dangers of ice and snow on the highway- age (older people), disability (people with difficulties in walking) and pregnancy (expectant mothers who may have difficulties in walking or may require to attend hospital at short notice). In particular it is recognised that these groups are more reliant on the need for footways to be as safe as possible. This plan ensures that Winter Service treatment of footways is prioritised towards locations presenting the greatest dangers in ice and snow conditions, and that when resources allow service improvements to be introduced these will be targeted towards footways.

### **2) Synopsis**

Lewisham’s Winter Service Operational Plan has, as previously mentioned, been developed over a number of years taking into account previous codes of practice. This Operational Plan includes the latest recommendations the first being;

*“Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Operational Plan, based on the principles of this Code.”*

Lewisham has already carried out consultation and is continuing consultation with affected stakeholders; this is an ongoing process and will be continued as necessary.

Another recommendation of the code is to review the Operational Plan annually, to ensure that it is current and that new technologies and methods are considered.

Commitment to and observance of this Operational Plan will assist the Council in defence or mitigation of third party claims arising from the Council’s Winter Service operations, including those that may be litigated.

### **3) Methodology**

The Lewisham Winter Service plan is a detailed technical document which sets out how Lewisham Council provides its Winter Service. Under the terms of the Freedom of Information Act 2000 it is publically available.

The method in determining which parts of the Lewisham Street Network (LSN) which need treating is a prioritised risk based approach. The LSN is a complex mix of road network hierarchy and footway network hierarchy. The road network and footway network have been broken down from the most heavily used roads and footways to the least used roads and footways. The method used is risk based, this is where all streets are assessed and scored on their risk if the street is not treated. It is not possible to treat every street in the borough, this is summarised in the policy



## Winter Service Operational Plan 2014 – 2015

statement below. (However in a period of prolonged settled snow all streets would be treated in a priority order once there was assurance that the Primary and Secondary priority routes were clear.)

Lewisham receives its weather forecasting information from the Met Office; when the information indicates the appropriate low temperatures or a risk of snow, action will be taken to implement the Winter Service activity as set out in this Operational Plan.

### **4) Policy Statement**

#### **SUMMARY:**

Lewisham Council's policy is to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The Council considers the best way of achieving this is by prioritisation of certain roads and footways based on risk assessment. The detailed operational procedures are covered by the Winter Service Operational Plan which is revised and published each year.

#### **Fuller statement:**

Lewisham Council policy is to prioritise Winter Service treatment to try to ensure that resources are directed at the most important areas first. Therefore priority routes are designated for both carriageway and footway salting. Lewisham policy is to pre-salt, wherever possible, the main routes before ice forms or snow falls, and when severe frost is forecast the footways will also be treated as soon as the workforce are available, in a pre-determined priority order.

In Lewisham certain main routes form part of the Transport for London Road Network (TRLN). TfL treats carriageways and footways on the TLRN, although Lewisham Council cleans them. Therefore Lewisham Council's policy is that cleansing operatives normally working on the TLRN are sent to treat priority routes on the Lewisham network. Certain locations are treated in isolation rather than as routes based on risk assessment so as to ensure these locations are treated as quickly as possible. In general these include pedestrian steps or ramps, and areas outside key rail and tube stations.

As a policy, cycleways will not be treated separately from the road or footway prioritisation, due to it being operationally very difficult to send a gritter down such routes. It could also mislead people into thinking that when part of a cycle route had been treated as part of the carriageway salting that the whole cycleway has been treated. The question on whether it is sensible to encourage the riding of a bicycle in such weather also is of concern. This policy will be reviewed if new methods of treating such routes become available at the discretion of the Asset Manager. The current practice is that cycleways will not be treated unless they are part of existing salting routes where gritters are able to gain access.

As a policy Lewisham will prioritise the Highways, using all the staff normally working on the Highways and will use the off-Highways related staff to carry out other Council winter treatment where appropriate. The exception to this will be where the only





## Winter Service Operational Plan 2014 – 2015

available plant is required off highway for treatment that is considered to be a higher priority than the remaining highways work at the discretion of the Asset Manager. The reference to staff includes individuals directly employed by the Council and also individuals employed by contractors to the Council.

Salt bins are no longer provided by the Council.

### **INTRODUCTION**

The following is taken directly from the revised version of Chapter 13 of the “Well Maintained Highways Code of Practice for Highway Maintenance Management” amended in November 2011. (Throughout the document a few other parts of the Code of Practice will be summarised in this same shaded boxed format without further acknowledgment to avoid unnecessary repetition.)

Although sometimes termed “Winter Maintenance”, the particular network management requirements during winter are not “maintenance”, in the traditional sense, but specialist operational services. The term “Winter Service” has been adopted by this Code.

Winter Service deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as with exceptional events. Whilst the effects of climate change are likely to result in an increased frequency and intensity of severe winter events, these can be taken into account in Winter Service planning. Therefore Winter Service can and should be subject to the same regime of plan, deliver, review and improve as other aspects of the highway maintenance regime.

Policies and plans developed for Winter Service are likely to have relevance in emergency planning for dealing with extreme weather conditions including flooding, high winds and high temperature, as discussed in Section 14 of this Code. The incidences of such events may be affected by climate change. They are also likely to have some relevance to the wide range of non-weather related emergencies that could affect the highway network.

Although, a very specialised area, Winter Service is a significant aspect of network management both financially and in terms of its perceived importance to users. It can also have significant environmental effects. The organisation of the service is likely to have considerable implications for the overall procurement and management of other highway maintenance services. This Section of the Code should therefore be read in conjunction with other sections dealing with these issues and Appendix H.

#### **Objectives**

Winter Service can contribute significantly to each of the core objectives set out in this Code as described below:

#### **Customer**



## Winter Service Operational Plan 2014 – 2015

There are, in all parts of the UK, very considerable user needs and expectations and these can be a major influence on customer satisfaction through demonstrating an efficient, effective and proportionate response to winter conditions.

### **Safety**

Safety is a prime consideration for Winter Service, even though statutory obligations and users needs vary in different parts of the UK.

### **Serviceability**

Maintaining availability and reliability of the highway network is a key objective for Winter Service and one where user judgements of performance will be immediate rather than longer term.

### **Sustainability**

Low temperatures and the formation of ice can cause serious damage to the fabric of running surfaces and accelerated damage of the network. Effective Winter Service can contribute to a reduction in whole life costs and minimise damage to the environment.

The plan has been revised in the light of the latest guidance and is set out in the exact format with the same headings as detailed in the revised Appendix H of the Code of Practice.

## **1 The Service**

The Winter Service is provided by the Transportation Department on behalf of Lewisham Council. Operationally the service is delivered by the Council's Highways Maintenance (Responsive) and Planned Works contractor, FM Conway. The service is planned to ensure that adequate resources are available to respond to adverse winter conditions affecting Lewisham's public highway network.

Lewisham is not usually affected for long periods of extreme weather conditions. Resources are provided to deal with conditions that might be expected within the normal range of winter conditions expected in the area.

***In the event of prolonged period of severe weather, contingency arrangements include the use of the cleansing teams and in very severe weather when it is impossible to collect refuse without prior treatment of roads the salting of all roads prior to refuse collection is attempted.***

The Winter Service has been called various names in the past including Winter Maintenance, but the particular management requirements during this period are not "maintenance" in the traditional sense but specialist operational services. The term "Winter Service" has been used in Northern Ireland and provides a more apt description and has been adopted by the Code of Practice on Delivering Best Value in



## Winter Service Operational Plan 2014 – 2015

Highway Maintenance. This operational plan is based on that Code of Practice and therefore has adopted the same terminology.

Winter Service is not an emergency service in the traditional sense in that low temperatures, ice and snow are regular and frequent occurrences, even given the effects of climate change. However weather events at the extreme end of the expected climatic range, such as prolonged cold spells and lengthy periods of heavy snow may lead to disruption (e.g. cancelled bus services) and heightened risk to life and limb. In these circumstances the Winter Service can and should be subject to the same regime of planning and review as other aspects of the Council Services.

Policies and operational plans developed for the Winter Service will also have relevance in emergency planning for dealing with other extreme weather conditions including flooding, high winds and high temperature, the incidences of which may be affected by climate change. They will also have some relevance to the wide range of non-weather related emergencies that could affect the highway network.

Although a very specialised area, the Winter Service is a significant aspect both financially and in terms of its perceived importance to users. According to the Institution of Civil Engineers Design and Practice Guide 2000 “A recent survey concluded that for every £1 spent on winter maintenance, £2 is saved on accident reduction, £5 is saved on a reduction in traffic delays and £1 is saved by not creating the need to engage emergency services.”

When significant amounts of snow fall, salting and other snow clearance operations take place. The main roads are cleared first followed by the remaining road network. After main roads priority is given to routes to hospitals, fire stations, ambulance stations, bus stations, schools and to at least one access, from the main road network to all communities. A further priority, once these facilities and locations have assured safe access, is clearing roads to enable scheduled refuse collections to take place.

### **When To Salt**

People often wake up to a severe frost, scrape ice off their car and are then surprised to find that the roads have not been salted.

This is because action is taken on the ROAD temperature being at or below freezing rather than the AIR temperature. Roads retain heat and do not cool down nearly as quickly as objects such as cars, and so frost on a car can be a misleading guide to whether salting is needed on the roads.

Salting is likely when road temperatures are at or below 1°C, and moisture is present or likely to be present to form ice.

Frost does not usually affect road surfaces until late evening or early morning so whenever possible salting is carried out overnight and outside periods where road traffic is heavy.

Great care is taken when applying salt to ensure that the appropriate rates of spread are used. Winter Service vehicles are extremely powerful and have to distribute the salt across the full width of the carriageway. Drivers are therefore asked to keep a



## Winter Service Operational Plan 2014 – 2015

safe distance when following a salting vehicle, and to exercise great care when overtaking.

### **2 The Contractor**

The Winter Service in Lewisham is provided by the Council's Transportation Department. Operationally the service is delivered by the Council's Highways Maintenance (Responsive) and Planned Works Contractor, FM Conway. Footway salting (and snow clearance) is carried out by the Council's Cleansing Service.

### **3 The Winter Season**

The winter season will commence on 17<sup>th</sup> November 2014 or at the discretion of the Asset Manager and full standby arrangements will be in place for 18 weeks or longer at the discretion of the Asset Manager.

If adverse conditions occur outside of that period contingency arrangements are in place to respond accordingly. The monitoring of the weather conditions together with the Client decision making process will be run fully from 1<sup>st</sup> November 2014 through to 15<sup>th</sup> April 2015 and annually thereafter for the same period from 1<sup>st</sup> November.

### **4 Definition**

Within this document the term Highways shall mean highways maintainable at public expense within the meaning of the Highways Act 1980, with the exception of the TLRN. Within Lewisham the Highways comprise all roads, footpaths and other land managed and maintained by the Council as highway authority but not the TLRN which is managed and maintained by Transport for London.

## **A STATEMENT OF POLICIES AND RESPONSIBILITIES**

### **A1 Policies and objectives**

The Council has formally approved and adopted the policies and the priorities as listed in this plan.

#### **SUMMARY:**

Lewisham Council's policy is to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The Council consider the best way of achieving this is by prioritisation of certain roads and footways based on risk assessment. The detailed operational procedures are covered by the Winter Service Plan which is revised and published each year.

#### **Fuller statement:**



## Winter Service Operational Plan 2014 – 2015

Lewisham Council policy is to prioritise the work to try to ensure that resources are directed at the most important areas first. Therefore priority routes are agreed for both carriageway and footway salting.

Salt bins were provided historically to enable the operatives to get at salt quickly and prevent bags of salt having to be provided by a vehicle. The Council no longer provides salt bins.

Lewisham policy is to pre-salt, wherever possible, the main routes before ice forms or snow falls.

In Lewisham a large number of the main routes are under the control of Transport for London as the Highway Authority; it is their duty to treat carriageways and footways on their routes. Therefore the policy is for the cleansing operatives normally working on these routes to be sent to other areas to work on the priority routes that Lewisham is responsible for. Certain locations are treated in isolation rather than as routes based on risk assessment so as to ensure these locations are treated as quickly as possible. In general these include pedestrian steps or ramps, and outside key rail and tube stations, as specified on page 22 of this document.

As a policy cycle ways will not be treated separately from the road or footway prioritisation, due to it being operationally very difficult to send a gritter down such routes. It could also mislead people into thinking that when part of a cycle route had been treated as part of the carriageway salting that the whole cycle way has been treated. The question on whether it is sensible to encourage the riding of a bicycle in such weather also is of concern. This policy will be reviewed if new methods of treating such routes become available.

As a policy Lewisham will prioritise the Highways, using all the staff normally working on the Highways and will use the non-Highways related staff to carry out other Council winter treatment work (in Housing estates, parks and educational establishments.) The exception to this will be where the only available plant is required off highway for treatment that is considered to be a higher priority than the remaining Highways work. The reference to staff includes individuals directly employed by the Council and also individuals employed by contractors to the Council.

### **A2 Client and Service Provider risks and responsibilities**

Each winter, usually from late autumn to early spring, the Client provides twenty-four hour control of salting operations throughout the Borough, except for the TLRN roads which are covered by Transport for London (TfL) working for the Greater London Authority (GLA).



## Winter Service Operational Plan 2014 – 2015

Transport for London (TfL) is responsible for the winter maintenance of TLRN roads.

In Lewisham the roads covered by TfL are:

The A2 (New Cross Road, Deptford Broadway, Deptford Bridge, Blackheath Hill (East of Borough boundary) Shooters Hill (West of Borough Boundary, Queens Road (East of Kender Street) and Kender Street).

The A20 (Amersham Road, Parkfield Road, Lewisham Way, Loampit Hill, Loampit Vale, Lee High Road.

The A21 (Molesworth Street, Lewisham High Street, Rushey Green, Bromley Road, Bromley Hill)

The A201 (Queens Road (West of Kender Street) and Besson Street).

The A205 (Lordship Lane (East of Borough boundary), London Road, Dartmouth Road (North of London Road), Waldram Crescent, Waldram Park Road, Sunderland Road (North of Waldram Park Road), Stanstead Road, Catford Road, Brownhill Road, Plassy Road, Sangley Road (West of Plassy Road), St Mildreds Road and Westhorne Avenue (West of Borough boundary)).

The Client's responsibility includes for the provision of adequate rock salt supplies, the appointment of a contractor to apply the salt, the appointment of a contractor to provide meteorological forecasts, collating and auditing Contractor records pertinent to the service, and completion of a log sheet as a full record of all salting operations. The Council through their Winter Service Manager (Asset Manager) is also responsible for physically monitoring the quality of the work and ensuring the work is undertaken safely and in accordance with the safe working procedures.

The Contractor is responsible for the provision and full availability of the appropriate equipment and necessary resources to apply rock salt at specified spread rates, making decision when to salt, based on meteorological forecast data, to carry out consequent salting operations and to provide to the Client accurate records of all salting operations including the weight of salt applied to each route.

The following shows the division of the main Winter Service-responsibilities:

Preparation of Winter Service Operational Plan Lewisham Council

Winter Service Operational Plan	Lewisham Council
Procurement of Highways Contractor	Lewisham Council
Salt Purchase	Lewisham Council
Operational Standards	Lewisham Council
Routing (pre-salting and snow clearance)	Lewisham Council



## Winter Service Operational Plan 2014 – 2015

Procurement of Meteorological Forecasts	Lewisham Council
Monitoring Meteorological Forecasting	Contractor (FMC)
Vehicles/plant	Contractor (FMC)
Decision Making	Contractor (FMC)
Operational Supervision & H&S	Contractor (FMC)
Operational Staffing Levels	Contractor (FMC)
Performance Monitoring	Lewisham Council
Service H&S	Lewisham Council
Salt Bin Monitoring/Filling	Lewisham Council
Footways: salting and snow clearance	Lewisham Council

### **A3 Partnership or shared risks and responsibilities**

The Winter Service is managed as client primarily by the Transportation Department. The principal operational activities of the Winter Service, namely receipt of weather forecasts, decision to operate and salting of carriageways are provided by the main Contractor, FM Conway. Salting (and snow clearance) of footways is provided by the Cleansing Service

Lewisham Council and FM Conway have responsibilities as listed in A2 above.

### **A4 Decision making process and responsibilities (See section D4)**

### **A5 Liaison and communication arrangements with other authorities and other public services**

#### **Neighbouring Authorities**

The fact that a highway is treated in a neighbouring borough but not in Lewisham is hard for the ordinary highway user to understand, even if they know where the various Borough boundaries are.

There may be times when it is not appropriate to treat roads in Lewisham but neighbouring boroughs may have treated theirs. There could equally be times when it is appropriate to treat routes in Lewisham but not in other neighbouring authorities. However, the possibility of people crossing boundaries onto an icy untreated road should be considered in any decision making process.

The decision making e-mail (Appendix F) will be sent to each neighbouring authority each day with a request for them to do the same. (Note these e-mails will only be produced when it was likely that treatment will occur as otherwise the log is just filled in as Action Taken: Nil.)

Contact Details found in Appendix A. These details are confidential and are not for release to the public so as to ensure ease of contact during a Winter



## Winter Service Operational Plan 2014 – 2015

Emergency situation. The public should be directed to the web site or call centre of the appropriate authority.

### Transport for London

The TLRN roads in the Borough are the responsibility of Transport for London (TfL) (part of the Greater London Authority - GLA). It is their responsibility to treat the roads shown in red on the map in Appendix B. Contact details are found in Appendix A.

The possibility of people coming off one of the treated TLRN roads onto an untreated major Borough road should be considered in any decision making process.

### A6 Winter risk period

The winter season will commence on 17th November 2014 and full standby arrangements will be in place until 27th March 2015 or altered at the discretion of the Asset Manager and thereafter annually

In the event that adverse cold weather conditions occur outside that period contingency arrangements are in place to respond accordingly. The monitoring of the weather conditions together with the Contractor decision making process will be run fully from 1st November 2014 through to 15th April 2015.

In the event of a prolonged period of severe weather, contingency arrangements include the use of the cleansing teams. In very severe weather when it is impossible to collect refuse without prior treatment of roads, the salting of all roads will be completed prior to refuse collection being attempted whenever resources permit.

### A7 Resilience standard

The national and regional resilience standard is based on 12 days resilience with a maximum of 48 treatments in total. Lewisham needs 432 Tonnes to meet the standard. The current capacity is 1300 Tonnes. The Council commences the 2014-15 winter season fully stocked (1300 Tonnes). Throughout the winter season the salt stock will be continuously monitored and replenished to capacity as and when it falls below 625 Tonnes.

### A8 Legislative background.

The Code of practice gives the following summary of the legislative background:







## Winter Service Operational Plan 2014 – 2015

The statutory basis for Winter Service varies in different parts of the UK. In England and Wales Section 41 (1A) of the Highways Act 1980 was modified on 31st October 2003, by Section 111 of the Railways and Transport Act 2003. The first part of Section 41 now reads:

*“a) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2) and (3) below, to maintain the highway.*

*b) (1) In particular, a highway authority are 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 is not an absolute duty, given the qualification of “reasonable practicability” but it does effectively overturn previous legal precedence, albeit not with retrospective affect. Section 150 of the Highways Act 1980 still imposes a duty upon authorities to remove any obstruction of the highway resulting from “*accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause*”.

In addition, the Traffic Management Act 2004 placed a network management duty on all local traffic authorities in England. It requires authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty, authorities should establish contingency plans for dealing promptly and effectively with unplanned events, such as unforeseen weather conditions, as far as is reasonably practicable.

Given the scale of financial and other resources involved in delivering the Winter Service it is not reasonable either to:

- provide the service on all parts of the Network;
- ensure running surfaces are kept free of ice or snow at all times, even on the treated parts of the network.

The Code of Practice has 20 recommendations and these could be seen as Best Practice in any peer review. These are given below:

1. Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.
2. Authorities should consider, consult on and formally adopt local service standards for resilience of their winter service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.
3. Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather.



## Winter Service Operational Plan 2014 – 2015

4. Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement, and sharing depots and salt stock, would provide an effective and value for money approach to increasing winter service resilience.
5. Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party.
6. Authorities should ensure effective communication of information for the public before and during both normal and severe winter conditions.
7. Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders to ensure improved service for the public.
8. Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code.
9. Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code.
10. Authorities should prepare contingency Winter Service Plans for severe weather conditions which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent highway authorities.
11. Authorities should explore the potential for mutual aid in salt supply and other aspects of winter service and should make contingency arrangements in advance.
12. Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making.
13. Authorities should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents.
14. To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season.
15. Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events.
16. Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase.
17. As a means of enhancing local salt storage capacity, authorities and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of a season or provision of land.
18. Authorities should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier.



## Winter Service Operational Plan 2014 – 2015

19. Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment in facilities.
20. All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances.

The Equality Act 2010 covers nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Lewisham's Comprehensive Equalities Scheme 2012-16 sets out the basis for application of the Act within the Borough, and in particular sets an objective "to improve access to services". The purpose of the Winter Service is to ensure as far as reasonably practical that use of the highway is not endangered by snow or ice. Of the listed characteristics, age (older people), disability (people with difficulties in walking) and pregnancy (expectant mothers who may have difficulties in walking or may require to attend hospital at short notice) have been identified as categories of people who may be particularly vulnerable to the dangers of ice and snow on the highway. In particular, members of these groups may be more at risk of falling, and/or of sustaining greater injuries if and when a fall occurs.

Both for reasons of resources available and of practicality, not all footways can be treated immediately, and therefore early treatment is prioritised towards locations where larger numbers of people are expected (e.g. shopping centres, transport interchanges) and where dangers might be greater (e.g. steeper gradients). It is also recognised that, should resources for service development of Winter Service become available, improvements in footway treatment should be prioritised.



## B ROUTE PLANNING FOR CARRIAGEWAYS, FOOTWAYS AND CYCLE ROUTES

### B1 Carriageway routes by risk level

#### Carriageway routes for pre- treatment

The total length of roads in Lewisham are as follows:

14.41 km	TfL - Treated by TfL
190.07 km	Borough Roads - Treated as per this plan.
199.73 km	Borough Roads – Not treated routinely

All Lewisham roads have a speed limit of 20mph or 30mph and TfL roads 30mph. The priority routes (including TfL) cover about half of the total roads in the Borough. This is considered to be an adequate level of provision, leaving the less used roads to be treated only in the worst of conditions and after the priority routes have all been made as safe as possible. This is seen to be among the best performing authorities' level of provision of Highway Authorities in pre-treatment conditions. However if the legal situation changes this may need to be reviewed.

All roads shown on the salting routes will be treated during the winter according to their level of priority.

The table below summarises these different priorities and the routes appropriate for each.

Priority	Routes	Length (km)	Tonnage Salt
Primary	P1;P 2; P3 and P4	121.02	17.9
Secondary	S1; S2; S3 and S4	69.05	10.3
Resilience	R1; R2 and R3	74.47	11.4
Exceptional	E1	34.16	5.1

To be effective, salt must be spread evenly and at rates to suit prevailing weather conditions.

The traditional three levels of priority for snow are defined on the Network and maps coloured as follows:-

**Primary – Main and High Risk Roads (Non TLRN) (Blue on Maps)**



## Winter Service Operational Plan 2014 – 2015

The list of Primary routes covers all the main and high risk routes that are not TLRN roads

(TLRN Roads are not the responsibility of Lewisham Council but of the GLA and are covered by Transport for London (TfL)). The Primary Routes comprise:-

- (i) Principal Roads
- (ii) Local Distributor Roads and other heavily trafficked roads
- (iii) All main bus routes and Emergency Service priority routes
- (iv) Locations with access problems, such as those with very steep gradients
- (v) Roads serving schools, large industrial estates and shopping centres.

These roads form the backbone of the Road Network within the Borough of Lewisham and as such the Winter Service Operation should be that of **not** allowing snow to lay or ice to form on the highway surface as far as is reasonable practicable.. The Contractor's Manager will ensure that the salting programme starts within 2 hours of the initial snow or frost warning or as early as reasonably practicable.

For plans of roads and sections covered together with route lists for each of the routes please see Appendix B.

### Secondary B (Green on Maps)

These roads, though not as important as Primaries, are important roads to keep open and safe for the free movement of all traffic off the major roads. The Winter Service Operation is that salting of these roads should commence immediately upon completion of Primary roads. In practice the Lewisham standard is to have four gritters available for operational use. Therefore one gritter should be dedicated to work through a Primary and Secondary route. Therefore although the aim is to treat Primary routes before Secondary routes in practice some Secondary routes may be started before all Primary routes are completed.

For plans of roads and sections covered together with route lists for each of the routes please see Appendix B.

The aim should be that wherever possible these roads will have been treated and will generally be kept cleared/safe for traffic at least during the morning and evening peak traffic flows, (06.30 - 09.00 hours and 16.30 - 19.00 hours). Every effort should be made to ensure salting operations are completed before the commencement of these peak traffic flow periods.

For list of roads and sections covered together with Maps for each of the routes please see Appendix B

The priority route system will be reviewed annually to take into account alterations to bus routes, new traffic management schemes etc. Dry runs will



## Winter Service Operational Plan 2014 – 2015

then be made to test the practicality of the routes and amendments made where necessary.

### **Contingency Arrangements - Resilience Network**

The Primary routes above contain part of the London Wide Resilience Network and if there are extreme conditions where salt supplies are limited or other resources are restricted (e.g. fuel supplies) these will be salted and other salting may be curtailed to ensure preservation of scarce resources. The Resilience routes are shown in Appendix C.

### **Exceptional Route**

This route is to be salted in the event of a marginal weather forecast; i.e. circumstances in which frost or ice or settling snow is expected only in exposed locations. In such circumstances, frost ice and snow are not expected on the remainder of the Primary and Secondary routes. The areas covered by the Exceptional route are Blackheath, Blythe Hill, Forest Hill / Sydenham (west of railway line), Hilly Fields and Telegraph Hill. The Exceptional route is shown in Appendix D.

### **Carriageway routes for post-treatment by risk level**

Same priority routes for post-treatment as for pre-treatment but increase spread rates as per Appendix A depending on the conditions.

### **Carriageway routes for snow clearing by risk level**

### **Snowfall on Roads**

When snow is forecast to fall in the Borough, conditions are monitored very closely so that, if possible, all priority roads can be salted before snowfall commences. It can be difficult to predict when rain may turn to snow and vice versa and consequently on occasion this can lead to unnecessary salting.

Salting does not take place whilst rain is falling, as it will be washed away. This leads to a late response to the deteriorating road conditions and is seen by the public, erroneously, as a failure to respond on behalf of the Council.

If heavysnow falls in succession over a number of days, then additional gritters may be mobilised) to keep a high concentration of salt on the roads. At such times, numerous complaints of packed snow lying on lower priority roads will be received from the public, and when the higher priority routes are fully treated, gritters will be deployed on attending to these complaints.

If snow has settled to such a depth that salting alone is not removing it, then snow blades are fitted to two gritters to scrape the snow off the roads, so that the salt can be effective.



## Winter Service Operational Plan 2014 – 2015

Pre 2003 the Highways Act 1980 contained no specific duty relating to ice and snow in the highway above and beyond the Section 150 duty to remove obstructions. Snow is considered to be an obstruction when it impedes use of the road network.

With the amended legislation the duty is now extended to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

The Council has therefore adopted the Institution of Civil Engineers design and practice guide “Highway Winter Maintenance” as far as is applicable to an urban situation like Lewisham, where heavy snowfalls are very infrequent. It has also been considered inappropriate to use snow ploughs, blowers or similar plant even if there was sufficient snow fall to justify the expense, due to the urban nature of the network, with parked cars and pedestrians in almost all streets. Due to changes in guidance last year Lewisham will consider trialling snow plough use this winter on an experimental basis, in the event of sufficient snowfall. This is a non-routine measure and must be authorised by the Winter Service Manager. It is noted that there is no snow plough within the equipment manifest permanently available for the Lewisham Winter Service in 2014-15 but the Contractor (FM Conway) does have access to such equipment. Additionally ploughing capacity may be made available by Transport for London.

It is expected that severe weather warnings will be provided by the Met Office in advance of any significant snow falls. In the event of sudden changes there will be an update to the forecast. If in doubt the forecaster can be spoken to directly to enable clearer understanding of the local situation.

Although London in general rarely gets significant falls of snow, if heavy snow is forecast the following procedure will be followed. On receiving the snow warning the following sequence of operations should be followed:

1. Pre-treat the spreading network in accordance with the rates given in Appendix A1 immediately prior to snow falling to prevent snow settling on the road surface.
2. Retreat uncompacted snow with salt at 10 g/m<sup>2</sup> per 25 mm of snow
3. When prolonged falls are forecast it will be found useful to continuously treat from the onset of snow to prevent build up and to prevent compaction by traffic. Such treatment should be at 20~40 g/m<sup>2</sup> so that a wet base is maintained.
4. A further treatment of salt is required at the rate of 10 g/m<sup>2</sup> for every 25 mm of uncompacted snow for each degree centigrade that the air temperature is below freezing.
5. If snow has become compacted and the temperature is low (- 5°C or below) neat salt must not be used, as it will accumulate in the form of salt solution in depressions and produce a very uneven and slippery running surface. In these circumstances spreading of an abrasive mix is advised. The abrasive to be used is sharp sand- nominal grain size 5mm.



## Winter Service Operational Plan 2014 – 2015

6. A 50/50 sand/salt mix should be used on hard-packed snow. Abrasive is not required on uncompacted snow as the action of salt will cause the snow to melt.
7. Very low temperatures do not usually follow immediately after a snow fall and it is therefore very important to apply salt early, salt again and try to get the resultant slush off the road before compaction by traffic.

The network should be cleared in the following priority order:

1. Salting network in priority order including the accesses to emergency service establishments.
2. Highways providing access to other important locations, essential industrial establishments, mainline and underground rail stations, bus garages, shopping centres and pedestrian areas.
3. Other commuter routes.
4. Single accesses to schools.
5. Residential roads and footways ( in very extreme weather & at the discretion of the Asset Manager when extra resources become available)
6. Roads to single premises ( in very extreme weather & at the discretion of the Asset Manager when extra resources become available)

### Footways

Priority is given to shopping areas and where there is a high proportion of pedestrian traffic, i.e. to footway category 1. Less frequently used footways maybe cleared (following the footway category priority) at the discretion of the Asset Manager. During snow fall Lewisham Council does not clear footways except at schools, sheltered care centres, hospitals, large shopping areas and railway stations, as defined in 2 above.

### Post-snow emergency action

After the snow period it is important that all gullies and drainage outlets are cleared of any accumulations of salt. Carriageways should be swept and footways where accumulations of salt remain.

All vehicles and equipment should be cleaned, lubricated and checked.

All salt bins should be checked and refilled as as soon as is reasonably practicable, subject to available resources.

### Priority Points to be Salted Manually

All roads will be salted by spreading machines within the salting routes, but the Contractor will be responsible for seeing that priority points are salted manually as soon as snow clearing operations are started, e.g.





## Winter Service Operational Plan 2014 – 2015

- The junction of a hill with a main road.
- Road traffic islands which are a meeting point.
- Any steep hills where traffic is heavy.
- The approach roads to the bridges.
- Bridges over railway lines.
- Hospital access.
- Bus stops.

### LOADING AND TRANSPORTATION OF SNOW

This Winter Service Operation relies on the melting of snow by salt and minor use of snow blades. Due to the urbanised nature of Lewisham there are times when circumstances may lead to accumulations that need removing. Recourse to transport of snow is a non-routine measure and must be authorised by the Winter Service Manager.

#### Leisure Areas

The Leisure Services will be responsible for Snow Clearance from all Leisure Establishments.

#### Housing Estates

Housing Service providers are responsible for all activities regarding snow clearance on Housing Estates.

### B2 Response and treatment times for all carriageway treatments

The target response times are as follows:

That 2 salting vehicles are put on standby within 2 hours of a decision by the Contractor
All salting tasks to be carried out by the Contractor are to be commenced within 1 hour of initiation and to be completed as soon as reasonable and practicable
Where conditions require that additional resources be deployed, and where the Winter Service Manager agrees that other services be partly, or wholly suspended, 2 additional salting vehicles with drivers to be provided, with the following notice periods:- Monday to Saturday 6 am to 8 pm – 2 hours



## Winter Service Operational Plan 2014 – 2015

Monday to Saturday 8 pm to 6 am – 6 hours  
Sundays and Bank Holidays – 6 hours

Where Transportation Department Staff see carriageways or pavements which appear to require treatment, but which have not been designated as such by the Contractor, these to be reported to the Contractor as soon as practicable, but in any event no later than 1 hour after observation

The treatment time, which is the period between vehicles leaving the depot and the completion of all priority carriageway routes, is dependent upon weather conditions and efficient use of resources.

In most cases pre-treatment is carried out at night using four salting vehicles with the target being to complete the Primary routes within three hours and the Secondary routes by 7.30am if necessary and before the onset of icy conditions. Pre-treatment of all priority routes is usually completed within eight hours.

If snow falls which has not been predicted, the Contractor will mobilise gritters (within one hour), and will arrange the salting of the Primary routes first. However, the time taken to complete this operation will depend on traffic congestion and the varying weather conditions.

Under such circumstances public reports and complaints will be widespread and the only action available is to continue salting and snow clearance until the weather conditions ease and the situation becomes controllable again.

Daytime salting is disrupted by traffic; consequently every effort is made to have any wet roads salted before the temperature drops below zero and before the busy early morning traffic.

Footpaths are normally only treated during periods of prolonged and severe cold weather. Cycleways are not treated separately but in very prolonged conditions may be cleared of snow.

### OPERATIONAL PLAN

Four salting units will be available at Wearside Service Centre from 1 November each year. Routes will be allocated by the Contractor Manager on duty and must be strictly adhered to.

The Winter Salting operation will be controlled from Wearside Service Centre, to clear snow, ice or frost from (in priority order):-

- Primary Routes,
- Secondary Routes,



## Winter Service Operational Plan 2014 – 2015

- the next day's refuse collection route (if necessary to enable the refuse collection service to operate) and
- other Borough highways if impassable due to ice or snow

This service shall be operated 24 hours a day until this task has been completed.

Drivers must follow the procedures laid down in the Winter Service Operational Plan with regard to loading of salt, the number of loads and returning completed rounds.

Following a decision to commence salting two vehicles are to be loaded and commence salting as soon as possible. They will commence salting the Primary routes, in numerical order.

Salting of Primary routes must generally take place before Secondary routes are commenced (however it is permissible for a gritter allocated to a Secondary route to commence that route while other gritters are still completing Primary routes).

All Winter Service treatment work will be co-ordinated by either the Contractor's Manager, or a named delegated Manager.

Whenever a forecast indicates that a snowfall is likely and provided that road conditions are suitable, consideration should be given to a precautionary light spread of salt on all major highways.

Routes will be allocated by the Contractor's Manager on duty and must be strictly adhered to.

### **B3 Routes for footbridges, subways and other high risk pedestrian areas**

There are six footbridges and one subway in the Borough. These are included in the list of areas to be treated first of all in the event of any footway treatment being initiated. It is also considered that drop crossings present a significant risk of accidents involving serious injury. Therefore care will be taken to ensure these are comprehensively salted as part of the footway treatment (in accordance with B5 below).

### **B4 Response and treatment times for footway and cycle route treatments**

#### **Footways**

When "Ice" or "Snow" forecast is received the Cleansing Supervisors will be issued an e-mail advising that sweeping should stop and salting start. This is to apply as early as possible (preferably from start of work if forecast received in



## Winter Service Operational Plan 2014 – 2015

time). No out of hours working will be expected, but full use of sweepers will be used during normal working hours. The priority areas are given in B5 below.

These must be tackled immediately either mechanically or manually before any other pavements are treated. Staff will be allocated to clear snow from pavements using footway spreaders or manually using shovels that will be provided to all members of staff. Once these key target areas have been dealt with, clearance of the remaining streets will commence in liaison with the Winter Service Manager.

### **B5 Routes for other footway and cycle route treatment by risk level**

#### **Footways**

In Ice and Snow conditions treatment will first be allocated to footways in:

- major shopping streets
- railway and DLR station approaches.
- bus station/terminus approaches
- hospitals.
- subway, footbridges, pedestrian crossings.

Following completion of these areas there are four priorities of footway salting. Only in conditions of prolonged ice or settled snow is it likely that resources may permit Priority 3 or 4 to be covered at the discretion of the Asset Manager.

Priority 1 – Primary Roads - shown in blue on maps in Appendix B

Priority 2 – Secondary Roads - shown in green on maps in Appendix B

Priority 3 – All remaining footways – one side only

Priority 4 – All remaining footways – other side

If snow has settled and cannot be treated by salt alone, a pathway of 1.2 metres (4'0") must be cleared of snow and salted manually to allow 2 (two) pedestrians to walk past each other without obstruction.

Whenever possible banking of snow should be avoided when clearing the footway. Where banking occurs a pathway should be cleared to the kerb edge every 25 metres (30 yards).

A pathway should also be cleared to give access for pedestrians to use telephone kiosks, bus shelters, post boxes, pedestrian crossings etc.

#### **Mechanical Clearance**



## Winter Service Operational Plan 2014 – 2015

No mechanical footway spreaders are currently allocated to the Lewisham Winter Service. However should such equipment be available to the Contractor or from TfL it may be used on a trial basis with the consent of the client. This will generally be used on the colder areas in the South of the Borough but could be used elsewhere if necessary and possible.

### Heaping of Snow Prior to Transportation

Snow must not be heaped or made into ridges unless special dispensation is given by the Authorised Officer.

Heaping of snow must not take place on pedestrian crossings or bus stops. If heaps or ridges are made in the channel, a space of not less than 30 cm (1'0") wide must be left between the snow and the kerb to allow for drainage and sufficient space must be left between the heaps or ridges for the convenience of pedestrians.

Gully grates must be kept free from obstruction as far as is reasonably practicable.

### Loading of Snow

Transport must be used efficiently by allowing sufficient loaders per vehicle. Loading of snow from the front of shops and defined premises must be carried out first and less important areas left until later.

### Leisure Areas

Lewisham Leisure Services will be responsible for Snow Clearance from all Leisure Establishments.

### Housing Estates

Lewisham Housing Services or various housing associations will be responsible for all activities regarding snow clearance on Housing Estates through its individual service provider.

### Self help guidance for the public

The government issued guidance to members of the public on self-help at the end of October 2010 and this is still currently available on the [http://webarchive.nationalarchives.gov.uk/20121015000000/www.direct.gov.uk/en/N11/Newsroom/DG\\_191868](http://webarchive.nationalarchives.gov.uk/20121015000000/www.direct.gov.uk/en/N11/Newsroom/DG_191868). For ease of reference this is replicated below, but the public should be referred to the web site for more information.

### Clearing snow and ice from pavements yourself

Anyone can clear snow and ice from the pavement outside their home or public spaces to prevent slips and falls. Follow the snow code to clear snow and ice safely.

### **The snow code - tips on clearing snow and ice from pavements or public spaces**



Don't be put off clearing paths because you're afraid someone will get injured. Remember, people walking on snow and ice have a responsibility to be careful themselves.

Follow the advice below to make sure you clear the pathway safely and effectively. And don't believe the myths - it's unlikely you'll be sued or held legally responsible for any injuries if you have cleared the path carefully.

#### **Clear the snow and ice early in the day**

It's easier to move fresh, loose snow rather than hard snow that has packed together from people walking on it. So if possible, start removing the snow and ice in the morning. If you remove the top layer of snow in the morning, any sunshine during the day will help melt any ice beneath. You can then cover the path with salt before nightfall to stop it refreezing overnight.

### **Preventing slips**



**Pay extra attention to clearing snow and ice from steps and steep pathways - you might need to use more salt on these areas**

#### **Use salt or sand - not water**

Don't make the pathways more dangerous by causing them to refreeze. If you use water to melt the snow, it may refreeze and turn to black ice. Black ice increases the risk of injuries as it is invisible and very slippery.

You can melt snow or prevent black ice by spreading some salt on the area you have cleared. You can use ordinary table or dishwasher salt - a tablespoon for each square metre you clear should work. Don't use the salt found in salting bins - this will be needed to keep the roads clear.

Be careful not to spread salt on plants or grass as it may damage them.

If you don't have enough salt, you can also use sand or ash. These won't stop the path icing over as effectively as salt, but will provide good grip underfoot.

#### **Take care where you move the snow**

When you're shovelling snow, take care where you put it so it doesn't block people's paths or drains. Make sure you make a path down the middle of the area to be cleared first, so you have a clear surface to walk on. Then shovel the snow from the centre of the path to the sides.

#### **Offer to clear your neighbours' paths**



## Winter Service Operational Plan 2014 – 2015

If your neighbour will have difficulty getting in and out of their home, offer to clear snow and ice around their property as well. Check that any elderly or disabled neighbours are alright in the cold weather. If you're worried about them, try contacting their relatives or friends, or if necessary the local council.

### **Routes for cycle route treatment by risk level**

Cycleways which are part of the priority carriageway and footway routes are salted whenever those priority routes are treated.

Cycleways off the priority routes cannot practically be treated as specific routes at present as no practical vehicular method of doing so has been identified.

The financial resources available for winter services are not sufficient to allow for the treatment of all cycleways.

The question on whether it is sensible to encourage the riding of a bicycle in such weather also is of concern. This policy will be reviewed if new methods of treating such routes become available.

### **B6 Allocation of plant, vehicles, equipment and materials to routes**

The Contractor's Manager will allocate vehicles plant and other equipment to those best suited for the needs of the routes. The smaller vehicles will be used for the narrower streets etc. The larger ones will be used to try to prevent need for return to depot for additional salt within the run.

### **B7 Location and maintenance of salt bins and salt heaps**

Within the current Winter Service Operational Plan, salt bins are provided for use on streets by Council employees and contractors only. They are placed at a limited number of locations that present particular snow and ice problems, such as steps, steep gradients or areas used by people with mobility problems.

During and following the conclusion of periods of adverse weather, the street cleansing managers are instructed to check and restock as circumstances permit. A review of these sites is carried out each year and amended as necessary, taking into account operational requirements.

It is not possible to provide salt bins for use by residents in urban/suburban areas, because of the high cost that would be involved and the limited budget. A risk analysis of use of salt bins in the London area has identified "sharps" left by drug users as a possible danger to Winter Service operatives. Therefore the bins are to be securely locked and only opened under close supervision.

During the winter, there is a demand for salt to be provided at schools, day centres, libraries, aged persons homes, and neighbourhood offices. The Winter



## Winter Service Operational Plan 2014 – 2015

Service Manager will contact these establishments and offer to provide a salt bin or bagged salt prior to the winter period and recharge the contract costs.

As with depot facilities the Environment Agency (E.A.) is concerned about the environmental impact of salt storage, and the E.A.s “Pollution Prevention Guidelines Highway Depots: PPG10” says there is a risk of pollution of rivers and groundwaters, due to the run-off from rock salt stockpiles. Uncovered roadside salt stores may cause localised problems and the Agency should be consulted about their location and the means of storage.

Although salt bins are covered and contained the E.A. should be consulted to ensure minimum impact of new bin locations. It should also be noted that any salt to be placed on the footway for sweeping crews to use must be in containers (e.g. bagged), and removed immediately on completion of the area in question.

### **B8 Special sites or features (e.g. near railways or traffic calming).**

There are no special features that cause trouble to the treatment of roads currently recorded. However if any are identified they are to be reported and noted for future years.

## **C WEATHER PREDICTION AND INFORMATION**

### **C1 The decision making process (See section D4)**

### **C2 Road weather information bureau service**

There are a limited number of companies that provide weather forecasting and the products available are very similar. Therefore, many of the contracts across London are with the same companies, providing opportunity for a single regional contract.

Currently Lewisham uses the Met Office for its road weather information service. This gives Lewisham the ability to speak direct to a forecaster if required, as well as the regular forecasts detailed in C5 below.

### **C3 Road weather stations (Lewisham has none at present)**

### **C4 Timing and circulation of information**

The forecasts provided by the Met Office are borough specific and issued mid-morning on a daily basis with updates in the late afternoon and overnight.

The first one in the morning will be used to make the initial decision and the Contractor’s Manager (or designated Deputy) shall make the decision and email the Winter Service Manager not later than 1300 hours. If there is doubt as





## Winter Service Operational Plan 2014 – 2015

to the precise action then the decision log can say update to be issued after 1700 dependant on latest forecast. Likewise later forecasts may have to be used or contact with the weather centre directly if borderline. See section I10 for further information.

### C5 Road weather forecast

Lewisham Council Subscribes to the Met Office forecasting service which will provide both by e-mail and on a web platform There is also a 2-5 day London Specific outlook forecasts and an interactive map showing Borough specific forecast sites and those of other Boroughs signed up to the service. This includes the ability to overlay and animate satellite, radar and weather images to aid understanding of potential hazards. The Borough also has a facility to call the forecaster at any time day or night including weekends and bank holidays. The Met Office gives advice and clarification to assist marginal decisions, as described in Appendix L

### C6 Reporting procedure

Recorded messages provided by the Met Office commence with one or more condition indicators followed by information on timing and severity, e.g. "SNOW expected to fall and settle after 21.00 in outer boroughs."

The condition indicators are listed below.

CONDITION INDICATOR	MEANING
NIL	Road surface temperature expected to remain above zero degrees Celsius and snow not expected
ALPHA	Road temperatures expected to fall below zero degrees Celsius but roads are expected to remain dry
BRAVO	Road surface temperatures expected to fall below zero degrees Celsius and hoar frost is expected to form. (Hoar frost – early morning frozen dew).
ICE	Road surface temperatures expected to fall below zero degrees Celsius and widespread ice is expected to form
SNOW	Snow is expected
	"CONDITION SNOW" warnings will be followed by details of timing, Snow depth, intensities, as required. Later confirmation or variation may follow; this will be given in the form of a brief text.

See section I13 for further information

### C7 Thermal mapping (See section I4).



## Winter Service Operational Plan 2014 – 2015

**C8 Maintenance of ice detection equipment (Lewisham has none at present)**

**C9 Information to be provided.**

The Contractor's Manager (or designated Deputy) will inform the Winter Service Manager as soon as practicably possible after it is known that adverse weather conditions are expected. Each day the Contractor's Manager (or designated Deputy) will complete the Daily Decision Justification Log (Appendix F) and e-mail a copy to the Winter Service Manager (Asset Manager).

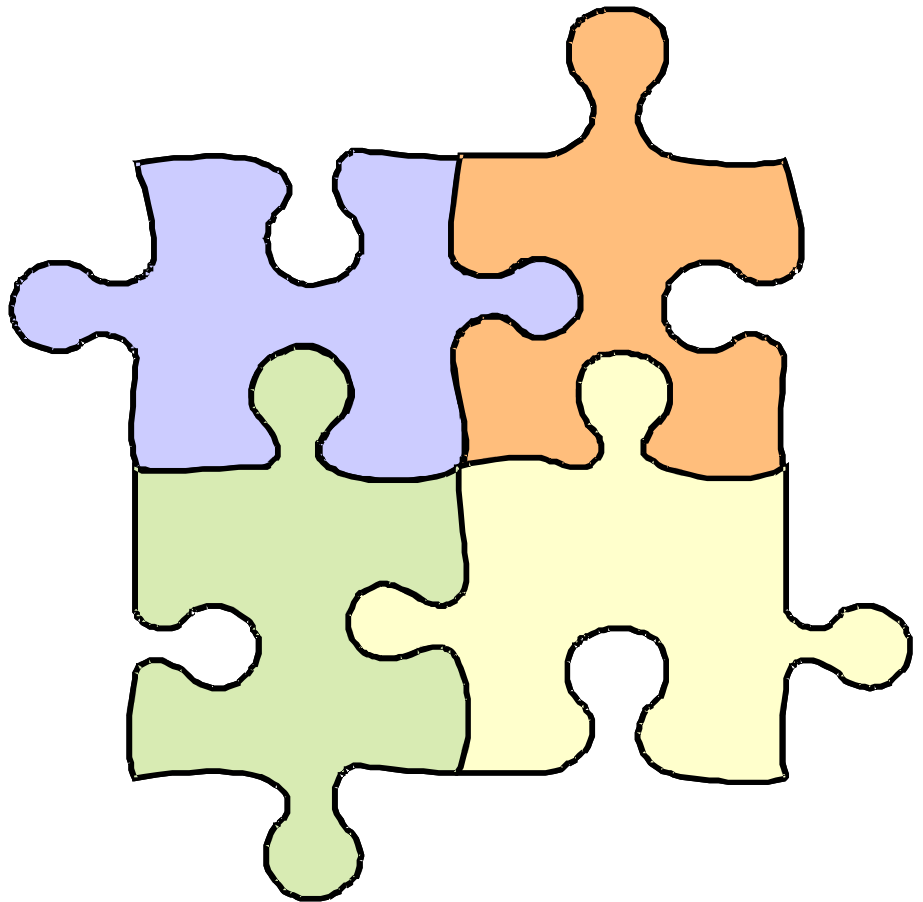
If necessary a further Daily Decision Justification Log (Appendix F) will be completed and sent by e-mail but telephone confirmation of the change must also be given.

## D ORGANISATIONAL ARRANGEMENTS AND PERSONNEL

### D1 Command, control and operational organisation

The organisational chart is given below in section D10, but it is important to realise the interlinking of the different parts of the service provision.

This is shown diagrammatically in the figure on the right, showing that Lewisham Council relies not only on Contractor's Staff for the delivery of the service and the Met Office for the accuracy of the weather forecasts but also on the work of Transport for London (TfL) in salting the TLRN roads and the and that of neighbouring authorities on roads that are shared.



The public expects the Council to get it right every time, and wants a seamless service across Lewisham, TfL and neighbouring Boroughs' highway networks. It is therefore vital that close working relationships are developed with the other parties involved.

### D2 Arrangements with other authorities (see section A5)

### D3 Arrangements with other public services

The Council realises the strategic importance of the Highway network to a number of other public services and the arrangements take into account each year the latest information on Public Transport changes including revisions to bus routes, railway and underground stations and other transport providers.



## Winter Service Operational Plan 2014 – 2015

Key public buildings especially hospitals are considered as part of the route planning and, where possible, routes are prioritised to enable access to be maintained as much as possible.

The Council also recognises that the Emergency Services have a vital role to play and although not all roads and footways in the Borough can generally be treated they have direct access when necessary to enable emergency treatment to be carried out.

### **D4 Decision making (see Appendix A1 for Decision Making Process for Carriageway Salting)**

The decision to salt in the light of expected freezing conditions or snow is made by the Contractor's Manager (or designated Deputy). (However this decision may, exceptionally, be over-ridden by the Winter Service Manager). To be effective, salt must be spread evenly and at rates to suit prevailing weather conditions.

The decision making process will be based on the Decision Matrix Guide from the Code of Practice. This is reproduced in Appendix A1 for use by the decision maker.

The routes shall be salted in numerical order. As four gritters are generally used, Routes P1, P2, P3 and P4 shall be commenced at the same time, then on completion those gritters shall undertake, respectively in order, Routes S1, S2, S3 and S4.. However If reports of road conditions (or other circumstances) indicate that alterations should be made, the Contractor's Manager (or authorised Deputy) shall make that decision.

## **COUNCIL DEPARTMENTS SNOW CLEARANCE PROCEDURES**

### **Leisure Areas including parks and open spaces**

The appropriate Directorate of the Council will be responsible for Snow Clearance from all Leisure Establishments, Parks and Open Spaces.

### **Housing Estates (managed by Housing Service Providers)**

Housing service providers are responsible for all activities regarding snow clearance on housing estates. The Council housing provider, Lewisham Homes, provides a winter service provision which runs parallel with this plan. Lewisham Homes will aim to ensure that there is a sufficient stock of approved de-icing material available to its estates staff for the purpose of snow clearance, and that material is available and suitable for use at all times during the winter season. Housing Associations are responsible for their service providers individually.



## Winter Service Operational Plan 2014 – 2015

- D5 **Operational record keeping and reporting (See item I13)**
- D6 **Plant and vehicle manning arrangements, including management of drivers' hours regulations**

### STANDBY ARRANGEMENTS

Prior to the start of the winter season the Contractor will submit for the approval of the Client a method statement and staff rota for the operation of the various surface treatments contained within this Winter Service Operational Plan. The method statement will set out how sufficient staff will be mobilised to ensure the following

- Continuous operation 24 hours per day for extensive periods
- Capacity to operate all loading equipment and all spreading equipment in parallel
- Full adherence to drivers' hours regulations
- Capacity to carry out running repairs to vehicles and equipment
- Accountable and contactable management on site at all times
- Contingency arrangements to deal with non-availability of rostered staff or back up vehicles to cover breakdown or repairs

The rota will

- Ensure rostered staff are able to reach the base of operations in time to enable operations to commence within one hour of the decision as far as is reasonably practicable.
- Ensure all staff allocated to specific tasks are fully trained and certified as required and as appropriate
- Roster staff for a maximum period of seven days with a minimum of seven days break between each roster period
- Be kept up to date to take into account staff changes, holidays etc.

### CALL OUT PROCEDURE

The Contractor's Manager, on obtaining an adverse weather report, will decide the nature time and extent of the operation to be carried out. Sufficient staff from the approved rota will be called out. The requirement of this plan is for operations to commence within one hour of the decision

- D7 **Materials management**

The Contractor and Client will closely and continuously monitor salt usage and the Client will re-order material when stockpile falls below 625 Tonnes. In the event that national salt shortage arrangements are triggered the Client will co-operate closely with LLACC and TfL to ensure the availability of sufficient salt.

- D8 **Training and development arrangements**



## Winter Service Operational Plan 2014 – 2015

All staff involved in management of winter services have practical experience of supervising salting operations. Prior to the commencement of each winter period, briefing sessions are held with all client and contractor staff to discuss the content of the Winter Service Operational Plan.

The Contractor will ensure that all drivers are familiar with the priority routes and any special arrangements. The Contractor provides operatives who are accredited in accordance with City and Guilds 6159 qualification (previously called 6157) in winter services. This proves the operatives' competence to operate salting and ploughing machines.

Loading shovel drivers shall have a Certificate of Training Achievement Award.

All allocated drivers must undergo training prior to operating any vehicle to ensure that they are fully competent in use of the vehicle and attendant equipment in Winter Service activity.

City and Guilds provide training and also some guidance for Supervisors in their **Winter Service Operations (6159-01) Supervisor guidance** which is available for free download on line at:

[http://www.cityandguilds.com/documents/ind\\_construction\\_utilities/6159-01\\_h-book\\_sup.pdf](http://www.cityandguilds.com/documents/ind_construction_utilities/6159-01_h-book_sup.pdf)

During October/December all operatives will undergo training on:

- (a) Use of equipment.
- (b) Requirements regarding hours of work.
- (c) Method of working.
- (d) Priority Routes
- (e) Health and Safety
- (f) Environmental Issues.

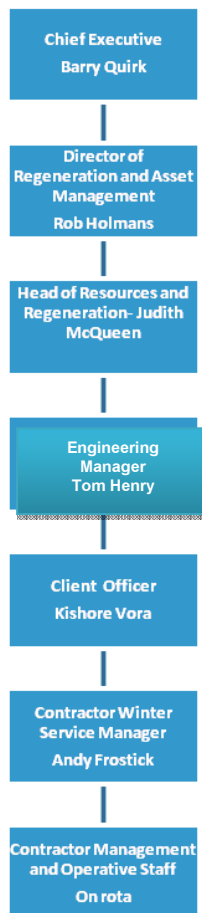
### **D9 Schedules of Contract and Voluntary Personnel (CVP) (Section not used)**

### **D10 Employee roles and responsibilities**

The following key organisation structure is given below and the roles and responsibilities are as with the normal chain of command. – Please contact me to amend the titles to reflect the actual reality.



## Winter Service Operational Plan 2014 – 2015



The responsibility of the various parties follows this chain of command although in general it will be the Winter Service Manager and the Contractor Manager who have responsibility on a day to day basis. The Winter Service Manager has over-ride powers but is expected these will be used exceptionally.

### **D11 Contact and commissioning arrangements for CVP (Section not used)**

### **D12 Employee duty schedules, rotas and standby arrangements**

Appendix J gives the duty rota for the winter period and lists all the names qualifications and home address and telephone numbers. (This information to be collated and supplied by Winter Service Manager following approval of Contractor rota). This information is strictly confidential and access will be restricted as required under statute.

The Contractor Manager will check the rota every Friday afternoon during the winter period and advise the client of permanent alterations due to staff change and temporary alterations due to sickness, holidays etc.

### **D13 Winter Service exercising arrangements**

Joint exercises were run with all the London Boroughs and Transport for London in December 2009 and May 2010. These also involved the Emergency



## Winter Service Operational Plan 2014 – 2015

Services and Public Transport operators. These types of exercise will continue to be run as necessary to ensure smooth co-ordination across London.

### **D14 Standard operating procedures (See also Appendix A1)**

#### **Carriageway Treatment**

The standard operating procedures for the Contractor as regards treatment to carriageways are set out in Appendix A1.

#### **Post Treatment Activity**

Following a stand down of salting operations on the highway the Council's Street Cleansing Service will remove residual salt during normal cleaning operations. Where large amounts remain on footways, these will be removed within one week. Gullies and drainage channels on the footway will be cleaned.

At the end of a winter with one or more periods of severe weather, a full visual inspection will be undertaken of the carriageways of all principal and classified roads, and footways in town centres and other areas of significant footfall. The purpose of this is to identify frost/ice damage to surfaces and sub-surface courses. Damage identified will be rectified in accordance with Lewisham's normal policies and priorities for carriageway and footway maintenance.

#### **Utilities' Works**

Following severe weather the utilities will be requested to post inspect any temporary or permanent reinstatements completed during or immediately prior to the cold period, and to repair any frost/ice damage without delay.

### **D15 Escalation and emergency operating procedures (See also section H2)**

#### **Advance Preparations**

The Service Support Manager will ensure preparations are made to establish and operate a telephone service for the public:- the "Snow Support Line" and for liaison with Housing Neighbourhood Offices,

- Instruct Council Switchboard to refer all calls regarding snow or ice to Call Point (020 8314 7171) The "Snow Response Line" in the event of the declaration of a "Snow Emergency"
- Brief teams on procedures to operate "Snow Response Line" on 020 8314 7171 (8.00 am to 5.00 pm Monday – Friday).
- Set up register of public requests
- Establish deputising arrangements
- Establish and record email contacts for all Housing Neighbourhood Offices





## Winter Service Operational Plan 2014 – 2015

- Inform Winter Service Manager (Asset Manager) in writing of deputising arrangements in following week

### Role of Key Staff in Prolonged Adverse Weather Conditions

In a prolonged period of adverse weather conditions there will be prolonged provision of treatment to the carriageways by the Contractor and to the footways by the cleansing service and possibly also by the refuse service. In such circumstances the role of the Winter Service Manager (Asset Manager) will be

- to co-ordinate and actively monitor the effectiveness of the service and to take executive action to ensure the service continues to perform.
- to brief senior management and Members, by issuing email bulletins to all recipients of this Winter Service Operational Plan (see Appendix I)
- to brief the news media (through the Press Office).
- to ensure the “Snow Response Line” is operational, monitor public requests and prioritise responses
- actively to monitor salt stocks and take any remedial action.

Inspectors/Senior Claims Inspector/Principal Quality Inspector will mobilise resources and direct operations on clearing footways.

Network Co-ordinator will arrange road closure orders as necessary under Section 14(2) of the Road Traffic Regulation Act 1984. Liaise with Met Police Traffic Division.

Service Support Manager / Admin Officers

Keep register of public requests and relay to Winter Service Manager / Duty Officer

In the event that the Met Police advise that they have closed roads considered dangerous, such locations will be recorded on the register of public requests. The Winter Service Duty Officer will inspect these roads, and if necessary those nearby and take action as follows:-

Condition	Action
Isolated icy patches but road otherwise is reasonably safe	Contractor ordered to carry out “Spot salting”. When this is complete the road is re-opened.
Thick sheet ice, covering area up to 10 sq m	Contractor ordered to carry out “Spot salting”. When this is complete the road is re-opened.
Thick sheet ice, covering extensive area or area	Contractor ordered to erect barriers and closure signs. Section 14(2) Closure arranged. Closure notices posted on lamp columns at entry points.



## Winter Service Operational Plan 2014 – 2015

	Road can be re-opened on decision of Winter Service Duty Officer and all signs, notices and barriers are to be removed from site. For closures lasting more than one day, barriers, signs and notices to be inspected (and if necessary reinstated) daily.
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In the event that the Winter Service Manager (Asset Manager) deems that

- there is no imminent prospect of a thaw
- conditions may become more severe or prolonged

the Winter Service Manager (or authorised Deputy) shall declare there to be a “Snow Emergency”. (If declared by a Deputy, the Winter Service Manager shall be informed as soon as practicably possible. The Service Support Manager shall also be informed as soon as practicably possible). In this circumstance

- carriageway treatment, supervision, management and monitoring shall be placed on 24 hour working
- members of staff identified within this section may be required to work overtime or to cancel previously booked leave
- street cleansing staff shall work entirely on the Winter Service. Line management shall remain with the Street Cleansing service but operational priorities will be directed by or on behalf of the Winter Service Manager
- “Snow Response Line” is to be activated and staffed from 08.00 to 20.00 hours Monday to Friday and 08.00 to 12.00 hours Saturday
- all calls received to be logged including those requiring no action
- the Service Support Manager (or Deputy) will identify any locations attracting abnormally high levels of calls and inform the Winter Service Manager
- the requirements of the European Working Time Directive 2003/88 apply and no member of staff shall work more than 48 hours in any one week



## Winter Service Operational Plan 2014 – 2015

When the Winter Service Manager is satisfied that the conditions that gave rise to the declaration of the “Snow Emergency” no longer exist, he shall declare the “Snow Emergency” to be ended. The Snow Response line is to be de-activated. The Winter Service Manager is to inform the Contractor that the Winter Service is reverting to its routine role.

The Winter Service Manager shall de-brief all staff and identify any issues that require addressing. Procedural variations will be made as necessary. The Winter Service Manager shall report on the “Snow Emergency” to the Resources Regeneration and Asset Management Team.

### **D16 Operational monitoring**

The primary responsibility for winter service treatment is with the Contractor who will carry out all necessary supervision and operational monitoring in accordance with this Winter Service Operational Plan.

### **D17 Health and safety procedures**

The whole operation of the Winter Service is generally carried out in unfavourable weather conditions and often at night. Therefore safety factors are paramount. It is necessary for every part of the operation to be carefully considered when any new plant or new procedure is introduced.

All operatives have undergone health and safety induction training which makes them aware of the safety issues involved in winter services as well as who the safety coordinator is.

They are issued with a copy of the Contractor's safety, health and environmental guide, and advised of site specific risk assessments and procedures.

In addition all drivers will have received appropriate training in accordance with D8 above

Operatives will have signed to confirm that they have received induction and are aware of current procedures involved on site for health and safety matters and emergency procedures are in place.

All safety, health and environmental matters are communicated to operatives by means of toolbox talks, memos and/or written risk assessments throughout the winter season.

Training is essential but is not in itself sufficient. Every person engaged on the Winter Service must comply with the following documents at all times:

- (1) Lewisham Council Requirements



## Winter Service Operational Plan 2014 – 2015

- Lewisham Health and Safety Policy
- (2) Contractor requirements
- Company H&S policies applicable to the individual employees.
  - Health, Safety and Welfare at Work Employee Handbook
  - Safe Working Method Statements
  - Risk Assessments for each activity
  - Route Risk Assessments
  - COSHH Risk Assessments
  - Environmental Risk Assessments

It is the responsibility of the Contractor, working in close conjunction with the Winter Service Manager, to produce and revise the above

### **D18 Contingency arrangements. (See section H)**

## **E FACILITIES, PLANT, VEHICLES AND EQUIPMENT**

### **E1 Winter Service compounds and facilities**

The Control room and vehicle storage depot is at Wearside Service Centre.

The salt store is under the direction of the Winter Service Manager and is stored at Wearside Service Centre.

### **E2 Calibration procedures**

To be effective, salt shall be spread evenly and at rates to suit prevailing conditions. Spreading shall be undertaken by automatic machines. The controls of spreading machines shall be calibrated and clearly marked for distinct rates of spread up to a maximum of 40 gms/m<sup>2</sup>. Higher rates are unnecessary, wasteful and can be environmentally harmful. Care shall be taken to ensure that spread widths are neither too wide nor too narrow.

It is not recommended that dry salt be spread at a rate greater than 40 gm/m<sup>2</sup>. It is further recommended that calibration testing of the spreaders should take place at the start and mid points if each winter season together with refresher instructions to the operators as to the settings needed to give the required rates of spread.

### **E3 Fleet inventory including licence requirements and capacity**

The following transport and equipment is to be made available by the Contractor throughout the extended winter season:



## Winter Service Operational Plan 2014 – 2015

Gritter - HGV (8 tonne capacity)	4	+	2 (reserve)
JCB-type excavator (“shovel”)	1		

The gritting vehicles will have cab controls, radio and GPS tracking devices.

The Contractor, and other Contractors to the Council, are under an obligation to divert vehicles and other resources to snow clearance as instructed.

### **E4 Fuel stocks and locations**

Each driver shall be responsible to ensure that his/her vehicle has adequate fuel. The Contractor Manager shall ensure that the contractor’s fuel stocks remain sufficient to cover a winter event of at least four weeks’ duration.

### **E5 Location of plant, vehicles, snow-blowers and other equipment**

Throughout the winter period the Contractor will carry out a daily check on the availability of vehicles. The Contractor shall inform the Winter Service Manager of any vehicles not available and the estimated repair time.

#### **Mechanical Shovel**

A mechanical shovel must be available at all times when salting is in progress. Although the formal Plan manifest is for a single shovel, the Contractor must have contingency arrangements in place to source a replacement in the event of non-availability.

### **E6 Contingency arrangements (see section H1)**

### **E7 Garaging, servicing and maintenance arrangements**

#### **Use of Transport**

No vehicles may stand loaded with salt for more than two hours.

#### **Washing of Vehicles and Plant**

All vehicles used to transport salt are to be thoroughly washed at the end of operations and where practicable all moving parts are to be greased.

Salting vehicles and plant are to be unloaded and thoroughly washed down at the end of each working shift.

This will be carried out under the supervision of the Contractor’s Manager.

The Contractor’s Manager is to ensure that all spreading machines (including reserve machines) are ready for immediate use at all times, are mechanically sound and parked in readily accessible positions as from 1<sup>st</sup> November. The



## Winter Service Operational Plan 2014 – 2015

availability of parking spaces is to be checked by the Contractor's Manager and Winter Service Manager.

When a spreading machine or a mechanical shovel is under repair and remains off the road for more than 1 hour, the Contractor's Manager must inform the Winter Service Manager. 4 Gritting Machines and 1 mechanical shovel are to be available at all times.

### Workshop

Duty mechanical fitters will also be placed on call.

#### **E8 Contact and hire arrangements for contract plant.**

Names of firms having mechanical shovels for hire, with a minimum bucket capacity of 1 cubic yard (0.7646 cubic metres) are to be listed and held by the Contractor.

### **F SALT AND OTHER DE-ICING MATERIALS**

#### **F1 Location and capacity of stocks for salt and other materials**

##### **SALT STORAGE**

Salt store is under the direction of Winter Service Manager and is located at Wearside Service Centre.

The Winter Service Manager is responsible for the maintaining of sufficient stock of salt. However, the maximum capacity of the Wearside salt stock is 1300 Tonnes and is currently (at start of 2014-15 winter season) stocked to capacity (1300 tonnes).

The Contractor will advise the Winter Service Manager of the quantities of salt used through the reporting mechanism (Appendices G and H).

The Winter Service Manager is responsible for monitoring salt use and restocking when stockpile falls below 625 tonnes. However the Contractor Manager should contact the Winter Service Manager if he/she considers stocks are insufficient.

When additional salt is delivered to Wearside the Depot Manager will make arrangements for the piling of salt in the salt bay. The stockpile should be arranged such that old stocks are used before new stocks.

The salt store is a barn which is laterally open to the elements. Therefore the salt stocks rarely remain dry. All rates of spread quoted generally throughout



## Winter Service Operational Plan 2014 – 2015

this Operational Plan assume for dry salt. It is rarely possible to use the wet salt at lower spread rates.

According to the Environment Agency's "Pollution Prevention Guidelines Highway Depots: PPG10" there is a risk of pollution of rivers and groundwaters, due to the run-off from rock salt stockpiles. They recommend that salt stores are roofed, or if this is not practicable, covered over with an impermeable membrane, situated on an impervious base and sited at least 10m away from the nearest watercourse or soakaway. Drainage from stores and loading areas should pass to the foul sewer (see Section 1b), or a sealed tank. Drainage from these areas should not pass to a watercourse or soakaway. If this is unavoidable, a consent will be required from the Agency, which would contain strict quality conditions in order to protect the water environment.

Measures should be taken to ensure that salt from the store is not allowed to encroach onto the open yard, using, for example, a ramp across the entrance. According to the designers the yard is designed to avoid such problems.

The Environment Agency's PPG 10 is available on their website at the following address: <http://www.doeni.gov.uk/niea/ppg10.pdf>

### Salt Delivery

The responsibility for ensuring salt bins are filled lies with the Winter Service Manager, as does the supply of salt. Salt will also be distributed to various parts of the Borough as needed. Arrangements for salt delivery should be made via the Winter Service Manager.

### Other De-icing Material

Currently not applicable.

## F2 Contacts and purchasing arrangements for supplies

Lewisham Council is responsible for the purchasing of all salt supplies and the Winter Service Manager is to ensure that arrangements are in place for the supply of extra salt as required during the winter period. The Contractor Manager is to draw to the Client's attention if he/she considers the stock pile is in need of restocking.

## F3 Minimum pre-season and in-season stock levels

As a result of the problems with Salt supply during the winter of 2008-09 Lewisham Council has reviewed its minimum stock levels. The guidance in 2012 was to have 12 days or 48 runs rather than the previous 6 days or 36 runs supply for the treatment of the Resilience Network. The Lewisham Resilience Network needs 9 Tonnes per treatment. Ideally that would require 4 treatments in a 24 hour period. For 12 days this would give a requirement of 432 Tonnes.



## Winter Service Operational Plan 2014 – 2015

The total capacity of the depot is 1300 Tonnes. Hence the minimum stock level has been defined as 625 Tonnes. Further, to cope with a situation of a national salt shortage preventing replenishment of the Lewisham stock to the minimum, contingency arrangements are in place with Transport for London to enable purchase of salt from the strategic regional stockpile at Dagenham.

### **F4 In season re-stocking arrangements**

As stated above the key metrics are:-

Resilience stock (48 runs)	432 Tonnes
Minimum stock level	625 Tonnes
Start of season stock level	1300 Tonnes

### **F5 Testing arrangements**

The chemical composition of all salt should be stated by the supplier and tested (where necessary) in accordance with BS3247 Part 1. All salt should be transported in covered vehicles and have a moisture content not exceeding 1.5% by mass when delivered. Throughout the winter season the Winter Service Manager shall arrange for monthly tests of the salt stock (moisture content and chemical composition), using a reputable testing company

### **F6 Stock level monitoring and forecasting procedures**

As stated previously Lewisham Council is responsible for the purchasing of all salt supplies and the Winter Service Manager is to ensure that arrangements are in place for the supply of extra salt if required during the winter period. Additionally, it is the Contractor Manager's responsibility to draw to the Client's attention in the event that he/she considers the stock pile is in need of restocking.

### **F7 Loading arrangements**

All loading will normally be carried out at Wearside Service Centre.

Officers in charge of loading should note that to prevent overloading of vehicles it is suggested that each gritter should be loaded to the optimum level to be determined by the Contractor Manager on duty at the time dependant on the weather conditions prevailing.

As a general guide, the following loading is advised:

HGV Gritter should be loaded 3 level shovels (each level shovel is estimated to hold 1 Tonne of salt).

A note should be kept of any problems occurring with clogging of salting mechanisms. In these circumstances, loads should be varied downwards by drivers.





## Winter Service Operational Plan 2014 – 2015

Details of loads, destinations, vehicle fleet numbers, etc. will be entered onto the record form (Appendix G) at the commencement of each journey.

### F8 Treatment requirements including spread rates.

#### Precautionary Salting

Due to the recent changes to advice and guidance the details are now contained in Appendix A so as to enable the application of latest spread rates as appropriate. This is likely to continue for some years as research is continuing and new guidance is expected.

#### Treatment of Ice

As with precautionary salting due to the recent changes to advice Appendix A contains the spread rates for when ice has formed on the road surface.

#### Treatment of Snow

As with precautionary salting due to the recent changes to advice Appendix A contains the spread rates for the treatment of snow.

#### Treatment of Hard Packed Snow and Ice

As with precautionary salting due to the recent changes to advice Appendix A contains the spread rates for the treatment of hard packed snow and ice.

#### Use of Salt/Sand and Ballast

In the event of mechanical salt spreading machines not being available, the spreading of salt, sand or ballast on the highway will be carried out by staff by means of hand shovels.

Employees sent out to spread salt or sand must be reminded that care should be taken to ensure that it is not thrown onto pedestrians or vehicles.

Care must be taken to ensure that salt is not thrown upon lawns and flower beds. Where practicable **No salt is to be applied within 6 feet of a young tree.**

## G OPERATIONAL COMMUNICATIONS

### G1 Technical systems information



## Winter Service Operational Plan 2014 – 2015

There are no computerised systems involved in the present plan other than email, and therefore all communications are carried out either by landline or mobile phone, or in person. All written communications are emailed and if urgent confirmed by phone. If there is a problem with mobile phones Transport Staff also use a radio system.

### **G2 Reporting arrangements and protocols**

#### **Availability of Reporting Forms**

The Service Support Manager shall ensure extracts from Appendices E, F, G and H of this Operational Plan are available to the Contractor for operational recording/reporting purposes.

#### **Daily Report**

At the end of each day the following information shall be passed to the Winter Service Manager using the forms contained within Appendices E, F, G and H of this Operational Plan:

- (a) Daily work carried out.
- (b) Salt used during each shift.
- (c) Staff and equipment deployed on both manual and mechanical salt application/snow clearance.

#### **Refuse Collection**

Normal service must be provided at all times but any sites where access cannot be gained due to snow or ice must be reported to the Winter Service Manager on duty on a daily basis. Where the service cannot be maintained crews shall assist in salting of footways, normally in their work area.

#### **Procedure after major Salting Activity**

A debriefing meeting is to be held at which a written report from the Contractor Manager to the Winter Service Manager giving details of major activities with comments on working procedures and any possible improvements, will be discussed

### **G3 Inventory and allocation, including back up.**

Copies of all Winter Service records are kept at both the Client Office and at the Wearside Service Centre Control Room. This provides a backup in the event of flood, fire or other loss of data. As email is used as a major method of communication it is important that these are printed out or stored at both the local machines (sender and recipient).



## H CONTINGENCY PLAN

### H1 Contingency arrangements for Winter Service delivery such as salt supply, drivers, fuel vehicles etc

With the experience of the winters 2009 - 2013 and the shortage of salt nationwide the need for an escalation process and emergency operating procedure has been included below and in Appendix A2.

This should not be seen to be just for salt but for any shortage of resource. A serious pandemic affecting drivers, a fuel shortage or another reason altogether could lead to a similar need for escalation.

One of the key resource requirements for the winter service is trained HGV drivers with the necessary experience of driving the specific vehicles and routes. The winter period is also a time of high risk of flu which can reduce the level of resource. A pandemic could seriously restrict the ability of Lewisham to carry out this vital service. Therefore it is considered essential that back up trained operatives be available. This is currently being investigated to see what could be done in time for this winter and for future winters.

The need for extra vehicles plant and equipment during severe weather is unlikely to be able to be met without significant budgetary change as at such times hired vehicles will be unlikely to be available. Keeping the existing fleet well maintained at all times is the responsibility of the Contractor. If fuel is in short supply Lewisham will have priority fuel deliveries and the use of this fuel will be restricted to the essential services like this.

#### **Pan London strategic stockpile:**

Work carried out on behalf of LoTAG and TfL recommended that a strategic stockpile of up to 50,000 tonnes should be procured for back-up treatment of carriageways and footways (in the event of a supply failure). This was established in 2012 and provides London highway authorities with access to a central salt reserve in addition to their current individual stockpiles. This additional supply of salt acts as a buffer to allow winter service to be carried out as usual in the face of potential supply difficulties, as experienced in 2009 and 2010.

#### **Triggering the Pan London Strategic Stockpile**

This strategic stockpile provides an additional level of resilience to authorities when their own stockpiles are strained during periods of prolonged severe weather. Its existence does not obviate the need for authorities to comply with



## Winter Service Operational Plan 2014 – 2015

good practice, hold adequate operational stock at the local level and participate in mutual aid arrangements.

In order for the reserve to be effective, access to the strategic stockpile will not be allowed to become an alternative for the maintenance of adequate local stock levels by the individual authorities.

In the first instance, highway authorities should use their own stockpiles of salt which should be maintained to meet good practice, as described in “Well Maintained Highways”. Where these stockpiles are insufficient to meet minimum resilience levels, highway authorities should contact the London Severe Weather Gold Cell, as outlined in the Strategic Stockpile Protocol. The LSWGC will then oversee release of supplies from the strategic stockpile and mutual aid, as appropriate.

The protocol for the release of salt from the strategic stockpile is intended to ensure maximum usage from existing borough held salt stocks before strategic stocks are used; ensuring the best level of resilience across London is achieved.

### **H2 Arrangements for implementing minimum winter networks;**

With the experience of the last four winters which led to severe shortages of salt nationwide, an escalation process and emergency operating procedure have been included. This should not be seen to be just for salt but for any shortage of resource. A serious flu outbreak affecting drivers, a fuel shortage or another reason altogether could lead to a similar need for escalation.

The London Boroughs have established London-wide arrangements for responding to severe weather conditions. The London Local Authority Co-ordination Centre (LLACC) links key local authority winter service and emergency planning staff with professional partners in the emergency services and transport sector. This includes Transport for London’s London Streets Traffic Control Centre. Originally established for response to high-impact, spontaneous incidents, it is recognised that the LLACC can fulfil a broadening role in regional severe weather co-ordination by facilitating mutual aid sharing, compiling daily reports, producing stock projections to inform allocations, and maintaining the regional picture through effective information-sharing.

The procedures and processes for local escalation if no London-wide escalation is considered necessary are given in Appendix A2

London's highway authorities have agreed a joint approach to salting a reduced network of roads and footways (the “Resilience Network”), should that become necessary during prolonged severe winter weather or a salt shortage. The aim is to ensure that travel on essential routes across London is possible, as far as is practicable, and that, in a salt shortage, a consistent service level is applied across London.



### **London Road Resilience Network**

The London Road Resilience Network is a grid of routes within the Greater London that are required to be continuously kept open in severe winter weather to allow

- essential services to operate reliably and safely
- general traffic to move between population and business centres
- local traffic to undertake essential journeys on main roads
- bus routes to operate.

The network includes the roads to be treated, even in exceptional weather, when salt storage supplies are scarce, including those for which either TfL or the Boroughs are responsible. It ensures continuity across Borough boundaries, access to the strategic road network both within and outside London and enables London buses to operate a service. The London Road Resilience Network includes all A classified roads, roads required to access essential services and bus routes.

Essential services include:

- Hospitals with accident and emergency departments;
- Police, fire and ambulance stations;
- Bus and railway stations;
- Bus garages and depots;
- Thames bridges and access to Woolwich Ferry;
- Salt storage depots;
- Known topological problems, including gradients on B class roads; and
- Other critical roads, as agreed by the Borough and Transport for London to be of a sensitive nature.

The London Road Resilience Network is a sub-set of normal salting routes, amounting to about 50% of the normal treatment network. The network has been devised by local authorities, peer reviewed between neighbouring authorities and subjected to an independent review to ensure consistency.

### **Triggering the Regional Implementation of Treatment on the London Road Resilience Network only**

In the event of continued severe winter weather, individual London highway authorities may consider activating their resilience network. This decision should be made if resources are thought to be insufficient to continue treatment of normal salting routes. The decision should be reported under the regular salt audit reporting arrangements. On the identification of potential regional shortages within regional salt reports, the London Severe Weather Gold Cell (LSWGC) may decide to activate the full regional road resilience network arrangements.



## Winter Service Operational Plan 2014 – 2015

In the first instance, highway authorities should use their own stockpiles of salt which should be maintained to meet good practice, as described in Well-maintained Highways. Where the stockpiles are insufficient to meet the levels described in “Well-maintained Highways” to treat their relevant portion of the Resilience Network, highway authorities should inform the LSWGC. LSWGC will then facilitate supplies from the strategic stockpile and mutual aid as appropriate. Access to the stockpile is authorised under the Strategic Salt Protocol and its existence does not obviate the need for authorities to comply with good practice, hold adequate operational stock at the local level and participate in mutual aid arrangements.

### London Footway Resilience Areas

London Footways Resilience Areas are the minimum footway areas within Greater London to be treated when the resilience state has been triggered, so that core essential services can operate. The footway resilience areas are designated by the local highway authority.

The resilience areas should include locations which have either exceptionally high usage or are primary pedestrian routes, providing access to key services, including:

- Hospitals;
- Medical centres;
- Key employment sites;
- Primary and Secondary schools; and
- Town centres.

The footway resilience areas should include 20 metres either side of the main entrance to individual premises. They may not be linked but should provide access to the closest bus stop and the road resilience network, where this is practical. The footway areas should provide continuity across borough boundaries.

In addition, the footway resilience areas should include:

- Footways within key public transport interchanges and links between rail/underground/DLR stations and the closest bus stop on the road resilience areas; and
- Steep hills or other locations known to be unsafe for pedestrians in severe winter weather.

### Triggering the Footway Resilience Network

As a practical measure, the footway resilience network will be triggered at the same time as the road resilience network.



**H3 Mutual Aid e.g. resources available from adjacent authorities;**

The opportunity for mutual aid was tested over three of the last five winters. In the Local Government Association's publication "Weathering the storm II - Improving UK resilience to severe winter weather" published in July 2010 is the statement:

*Mutual aid between councils and between councils and the Highways Agency played an important part in ensuring that no area ran out of salt. For those areas with some available stocks, willingness to enter into mutual aid was tempered by uncertainty about when they might receive further supplies themselves, particularly, as happened in a number of cases, when promised deliveries failed to materialise when expected due to logistical issues with the suppliers. In addition, councils were keen to ensure that all possible measures to reduce salt usage and conserve stocks were in place in areas applying for mutual aid before making stocks available.*

*A number of areas are now seeking to put in place frameworks for mutual aid with surrounding authorities which include agreements on 2 ADEPT is the Association of Directors of Environment, Planning and Transport, formerly known as CSS conservation of stocks in times of supply shortages. Councils have suggested that this be incorporated into the Well-maintained Highways Code of Practice to encourage all areas to put similar arrangements in place.*

In London the London Local Authority Co-ordination Centre (LLACC) has acted as a co-ordinator of mutual aid but the need for consistency in salt conservation and in the definition of the Resilience network are seen as key to Authorities agreeing to this in the future. The issue of certainty of resupply is also well recognised.

London local authorities are currently collectively progressing a regional mutual aid agreement, which will enhance existing arrangements and will further reinforce London's commitment to support itself in crisis.

**H4 Liaison with Category 1 and Category 2 responders (reference Civil Contingencies Act 2004).**

The concept of Category 1 and 2 responders as referred to in the Civil Contingencies Act 2004 have become better known among Winter Service practitioners in recent years.

In terms of the respective functions, Category 1 and 2 responders in London are no different to those in other parts of the country. However, London has particular patterns of public service provision and government which mean that some aspects of civil protection have to be organised differently. And as well as being a region, London is also the capital city, and therefore the effects of some incidents may be felt elsewhere including UK-wide.



## Winter Service Operational Plan 2014 – 2015

Part 1 of the Civil Contingencies Act 2004 establishes a clear set of roles and responsibilities for those organisations involved in emergency preparation and response at the local level. The Act divides local responders into two categories, imposing a different set of duties on each.

Category One organisations are those at the core of the response, such as blue light emergency services, local authorities, NHS and other health bodies. These organisations are subject to the full set of civil protection duties including risk assessment, development of emergency plans, the establishment of Business Continuity arrangements, the warning and informing of the public, sharing of information with other agencies to improve the response and multi-agency co-operation. Local Authorities are additionally required to provide advice to businesses and voluntary organisations about business continuity management.

Category Two organisations are co-operating bodies which are less likely to be involved in the heart of planning work but will be heavily involved in incidents that affect their sector. Category Two responders have a lesser set of duties which involve co-operating and sharing relevant information with other Category One and Two responders. Category Two organisations include transport, utility and other private sector companies among others

### **London Local Authority Gold Operating Procedures**

The London Fire Brigade – Emergency Planning manages, on behalf of TfL and all of the London Boroughs, the London Local Authority Gold Operating Procedures. The function of the Local Authority Gold is to manage the collective response of London's local authorities to an incident requiring the opening of the Strategic Co-ordination Centre. This function is supported by a resolution passed by each London Borough and the Common Council of the City of London which delegates powers to Chief Executives to incur expenditure and deploy resources on behalf of one-another. The co-ordination of London's 33 local authorities will be directed by Local Authority Gold through the London Local Authority Co-ordination Centre (LLACC), also provided by the London Fire Brigade.

This well-established London Local Authority Gold (LLAG) is supported by the London Local Authority Coordination Centre (LLACC) which is in a position to liaise at a tactical level with TfL and other relevant agencies to share information and, where necessary, to assist in coordinating activity.

The procedures outlined in section D15 and in Appendix A2 take into account the probable involvement of the LLACC in any London wide event and co-ordination between the various parties.





## I INFORMATION AND PUBLICITY

### I1 Local press and broadcast contact information

**All enquiries from the media must be referred to the Council press office  
IN ALL CIRCUMSTANCES: 020 8314 9001**

### I2 Public information leaflets

The Council will publish on their internet site a summary of the information contained in this plan as well as route maps and other information. Currently, due to the number of different transport users travelling from, to and through the Borough, and each Borough having different information, there is not seen to be a benefit in producing a separate printed leaflet as many County Councils do. This will be reviewed if a public demand is identified.

The Executive Summary of this plan is seen to be a non-technical summary of the plan and should be made available to enquirers seeking a basic understanding of the service.

The Department for Transport produced, in collaboration with local government representatives and appropriate experts, a code (the “Snow Code”) setting out good practice for members of the public, including business owners, in clearing snow and ice from footways. This should be available on line and the current version is included in B5 above.

### I3 Other key local and national contact information

The following contact numbers are given to enable contact with the neighbouring authorities and Transport for London when the situation requires. These are the general numbers and it is advisable to get actual contact names and numbers for the respective Control Officers. These numbers would not be published in this plan but in a confidential Appendix.

**Southwark**  
020 7525 5000

[www.southwark.gov.uk](http://www.southwark.gov.uk)

**Greenwich**  
020 8854 8888

[www.greenwich.gov.uk](http://www.greenwich.gov.uk)

**Bromley**  
020 8464 3333

[www.bromley.gov.uk](http://www.bromley.gov.uk)



## Winter Service Operational Plan 2014 – 2015

Transport for London (TfL) [www.tfl.gov.uk](http://www.tfl.gov.uk)  
020 7941 2011 (8.30 to 18.00 Mon – Fri) otherwise 020 7343 5000

### I4 Thermal mapping

Thermal mapping has not been carried out in Lewisham.

### I5 Responsibilities and guidance for providing information

It is important that correct information is always given to the public, however it is difficult for the operations to continue smoothly if constantly interrupted by the public phoning for information. Therefore it has been decided that regular updates will be given to Contact Lewisham during periods of severe winter conditions and the public will be instructed to phone that number.

Contact Lewisham: 24 hours a day 7 days a week - 020 8314 7171

### I6 The decision making process (see item D4)

### I7 Road weather stations (Lewisham has none at present)

### I8 Information to be provided

The forms in Appendices E; F; G and H will be used to record the decision making process (or as many as are necessary for that particular occasion) and to communicate the information to others as required. If changes or alterations are to be made to these then the Winter Service Manager and the Contractor Manager will agree the changes and revise them accordingly.

### I9 Road weather information bureau service (See section C2)

### I10 Timing and circulation of information

**Appendix E** will be completed every day by the Contractor Manager for every day during the core winter season. If the forecast is NIL no further action is required. This record will be completed and emailed as soon as possible after the Weather Forecast is provided and the first record shall be completed by no later than 14.30.

### I11 Road weather forecast (See section C5)

### I12 Notification arrangements for failure to maintain the published network

It is recognised that there will be times when it is not possible to treat the full published network. This would normally be due to exceptionally adverse



## Winter Service Operational Plan 2014 – 2015

weather and/or salt shortage and would have led to a planned reduction in treated routes ultimately reducing to the resilience network.

Any such planned reduction in network coverage (even if implemented rapidly) will need to be communicated to others as quickly as possible.

The people who receive daily emails of planned service provision (key stakeholders and neighbouring authorities) will be told by that email.

The general public will be informed as quickly as possible by means of press releases and website information as well as the call centre being informed so that anyone phoning to enquire can be informed.

### I13 Reporting procedure

**Appendix E** will be completed every day by the Contractor Manager for every day between 17<sup>th</sup> November 2014 – 27<sup>th</sup> March 2015. If the forecast is NIL no further action is required.

**Appendix F** will be completed by the Contractor Manager every day that there is a forecast other than “NIL” If there is any doubt then a “Decision Justification” log sheet will be completed. This will be e-mailed to the Winter Service Manager as soon as possible after the decision is made. If further work is required a “Request to Salt” sheet will be completed as well and sent by e-mail to the Winter Service Manager at the same time as the “Decision Justification” log. This will then be completed by the Manager.

**Appendix G** will be completed by the Contractor Winter Service Manager whenever precautionary salting is instructed. After completion a copy will be e-mailed to the Winter Service Manager.

**Appendix H** will be completed by the Contractor Manager whenever follow-up salting is instructed. After completion a copy will be e-mailed to the Winter Service Manager.

### I14 Maintenance of ice detection equipment. (Lewisham has none at present)

## J QUALITY MANAGEMENT

### J1 Quality management regime

The Winter Service Manager and the Contractor Manager are jointly responsible for the quality of performance of the Winter Service in Lewisham in accordance with this Winter Service Operational Plan. The Service will be under continual review. In the event that errors, omissions or ambiguities are



## Winter Service Operational Plan 2014 – 2015

identified within this plan, the Winter Service Manager and the Contractor Manager shall work together to resolve them in the interest of implementing, developing and improving an efficient and effective Winter Service for Lewisham.

### **J2 Document control procedures**

The documents to be sent out under the circulation list (see section J3) are all to be treated as uncontrolled copies. Revisions will only be circulated during the course of the year to those on the restricted circulation list, and it is for each officer to maintain their copy as the latest version. There will be an annual review and the full circulation list should be reviewed and revised (if necessary) each year. Those who are on the revised list will receive the next year's document.

### **J3 Distribution of documents (A circulation list is given in Appendix I)**

### **J4 Information recording and analysis**

#### **Daily Report**

The Contractor Manager will complete daily the Daily Log (Appendix E) and whenever the Weather Forecast is other than "Nil" the Daily Decision Justification Log (Appendix F).

If salting is to be carried out then the "Request to Salt" form (also Appendix F) should also be used. The Contractor Manager will fill in the vehicle availability and personnel as a report back.

The Contractor Manager will also record the precautionary salting and any further work on the Winter Service Record (Appendix G) and Winter Service Record Additional Sheet (Appendix H) and will email these at the end of shift to the Winter Service Manager.

As a result of completing this sequence of records, at the end of each day the following information will have been passed to the Winter Service Manager;

- (a) Daily work carried out.
- (b) Salt used during each shift.
- (c) Staff and equipment deployed on both manual and mechanical salt application/snow clearance.

### **J5 Arrangements for performance monitoring, audit and updating**

**ANNUAL REVIEW**



## Winter Service Operational Plan 2014 – 2015

All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances. **(Recommendation 20)**

All vehicles, plant, fuel provision, equipment and maintenance arrangements should be checked annually and in accordance with manufacturers' requirements to ensure that any necessary action can be taken to ensure full operational service status prior to the Winter Service season. This should include checking the calibration of all de-icing equipment and spreaders.

Authorities should review the administrative and management arrangements for Winter Service annually. This should include the role of the private sector in delivering highway services, and the use of support services such as refuse collection, street cleansing and grounds maintenance services.

As part of the Annual Review authorities should consult with bus operators regarding changes to routes. In doing so and where practicable bus operators should be encouraged not to change routes throughout the winter season where there would be an effect on treatment routes.

The Annual Review should include an analysis on whether service delivery meets the Winter Service Operational Plan. It should also include a review of the current thinking with regards to the impact of climate change. Service efficiency improvements such as route optimisation should also be considered.

The following areas will be monitored

Quality Requirement	Target
1. That 4 salting vehicles are made ready for use within 2 hours of decision by the Contractor Manager.	100%
2. In accordance with instructions given by the Contractor Manager, apply salt or other specified materials to roads, in quantities that are appropriate and sufficient, to render them reasonably safe for the passage of normal traffic	100%
3. All salting tasks requested by the Contractor Manager to be commenced within 1 hour of decision and to be completed as soon as reasonable and practicable	100%
4. Where conditions require that additional resources be deployed, and where the Winter Service Manager agrees that other services be partly, or wholly suspended, 2 additional salting vehicles with drivers to be provided, with the following notice periods:- Monday to Saturday 6 am to 8 pm – 2 hours Monday to Saturday 8 pm to 6 am – 6 hours Sundays and Bank Holidays – 6 hours	100%
5. Where any member of Lewisham Transport or Contractor Staff sees carriageways or pavements which appear to require treatment, but which have not been treated despite a decision to treat, these to be reported to the Winter Service Manager ASAP, but no later than 1	100%



## Winter Service Operational Plan 2014 – 2015

hour after observation	
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During the Winter Period the Winter Service Manager will closely monitor quality achievement against these requirements. The Winter Service Manager may requisition GPS tracking data or other information in order to verify activity or performance. The Council may issue an Early Warning or Improvement Notice or take other contractual action in the event of a clear failure of performance.

Following the end of the winter period the Winter Service Manager and the Contractor Manager shall jointly conduct a review of the operation of the Service in that winter and shall identify and record lessons learnt. The review shall take into account all communications received from Members and the public, including requests to add additional roads to the salting route network. The Winter Service Manager shall liaise with staff from Transport from London, neighbouring boroughs and winter service practitioners across London with a view to identifying and implementing best practice in the service.

Within one calendar month of the completion of the winter season, the Winter Service Manager shall present a report to the Resources and Regeneration Asset Management Team, on the effectiveness and efficiency of the Winter Service, including

- Proposed improvements to the salting routes
- Performance on the above "Quality Requirements" and proposed operational changes to deliver improvement
- Interaction with the Media and how information to the public can be improved
- Internal operational communications
- Weather Forecasting
- Client "over-ride" of Contractor decision, including reasons and lessons learnt
- Vehicle and plant availability
- Salt statistics including volumes and values and use of mutual aid or London-wide strategic stock



## Winter Service Operational Plan 2014 – 2015

### **J6 Procedure for deviation from the Winter Service Operational Plan.**

The need to deviate from the Winter Service Operational Plan on occasions is accepted for instance in order to help the Emergency Services deal with an incident.

The Winter Service Manager or designated deputy can decide to deviate from the plan and must record the event and reasons for so doing. Any regular deviations necessary will be reviewed at the end of the season to see whether there is good reason to amend the Winter Service Operational Plan for future years.

If necessary changes in season to the Winter Service Operational Plan (e.g. addition of new roads onto routes) can be made but all such changes must be notified to those the plan was formally issued to.



**APPENDIX A1 – DECISION MAKING PROCESS (STANDARD)  
(RESTRICTED)**

**WINTER SERVICE– SALTING**

**PROCEDURE NOTES FOR CONTRACTOR MANAGER OR  
AUTHORISED DEPUTY**

**As it is anticipated that this may be copied and used on its own, it is important that this is read in conjunction with the full Winter Service Operational Plan**

1. Receive Met Office written forecasts via email and text at 03.00, 10.00, 16.00 and 23.00. **In addition** call the Met Office number at least twice every 24 hours (suggest 10.00 and 16.00) ***you will be required to enter a PIN number***

**The decisions should be made on the Met Office forecasts for at or below zero. If the routes are not expected to fall below zero in any *significant part then there is no requirement to treat.* However the decision making manager may still initiate decision to salt if considered appropriate. (For instance a +1°C forecast may trigger a decision to salt Exceptional Route). The forecasts will be from the Met Office and are in the format described fully in Appendix L**

2. Based on information supplied on the mid-morning weather forecast make decisions using the forms as to whether:-

- a). place winter service staff on standby
- b). instruct staff to salt roads

**Appendix E** will be completed every day for every day between 17th November 2014 for 18 weeks or longer at the discretion of the Winter Service Manager. If the forecast is NIL no further action need be taken.

**Appendix F** will be completed every day that there is a forecast other than “NIL” If there is any doubt then a “Decision Justification” log sheet will be completed. This will be e-mailed to the Winter Service Manager as soon as possible after the decision is made. If further work is required a “Request to Salt” sheet will be completed as well and sent by e-mail to the Winter Service Manager at the same time as the “Decision Justification” log. (Note- The decision of the Contractor’s Manager may, exceptionally) be over-ridden by the Winter Service Manager).

3. If you require further information regarding weather conditions please call the alternative number listed where you will be able to speak directly to a Met Office Officer who will provide more detailed advice. (for example: – sleet at 2pm – will the temperature continue to be low enough for it to settle and then freeze? – ring to speak to officer to confirm).





## Winter Service Operational Plan 2014 – 2015

Continue to check via Met Office through period of inclement weather and always ensure Winter Service Manager is notified of any developments at all times.

4. You will mobilise for carriageway treatment at any time during the Winter Period. You shall inform the Winter Service Manager (or appointed deputy) immediately the decision to salt is made. The response shall be such that the last vehicle to leave Wearside Service Centre shall be no later than one hour after the decision was made to commence salting.

In practice salting should take place such as to avoid “rush hour” traffic. Therefore salting will if at all possible be pre-planned for the morning, afternoon and/or evening. In general planned salting will take place within the following time bands:

- Morning- 04.30 hrs to 07.30 hrs
- Afternoon- 14.00 hrs to 16.30 hrs
- Evenings- 19.00 hrs to 24.00 hrs

When treatment can be planned from the 10.00 hrs forecast, you will mobilise to commence treatment up to and including 15.00 hrs (to ensure, as far as can be foreseen, that Primary Routes are treated before the evening “rush hour”). Where such a decision cannot be made on this timescale a decision will be made, if possible at 19.00 hrs. If the situation is still unclear the Contractor will take (further) advice from the Met Office and make a firm decision by 20.00 hrs. In the event of a forecast of icy surfaces (only) on high ground the decision may be to treat only the Exceptional Route.

5. Lewisham Council will be continuing to use the system of “Nil”; “Alpha”; “Bravo” “Ice” and “Snow”. These signify conditions as follows:

ALPHA - Road Surface Temperatures are expected to fall below zero degrees Celsius but roads are expected to remain dry.

BRAVO - Road Surface Temperatures are expected to fall below zero degrees Celsius and hoar frost is expected to form.

ICE - Road Surface Temperatures are expected to fall below zero degrees Celsius and ice is expected to form.

SNOW - Snow is expected. This covers snow events when the snow is expected to be deposited and cause road problems. Odd flurries of snow will not warrant use of this indicator, with these covered in the main text

NIL - Road Surface Temperatures are expected to remain above zero degrees Celsius and snow is not expected.

**You will need to consider conditions – wet or dry and temperature (i.e. if wet and freezing need to salt / dry and freezing may not need to salt) see chart on next page:**



## Winter Service Operational Plan 2014 – 2015

In line with the previous guidance issued in November 2011 incorporated into Appendix H of the Code of Practice the following changes to the decision process is continuing for this season.



**Road Surface Wetness**

For the purpose of allocating treatments a distinction is made between dry, damp and wet road surfaces. The following definitions should be used when making the treatment decision.

<b>Table H10 - Road Surface Wetness</b>	
Dry road	A road that shows no signs of water or dampness at the surface but may be just detectably darker (however it may have moisture contained in pores below the surface that is not 'pumped' to the surface by traffic)
Damp road	A road which is clearly dark but traffic does not generate any spray. This would be typical of a well drained road when there has been no rainfall after 6 hours before the treatment time.
Wet road	A road on which traffic produces spray but not small water droplets. This would be typical of a well drained road when there has been rainfall up to 3 hours before the treatment time.

**Traffic levels**

For the purpose of allocating treatments, the guidance defines two levels of trafficking on roads - heavily trafficked roads and medium/light trafficked roads. As shown in the table below, heavily trafficked roads are those defined as Categories 1 and 2 in Well Maintained Highways and medium/light trafficked roads are those defined as Category 3.

<b>Table H3 - Carriageway Hierarchy</b>		
<b>Category</b>	<b>Hierarchy Description</b>	<b>Traffic Level</b>
1	Motorway	Heavy
2	Strategic Route	Heavy
3a	Main Distributor	Medium/Light
3b	Secondary Distributor	Medium/Light

**Precautionary treatment decision matrix**

A decision matrix for precautionary treatments based on road surface conditions and predicted weather conditions is given in Table H9



Winter Service Operational Plan 2014 – 2015

<b>Table H9 - Precautionary Treatment Decision Matrix</b>				
<b>Road Surface Temperature</b>	<b>Precipitation</b>	<b>Predicted Road Conditions</b>		
		<b>Wet/Damp</b>	<b>Wet Patches</b>	<b>Dry</b>
May fall below 1°C	No rain No hoar frost No fog	Salt before Frost	Salt before frost (see note a)	No action likely, monitor weather (see note a)
Expected to fall below 1°C	No rain No hoar frost No fog			
	Expected hoar frost Expected fog	Salt before frost (see note b)		
	Expected rain BEFORE freezing	Salt after rain stops (see note c)		
	Expected rain DURING freezing	Salt before frost, as required during rain and after rain stops (see note d)		
	Possible rain Possible hoar frost Possible fog	Salt before frost		Monitor weather conditions
Expected snow (See Section H10)		Salt before snow fall		

The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt or surface moisture.

All decisions should be evidence based, recorded and require continuous monitoring and review.

Decision on treatment timing should account for traffic and road surface wetness at time of treatment and after, as well as forecast conditions.

**Notes:**

(a) Particular attention should be given to the possibility of water running across carriageways and other running surfaces e.g. off adjacent fields after heavy rains, washing off salt previously deposited. Such locations should be closely monitored and may require treating in the evening and morning and possible other occasions.

(b) When a weather warning contains reference to expected hoar frost, considerable deposits of frost are likely to occur. Hoar frost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset, may be dispersed before it can become effective. Close monitoring is required under this forecast condition which should ideally be treated just as the hoar frost is forming. Such action is usually not practicable and salt may have to be deposited on a dry road prior to and as close as possible to the expected time of the condition. Hoar frost may be forecast at other times in which case the timing of salting operations should be adjusted accordingly.

(c) If, under these conditions, rain has not ceased by early morning, crews should be called out and action initiated as rain ceases.

(d) Under these circumstances rain will freeze on contact with running surfaces and full



## Winter Service Operational Plan 2014 – 2015

precautionary treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period.

(e) Weather warnings are often qualified by altitudes in which case differing action may be required from each depot.

(f) Where there is any hint of moisture being present, a pessimistic view of the forecast should be taken when considering treatment to negatively textured surfaces.

(g) at least two hours before the temperature reaches these values to allow the salt to enter solution, or the use of alternative de-icers. Spreading salt alone at temperatures below about -7°C (the lower of air or road surface at time of spreading) or below about -5°C in low humidity conditions (relative humidity less than 80%) may not be practically effective. High spread rates will be required and even then salt may not enter solution quickly enough to prevent freezing or be able to melt ice or compacted snow. Consideration should be given to spreading

### Determining spreading capability

For precautionary treatments, the spread rates to be used depend upon the spreading capability. A decision process diagram to determine this capability is given in the guidance and for the present it is considered that the Borough has “middling” capability and therefore Treatment Matrix A is used. If after further study it is believed that this has improved to “reasonable” capability then small further savings may be able to be justified. The current assumption is the safer assumption at this time.

### Target rates of spread

In line with the Guidance issued in November 2011 incorporated into Appendix H of the Code of Practice the following changes to the decision process are continued for this season.

Please note that in some circumstances this will require more salt to be applied than previously but in the vast majority of cases will reduce the usage. There are two spread rates suggested one when using dry salt, the other when using treated salt, which will lead to further savings in many cases. (The table has been amended to enable the gritters to be calibrated to 5mm increments).

<b>TREATMENT MATRIX A</b>	
<b>DRY SALTING (NB These rates will also apply to naturally moist salt)</b>	
<b>Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness</b>	<b>Dry salting Spread rate gm/sq m</b>
RST at or above -2°C and dry or damp road conditions	10
RST at or above -2°C and wet road conditions	15
RST below - 2°C and above -5°C and dry or damp road conditions	15
RST below - 2°C and above -5°C and wet road conditions	30



## Winter Service Operational Plan 2014 – 2015

RST at or below - 5°C and above -10°C and dry or damp road conditions	30
RST at or below - 5°C and above -10°C and wet road conditions	2 x 25

The following guidance will need to be considered in the light of the conditions this winter and is replicated below. As the Council are trialling a snow plough this winter the implications of some of the guidance below will be further considered.

### **H10 TREATMENTS FOR SNOW AND ICE**

#### **H10.1 General**

- It is impractical to spread sufficient salt to melt anything other than very thin layers of snow and ice.
- Ploughing is the only economical, efficient, effective and environmentally acceptable way to deal with all but very light snow.
- Ploughing down to the road surface is preferred. However, snow ploughs should be set to avoid risk of damage to the plough, the road surface, street furniture and level crossings.
- Ploughing to the road surface minimises salt usage and makes salt treatments more effective.
- Drainage should not be obstructed when ploughing. Windrows or piles of snow should be removed or be positioned to allow melt water to reach the drains. If necessary, piles of snow should be removed so that melted snow does not overload drainage systems or run back onto the road.
- Windrows should be removed or ploughed back when further periods of heavy snow are anticipated. This will provide space to plough further snowfalls.

#### **H10.2 Preparation before ice and snow**

To prepare for and facilitate ice and snow treatments the following should be considered:

- When snow is forecast, ploughs and snow blowers should be prepared and positioned in order that snow clearance can start without delay as and when required.
- To facilitate the breakup and dispersal of ice and snow by trafficking, treatments must be made before snowfall or freezing rain so that sufficient de-icer is present on the surface to provide a debonding layer.
- Although it will increase salt usage, before snowfall and where practicable, consideration should be given to spreading salt on as much of the network as possible (i.e. beyond the normal precautionary salting network). This will provide a debonding layer and facilitate the break up and dispersal of snow by traffic in areas where subsequent treatments may not take place for some considerable time or at all.

#### **H10.3 Depths of snow (Light snow, moderate to heavy snow)**

This guidance defines two main snowfall categories light snow and moderate/heavy snow.

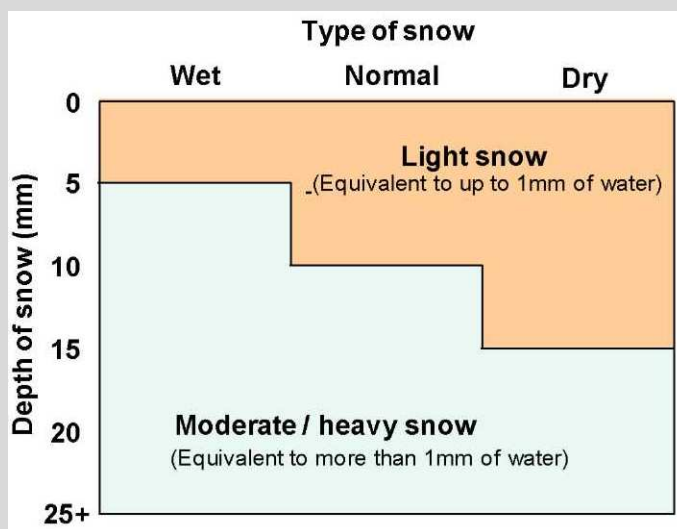
The reasons for this are:



## Winter Service Operational Plan 2014 – 2015

The highest *practicable* spread rates are considered to be 40g/m<sup>2</sup> of dry salt. When combined with the action of traffic, this is sufficient de-icer to melt snow depths which are equivalent to 1mm of water at temperatures down to -2°C. Generally, there is approximately 1mm of water in 5mm depth of wet snow, 10mm depth of 'normal' snow and 15mm depth of dry, powdery snow.

In this guidance, 'light' snow is taken to be snow equivalent to 1mm of water (or less) while snowfalls equivalent to more than 1mm are considered to be moderate/heavy, as shown in the diagram below.



### H10.4 Precautionary Treatments before snow or freezing rain

Spread rates for precautionary treatments before snow or freezing rain are given in Treatment MATRIX D

TREATMENT MATRIX D - Precautionary Treatments Before Snow Or Freezing Rain		
Weather conditions	Light or medium traffic (Category 3)	Heavy traffic (Categories 1 and 2)
Light snow forecast	Spread: • 40g/m <sup>2</sup> of dry salt, or • 40g/m <sup>2</sup> of pre-wetted salt, or • 30g/m <sup>2</sup> of treated salt	Spread: • 20g/m <sup>2</sup> of dry salt, or • 20g/m <sup>2</sup> of pre-wetted salt, or • 15g/m <sup>2</sup> of treated salt
Moderate/Heavy snow forecast	Spread: • 20-40g/m <sup>2</sup> of dry salt • 20-40 g/rr)2 of pre-wetted salt • 15-30 g/m2 of treated salt (see Note 1)	Spread: • 40g/m <sup>2</sup> of dry salt, or • 40g/m <sup>2</sup> of pre-wetted salt, or • 30g/m <sup>2</sup> of treated salt
Freezing rain forecast	• 40 or 2x20g/m2 of dry salt, or • 40 or 2x20g/m2 of pre-wetted salt, or • 30 or 2x15g/m2 of treated salt	



## Winter Service Operational Plan 2014 – 2015

Note 1: The lower rates (e.g. 20g/m<sup>2</sup> for dry salt) can be used if the snow is likely to settle quickly, e.g. when the road surface temperature is below zero, the road surface is not wet and the snow is not wet, and/or there is little traffic after snowfall begins and settles.

Note 2: Spreading salt before freezing rain can have limited benefit and Authorities should be prepared to make follow up treatments on any ice that has formed

### H10.5 Treatments during snowfall

#### General

Ploughing should start and, where practicable, be continuous to prevent a build-up of snow.

On heavily trafficked roads it is preferable to prevent a build-up of more than 10mm depth of snow, whereas the build-up should be no more than 50mm depth where there is a risk of compaction by traffic.

#### TREATMENT MATRIX E - Treatments During Snowfall

Plough to remove as much material as possible (e.g. slush, snow, compacted snow)

Ploughing should be as near as possible to the level of the road surface

#### No ice or compacted snow on surface

To provide a debonding layer, spread:

- 20g/m<sup>2</sup> of dry salt, or
- 18g/m<sup>2</sup> of treated salt or
- 24g/m<sup>2</sup> of pre-wetted salt

(See Note 1)

#### Ice or compacted snow on surface (see Note 2)

#### Is traffic likely to compact subsequent snowfall before further ploughing is possible?

#### YES

To provide a debonding layer, spread:

- 20g/m<sup>2</sup> of dry salt, or
- 18g/m<sup>2</sup> of treated salt, or
- 24g/m<sup>2</sup> of pre-wetted salt

(See Note 1)

#### NO

No de-icer should be spread

Note 1: During and after snowfall, only the ploughed lane should be treated if other lanes have still to be ploughed. The spread width settings should be adjusted accordingly.

Note 2: A de-icer should not be spread alone without abrasives to anything other than a thin layer of ice or compacted snow when snowfall has ceased or future snowfall will be less than 10mm. Applying salt alone to compacted snow and ice can produce dangerously slippery conditions if a weak brine film is formed on top of the ice/snow layer.





## Winter Service Operational Plan 2014 – 2015

### H10.6 Treatment when slush is on the road (and it may refreeze) General

It is important to remove as much slush as possible by ploughing to reduce the amount of material available to form ice when temperatures drop, as well as to reduce the amount of salt required for subsequent treatments.

Treatment

When slush is on the road, treatments should be as follows:

#### TREATMENT MATRIX F- Treatment for Slush when Freezing Conditions are Forecast

Plough to remove as much slush as possible (ploughing should be as near as possible to the level of the road surface)

After removing slush, spread:  
 40g/m<sup>2</sup> of dry salt, or  
 36g/m<sup>2</sup> of treated salt, or  
 48g/m<sup>2</sup> of pre-wetted salt  
 (See Note 1)

Note 1: After snowfall, and when there will be no further ploughing but some slush remains on the road surface, it may be necessary to change the settings normally used for precautionary treatment to ensure a satisfactory distribution is achieved over the target spread width.

### H10.7 Treatment when thin layers of ice (up to 1mm) have formed

When a thin layer of ice has formed, including after freezing rain the following treatment should be made:

#### TREATMENT MATRIX G - Treatment For Thin Layers Of Ice (Less Than 1mm Thick)

Forecast weather and road surface conditions	Medium/Light Traffic	Heavy traffic
Lower of air or road surface temperature higher than - 5 C	Spread: • 40g/m <sup>2</sup> of dry salt, or • 36g/m <sup>2</sup> of treated salt or • 48g/m <sup>2</sup> of pre-wetted salt • 40g/m <sup>2</sup> of salt/abrasive mix (see Notes 1 and 2)	Spread: • 20g/m <sup>2</sup> of dry salt, or • 18g/m <sup>2</sup> of treated salt or • 24g/m <sup>2</sup> of pre-wetted salt
Lower of air or road surface temperature less than - 5 C	Spread: • 40g/m <sup>2</sup> of salt/abrasive mix (50:50) (see Notes 1 and 2)	Spread: • 40g/m <sup>2</sup> of salt/abrasive mix (50:50) (see Notes 1 and 2)

Note 1: Abrasives should ideally be 5-6mm and angular, but gradings down to 1-5mm should be reasonably effective. After abrasives have been used, drainage systems should be checked and cleared if necessary. Recovered material, which will be contaminated with road oil, must be disposed of safely.

Note 2: Care is needed when salt is mixed with abrasives with a high moisture content. Checks should be made that the mixture remains free flowing, does not clump and can be spread effectively.

### H10.8 Treatment for thicker layers of ice or compacted snow



## Winter Service Operational Plan 2014 – 2015

When thicker layers of ice have formed, including after freezing rain, the treatment should be as follows:

<b>TREATMENT MATRIX H - Treatment For Layers Of Compacted Snow And Ice</b>	
Plough to remove as much material (e.g. slush, snow, compacted snow) as possible from the top of the compacted layer	
<b>Medium Layer Thickness (1 to 5 mm)</b>	<b>High Layer Thickness (greater than 5mm)</b>
For initial treatment, spread: <ul style="list-style-type: none"> <li>• 440g/m<sup>2</sup> of salt/abrasive mix (50:50) (see Notes 1, 3, 4 and 5)</li> </ul> For successive treatments, spread: <ul style="list-style-type: none"> <li>• 240g/m<sup>2</sup> of salt/abrasive mix (50:50) (see Notes 1, 3, 4 and 5)</li> </ul>	For initial treatment, spread: <ul style="list-style-type: none"> <li>• 40g/m<sup>2</sup> of abrasives only (see Notes 2, 3, 5 and 6)</li> </ul> For successive treatments, spread: <ul style="list-style-type: none"> <li>• 20g/m<sup>2</sup> of abrasives only (see Notes 2, 3, 5 and 6)</li> </ul> After traffic has started breaking up the layer, spread: <ul style="list-style-type: none"> <li>• 20g/m<sup>2</sup> of salt/abrasive mix (50:50) so salt can penetrate the layer and reach the road surface (see Notes 1, 3, 4 and 5)</li> </ul>
<p>Note 1: For medium thicknesses of compacted snow and ice, treatments without abrasives should only be used when earlier precautionary treatments have successfully established a debonding layer, and there is sufficient traffic to break up the layer of ice quickly.</p> <p>Note 2: For high thickness of compacted snow and ice (greater than 5mm), treatments with a significant amount of salt should not be considered because they may leave the surface uneven. Any brine formed on the surface may collect in hollows and deepen them further, which can lead to a very uneven surface.</p> <p>Note 3: Abrasives should ideally be 5-6mm and angular, but gradings down to 1-5mm should be reasonably effective. After abrasives have been used, drainage systems should be checked and cleared if necessary. Recovered material, which will be contaminated with road oil, must be disposed of safely.</p> <p>Note 4: Care is needed when salt is mixed with abrasives with a high moisture content. Checks should be made that the mixture remains free flowing, does not clump and can be spread effectively.</p> <p>Note 5: When there are layers of snow, compacted snow, or ice of medium or high thickness on the road surface, it may be necessary to change the settings normally used for precautionary treatment to ensure a satisfactory distribution is achieved over the target spread width.</p> <p>Note 6: A small amount of salt should be added to the abrasive to prevent freezing of the water within it. If the moisture content of the abrasive is 7%, 25g of salt per tonne of abrasive is sufficient to prevent freezing if thoroughly mixed.</p>	



Winter Service Operational Plan 2014 – 2015

**LIST OF KEY CONTACTS**

**LIST 1 - LB LEWISHAM CLIENT CONTACT LIST**

<b>OFFICER</b>	<b>NAME</b>	<b>OFFICE ADDRESS</b>	<b>TELEPHONE</b>
Director of Regeneration and Asset Management	Rob Holmans	Floor 5 Laurence House 1 Catford Road Catford LONDON SE6 4RU	0208314 7908
Head of Resources and Regeneration Management Team Office	Judith McQueen		020 8314 8598
Head of Transport	Ian Ransom		020 8314 2270
Engineering Manager	Tom Henry	Floor 4 Laurence House 1 Catford Road Catford LONDON SE6 4RU	020 8314 2562
Winter Service Manager	Kishore Vora		020 8314 2591 07912 565236
Inspectors / Winter Service Duty Officers	Jeff Fraser		020 8314 2234 07753 776692
	Samantha McKerell		020 8314 2181 07734 599762
	Mike Munro		030 8314 2105 07834 145084
	Mike Bewaji		020 8314 2579 07912 565237
	Danny Wingrove		020 8324 2223 07831 467653
Service Support Manager	Geoff Tice		020 8314 2246 07958 800901
Network Co-ordinator	Dave Wheeler		020 8314 2218 07793 906940
Community Information Officer	Imogen Payami		020 8314 2235
Emergency Planning Officer	John Brown	020 8314 8579 07841 733722	

**LIST 2 – EXTERNAL STAKEHOLDER CONTACT LIST**

<b>SERVICE / COMPANY</b>	<b>CONTACT NAME</b>	<b>email</b>	<b>TELEPHONE</b>
London Ambulance Service	24 hour Duty Officer	david.campbell@lond-amb.nhs.uk	07721 758232
London Buses	Dave Walsh	dave.walsh@tfl-buses.co.uk	07771 674670
London Fire Brigade	Lee King (Borough Commander) or	<a href="mailto:lee.king@london-fire.gov.uk">lee.king@london-fire.gov.uk</a> michael.ogwo@london-fire.gov.uk	020 7587 2541 07736 123907



Winter Service Operational Plan 2014 – 2015

	Michael Ogwo		
Met Police Traffic Division	Catherine Linney	catherine.linney@met.police.uk	020 8284 5938 020 8284 5939

**LIST 3 – CONTRACTORS IN PROVISION OF WINTER SERVICE**

CONTRACT	CONTRACTOR	CONTACT NAME(S)	
Highway Maintenance and Planned Works Contract	FM Conway Ltd Conway House Rochester Way Dartford Kent DA1 3QY Tel 020 8636 8822 Fax 020 8636 8827 Out of hours 07771 903884	Contracts Director	Toby Pyper
		Senior Contracts Manager	Liam McCay 07748 632971
		Contractor Manager	Andy Frostick 07748 632953
		Call-out Supervisor	Brian Wren 07960 630819
		Operational Supervisor	Rob O'Grady 07776 254784
		Contract Supervisors	Lee Fuller 07554 457133 Dan Bartlett 07917 518596
Refuse Collection	Lewisham Customer Services Refuse & Cleansing Wearside Depot Wearside Road Ladywell LONDON SE13 7EZ Tel 020 8314 2213 Fax 020 8314 2043	Contracts Manager	Michael Bryan 07831 319073
		Environmental Waste Manager	Pat Phelan 07753 933095
Environmental Waste Officer		Colin Mayer 07710 391655 Thomas Burns 07725 143051	
Street Cleansing		Contracts Manager	Gerry McAneney 07808 735693
		Area Manager North and West	Micky White 07764 349660
		Area Manager South and East	Anil Majithia 07753 933129
Weather Forecasting	Meteorological Office Customer Centre Fastnet 1 Fitzroy Road Exeter Devon EX1 3PB Tel: 01392 855243 Fax: 01392 885681	Voicemail Service	08704-555801
		Officer Service	01392 884322



Winter Service Operational Plan 2014 – 2015

**LIST 4 –TfL AND NEIGHBOURING BOROUGH LIST**

<b>SERVICE / COMPANY</b>	<b>CONTACT NAME</b>	<b>email</b>	<b>TELEPHONE</b>
Transport for London	Snow Desk	tflsnowdesk@tfl.gov.uk	020 3921 2013
Greenwich	Mark Hodgson	mark.hodgson@royalgreenwich.gov.uk	020 8921 2013 01277 220018 07888 761874
Southwark	Alwyn Samuel	alwyn.samuel@southwark.gov.uk	07983 626226
Bromley	Garry Warner	garry.warner@bromley.gov.uk	020 8313 4929

**Lewisham Council Emergency Call Out 020 7527 4501  
(Out of Hours)**

**Lewisham Council Housing Services 020 7527 2000**



## OTHER OPERATIONAL CONSIDERATIONS

### USE OF SAND/SALT MIX AS ABRASIVE

Where salt is to be used, it will normally be applied in its neat form. Sand or sand/salt mix will be sent out later for application over settled and compacted snow, or, exceptionally, sheet or “black” ice..

Care must be taken that salt is not spread needlessly, or wastefully, any lumps must be broken up.

In the exceptional event of mechanical salt spreaders not being available, the spreading of salt or sand on the highway will be carried out by staff by means of hand shovels.

In any event, this operation must be approved by the Winter Service Manager.

Employees sent out to spread salt or sand must be reminded that care must be taken to ensure that it is not thrown onto pedestrians or vehicles.

Care must be taken to ensure that salt is not thrown upon lawns and flower beds. **Under no circumstances shall salt be applied within 2.0 m of a young tree.**

### LOADING AND TRANSPORTATION OF SNOW

This Winter Service Operation relies on the melting of snow following the application of salt. Recourse to transport of snow will be an exceptional measure and must be authorised only by the Winter Service Manager.

#### Heaping of Snow Prior to Transportation

Snow must not normally be heaped or made into ridges unless special authorisation is given by the Winter Service Manager.

Heaping of snow must not be made by or on pedestrian crossings or bus stops.

If heaps or ridges are made in the channel, a space of not less than 30 cm (1'0”) wide must be left between the snow and the kerb to allow for drainage and sufficient space must be left between the heaps or ridges for the convenience of pedestrians.

Gully grates must be kept free from obstruction

#### Loading of Snow

Transport must be used efficiently by allowing sufficient loaders per vehicle. Loading of snow from the front of shops and defined premises must be carried out first and less important areas left until later.



## Winter Service Operational Plan 2014 – 2015

### Thames Water Sewer Manholes

Permission must be obtained from the Thames Water for clean snow to be deposited into manholes in their sewers, in such a manner as to avoid any obstruction in the sewers. In all cases it is the Winter Service Manager that seeks approval.

When snow is being deposited into the sewers a supervisor must be stationed at the open manhole.

### Depositing Snow in the River Thames

Permission must be obtained from the Port of London Authority and the Thames Water, Pollution Control Section to deposit clean snow in the Tidal Thames. In all cases it is the Winter Service Manager that seeks approval.

### STANDING WATER ON THE HIGHWAY

Sheet ice forming on the highway presents particular dangers for vehicular traffic and pedestrians. Where standing water exists on the highway, sheet ice will form at sub-zero temperatures. Standing water may have a variety of causes:-

- Water leaks
- Run-off from adjacent properties
- Blocked gulleys / drainage runs
- Inadequate cross-fall and/or longitudinal fall on highway surface

Thames Water has a policy of applying salt at all sites where known leakage is occurring. However the Contractor must apply salt at all other locations where standing water is known to exist and/or in response to public reports of standing water and/or sheet ice.

### POST TREATMENT

Following stand down after a period of carriageway treatment activity, the Contractor will thoroughly inspect all vehicles and plant. Any wear or damage that might affect operational capability, capacity, accuracy or safety will be corrected immediately.

### COUNCIL DEPARTMENTS SNOW CLEARANCE PROCEDURES

#### Leisure Areas

The Leisure Services will be responsible for Snow Clearance from all Leisure Establishments.

#### Housing Estates



## Winter Service Operational Plan 2014 – 2015

Housing Services Providers are responsible for all activities regarding snow clearance on Housing Estates. They will base their need for salting on whether the Public Highways of similar priority are being treated. Therefore they are included on the daily e-mail list.

### **APPENDIX A2 – DECISION MAKING PROCESS (ESCALATION)**

See section H2 at present. New processes may be introduced as necessary.





## APPENDIX B – WINTER SALTING ROUTES – ALL PRIORITIES

### LONDON BOROUGH OF LEWISHAM

### WINTER SERVICE

The following maps shows priority routes:

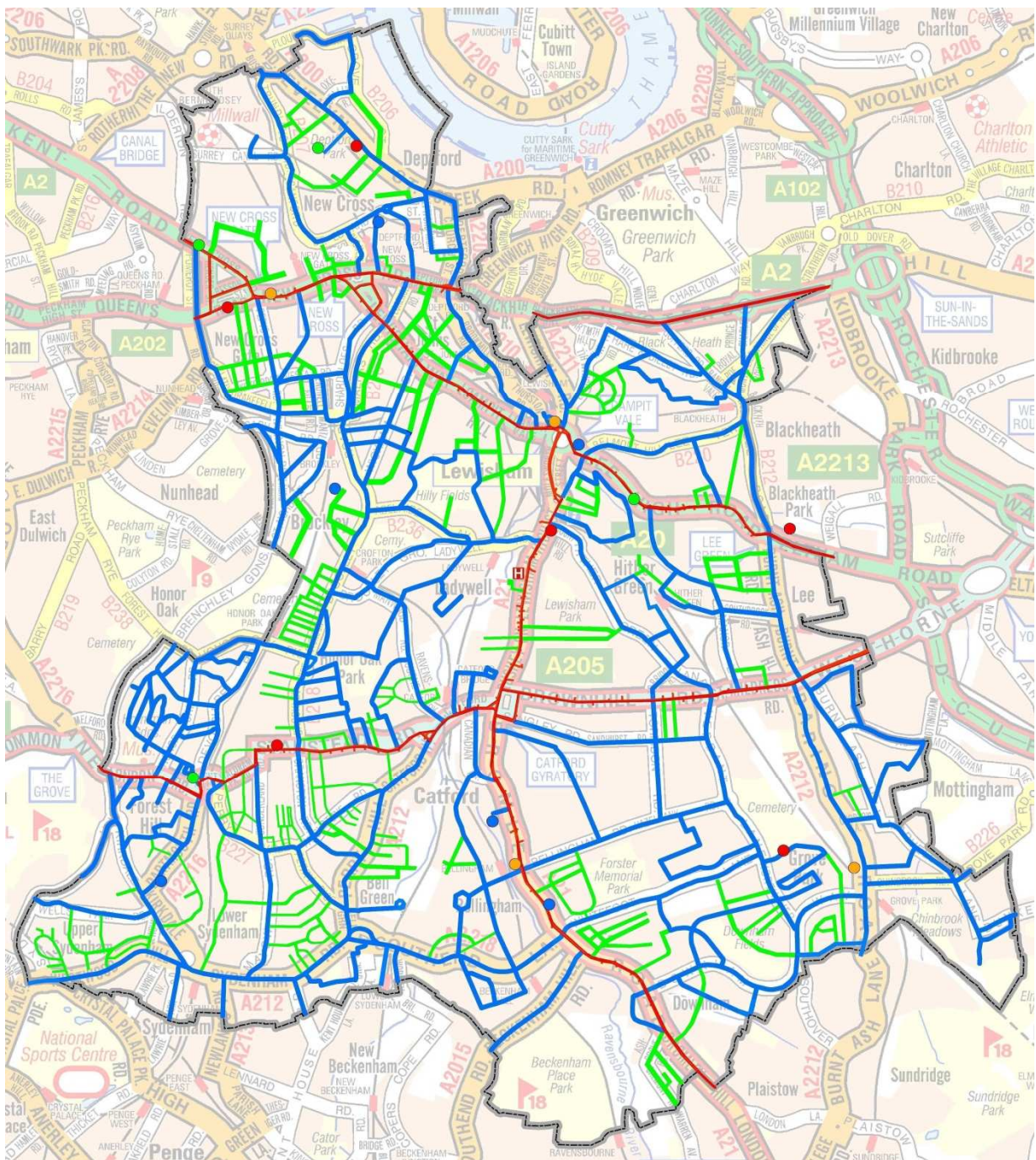
Blue	Primary Routes
Green	Secondary Routes
Red	TLRN Routes

and resilience routes:

Blue	Resilience Routes
Red	TLRN Routes



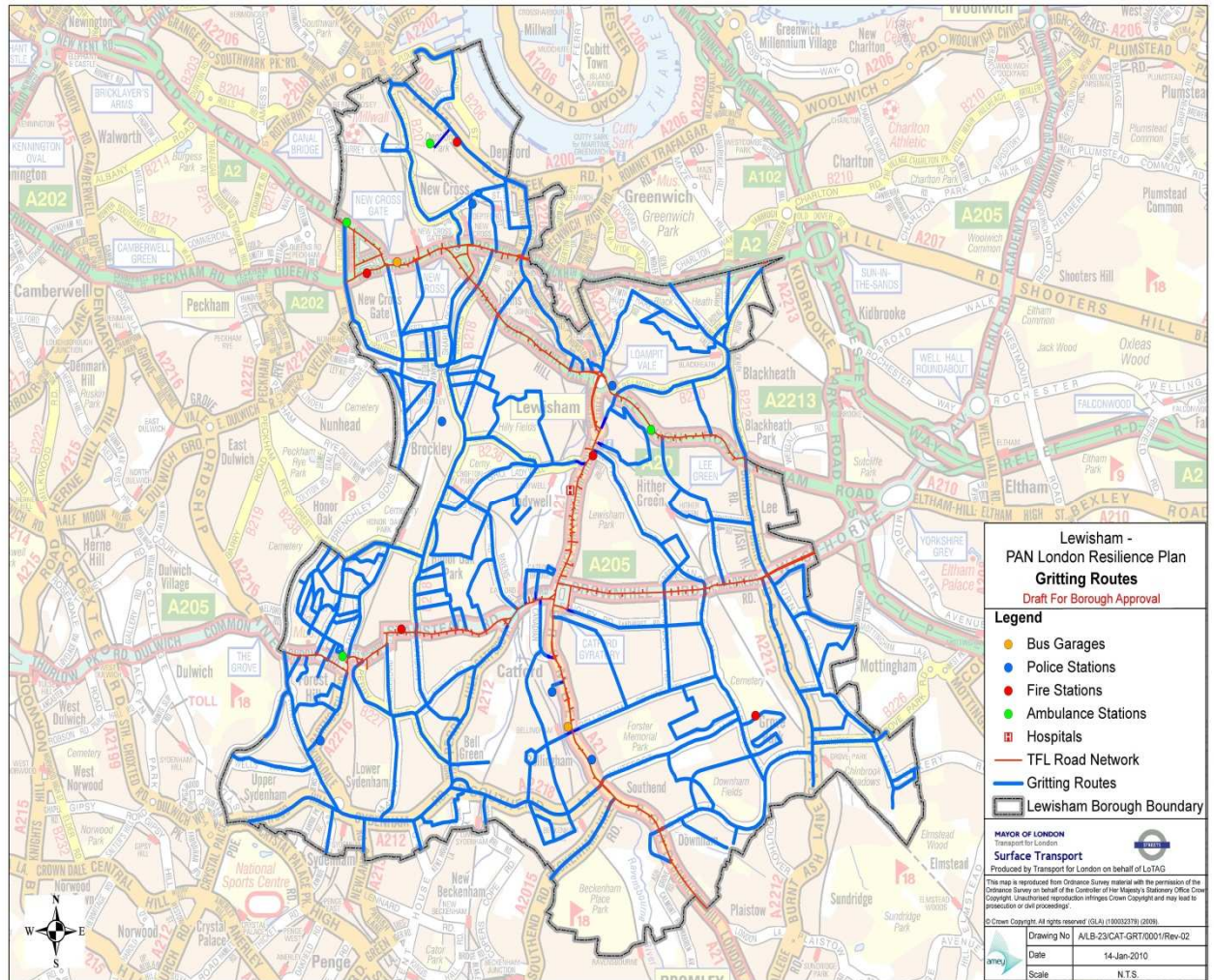
## Winter Service Operational Plan 2014 – 2015



- KEY**
- Primary Salting Route
  - Secondary Salting Route
  - TfL Salting Route
  - Fire Station
  - Ambulance Station
  - Police Station
  - Bus Garage or Bus Station



## Winter Service Operational Plan 2014 – 2015



## Resilience Routes



**PRIMARY SALTING ROUTE NETWORK  
AREA 1 - PAGE 1 OF 3**

1. Leave Depot. TURN LEFT into Ladywell Road. Proceed to Lewisham High Street. TURN LEFT. Proceed to Roundabout. TURN LEFT Molesworth Street. TURN LEFT at roundabout into Loampit Vale.
2. TURN RIGHT into **Jerrard Street**. **START Salting** along centre to Thurston Road.
3. TURN RIGHT. Salt along centre **Thurston Road** to Loampit Vale, **STOP Salting**.
4. TURN RIGHT. Proceed to junction with Jerrard Street. TURN RIGHT. TURN LEFT, at junction with Thurston Road, **START Salting** along centre of **Thurston Road - Brookmill Road** to Deptford Broadway.
5. CROSS intersection. Salt along centre of carriageway **Deptford Church Street** to Creek Road.
6. TURN LEFT. Salt left side **Creek Road - Evelyn Street** to junction with **Blackhorse Road**. TURN LEFT. Salt along centre of carriageway to entrance to Deptford Trading Estate. **STOP Salting**. TURN AROUND.
7. Proceed back to **Evelyn Street**. TURN LEFT. **START Salting** along left side to Bestwood Street.
8. TURN LEFT. Salt along centre of **Bestwood Street - Bush Road** to Borough Boundary (William Evans House) **STOP Salting**.
9. Proceed around one-way system. **START Salting** along left-hand side **Evelyn Street – Creek Road**.
10. TURN RIGHT **Deptford Church Street**. Continue salting along centre of carriageway to Deptford Broadway. CROSS junction into **Brookmill Road**. TURN RIGHT into **Friendly Street**. Continue Salting along centre to Lewisham Way.
11. CROSS junction into **Wickham Road**, Salt along centre to Brockley Road, TURN LEFT.
12. **Continue Salting** along L.H. Side **Brockley Road – Stondon Park** to junction with **Honor Oak Park**. Continue to mini roundabout. **STOP Salting**.
13. Proceed to junction with **Brockley Park**. TURN LEFT. **START Salting** along centre. TURN RIGHT. TURN LEFT **Ravensbourne Road** to junction with Stanstead Road. **STOP Salting**. TURN RIGHT.



**PRIMARY SALTING ROUTE NETWORK  
AREA 1 - PAGE 2 OF 3**

14. TURN RIGHT. Montem Road. **START Salting** along centre **Montem Road - Brockley View**. TURN LEFT **Codrington Hill**. Continue to junction with Brockley Rise. **STOP Salting**. TURN LEFT

15. Proceed to junction with **Duncombe Hill**. TURN LEFT. **START Salting** along centre to junction with Brockley View. **STOP Salting**. TURN RIGHT. TURN RIGHT **Lowther Hill**. **START Salting** along centre to junction with Brockley Rise. **STOP Salting**. TURN RIGHT

16. Proceed back to Traffic Lights at junction with Honor Oak Park. STRAIGHT ON. **START Salting** along L.H. Side **Stondon Park - Brockley Road - Brockley Cross**

17. At Brockley Cross TURN LEFT. **Continue Salting** along centre of **Endwell Road - Drakefell Road** (passing through gate).

18. Continue along **Gellatly Road - Lausanne Road - Pomeroy Street** to New Cross Road, **STOP Salting**.

19. TURN RIGHT. Continue around one-way system to Queens Road. TURN RIGHT then TURN LEFT Erlanger Road. TURN LEFT Sherwin Road. TURN RIGHT Pepys Road. Continue to roundabout. TAKE FIRST EXIT. **START Salting** along centre **Jerningham Road** to New Cross Road. **STOP Salting**.

20. TURN LEFT. Proceed to junction with Pepys Road. TURN LEFT. **START Salting** along centre of **Pepys Road** up to roundabout. TAKE SECOND EXIT into **Vesta Road**. Continue salting to Shardeloes Road. **STOP Salting** TURN AROUND.

21. TURN LEFT **Endwell Road**, **START Salting**, TURN RIGHT Drakefell Road, **STOP Salting**. TURN RIGHT **Sprules Road**, **START Salting**. TURN LEFT Vesta Road, **STOP Salting**.

22. Continue to roundabout. TURN LEFT **Pepys Road** . **START Salting** along centre.

23. Cross junction. Continue salting along centre of **Avignon Road - Friendsbury Road**. TURN RIGHT **St Norbert Road**.

24. TURN LEFT Brockley Way **STOP Salting**. TURN LEFT Turnham Road. TURN RIGHT **St Norbert Road**. **START Salting** Proceed to junction with **St Asaph Road**.

25. TURN LEFT Continue salting along centre to Borough Boundary (west side of railway bridge). **STOP Salting**



**PRIMARY SALTING ROUTE NETWORK  
AREA 1 - PAGE 3 OF 3**

26. TURN AROUND. TURN RIGHT **Aspinall Road** **START Salting**, TURN RIGHT **Avignon Road** TURN LEFT **Revelon Road** TURN LEFT St Asaph Road. **STOP Salting**.

27. TURN RIGHT Avignon Road. TURN RIGHT Drakefell Road. Proceed to Brockley Cross.

28. TURN RIGHT. **START Salting** along L.H. Side **Brockley Road** to junction with Wickham Road. TURN LEFT. **STOP Salting**. TURN LEFT **Geoffrey Road**. **START Salting** along centre to junction with Brockley Cross (through gate).

29. TURN RIGHT at roundabout. Continue salting along centre of **Shardeloes Road** to Lewisham Way, **STOP Salting** TURN LEFT. Proceed along Lewisham Way. TURN RIGHT New Cross Road.

30. TURN LEFT Watson's Street, **START Salting** centre of carriageway **Watson's Street - Idonia Street - Payne Street** to Edward Street. TURN LEFT continue along centre of **Edward Street - Sanford Street - Trundleys Road** to one way system. **STOP Salting**. Proceed around one-way system.

31. TURN LEFT **Plough Way** Proceed to Borough Boundary (Entrance to Plough Bridge) **START Salting**. TURN RIGHT **Grove Street**. TURN RIGHT. **Oxestalls Road**. TURN RIGHT Evelyn Street. **STOP Salting**.

32. Proceed back to one way system. TURN LEFT Trundleys Road. TURN RIGHT **Surrey Canal Road**. **START Salting** along centre to **Landmann Way**. TURN RIGHT. Continue salting along centre. TURN LEFT into entrance to SELCHP Waste Incinerator (Ring bell if gate is closed) and continue to top of ramp. **STOP Salting**, turn around.

33. Proceed back along Surrey Canal Road - Trundleys Road - Sanford Street - Edward Street. TURN RIGHT into **Pagnell Street**. **START Salting** along centre to New Cross Road. **STOP Salting**.

34. TURN LEFT. TURN LEFT **Amersham Vale**, **START Salting**. Continue to junction with **Edward Street**. TURN RIGHT along centre to Deptford High Street. TURN RIGHT **Deptford High Street**. TURN LEFT **Giffin Street**. Proceed to Deptford Church Street. **STOP Salting**.

35. TURN RIGHT Deptford Church Street. TURN RIGHT into New Cross Road. TURN LEFT into **Florence Road**. **START Salting** along centre. Cross Lewisham Way into **Malpas Road**. Continue to junction with Brockley Cross. **STOP Salting**.

36. Return to Depot via. Brockley Road - Adelaide Avenue - Ladywell Road - Wearside Road.



## Winter Service Operational Plan 2014 – 2015



**PRIMARY SALTING ROUTE NETWORK  
AREA 2 - PAGE 1 OF 4**

1. Leave Depot. TURN RIGHT into Ladywell Road.
2. TURN RIGHT at junction with **Algernon Road, START Salting**. Take left fork. Salt centre of **Vicars Hill - Shell Road**. TURN LEFT **Brookbank Road** TURN RIGHT **Hilly Fields Crescent**. TURN RIGHT **Tressillian Road**. TURN LEFT **Harefield Road**. At junction with Brockley Road **STOP Salting**, TURN RIGHT.
3. TURN RIGHT **Cranfield Road. START Salting**. TURN RIGHT **Breakspears Road**. TURN LEFT Harefield Road **STOP Salting**. TURN RIGHT Tressillian Road. STRAIGHT ON **Montague Avenue START Salting**.
4. TURN LEFT Adelaide Avenue **STOP Salting**. TURN LEFT Ladywell Road.
5. TURN RIGHT **Chudleigh Road. START Salting** along centre. TURN LEFT **Dressington Avenue**. Continue Salting along centre to end of road. **STOP Salting**. TURN AROUND. Proceed back to **Chudleigh Road**. TURN LEFT. **START Salting** along centre. TURN LEFT **Bexhill Road**. Continue across Manwood Road.
6. TURN RIGHT into **Stillness Road** to junction with **Brockley Rise**. TURN RIGHT. Continue to junction Brockley Road. **STOP Salting**. TURN RIGHT Brockley Road.
7. TURN RIGHT **Brockley Grove. START Salting** along centre. TURN RIGHT **Crofton Park Road - Manwood Road - Ravensbourne Park** to Catford Road **STOP Salting**.
8. TURN LEFT Catford Road. TURN LEFT **Doggett Road START Salting**. TURN RIGHT **Holbeach Road**. TURN LEFT **Morena Street**. TURN LEFT **Brookdale Road**. TURN RIGHT **Holbeach Road**, TURN LEFT **Thomas Lane**.
9. TURN LEFT Catford Road **STOP Salting**. TURN RIGHT **Canadian Avenue START Salting**. TURN RIGHT Bromley Road **STOP Salting**.
10. Proceed to junction Bellingham Road / Randlesdown Road. TURN LEFT.
11. Proceed to junction with Thornsbeach Road. TURN LEFT. **START Salting** along centre of **Thornsbeach Road – Culverley Road** to junction Bromley Road. **STOP Salting**.
12. TURN RIGHT Bromley Road. TURN LEFT Catford Road. TURN LEFT Canadian Avenue.





## Winter Service Operational Plan 2014 – 2015

13. TURN RIGHT **Fordmill Road. START Salting.** Continue along **Brookehowse Road.** Cross Southend Lane at Traffic Signals into **Dunfield Road.**



**PRIMARY SALTING ROUTE NETWORK  
AREA 2 - PAGE 2 OF 4**

14. TURN RIGHT **Sedgehill Road**. TURN RIGHT **Oakview Road**. TURN LEFT **Lushington Road**.

15. TURN LEFT **Sedgehill Road**. Continue around left hand corner at top of hill. TURN LEFT **Oakview Road**. **STOP Salting** TURN LEFT **Lushington Road**. TURN RIGHT **Sedgehill Road** **START Salting**.

16. TURN RIGHT into crescent. At junction with Southend Lane **STOP Salting**. TURN LEFT, TURN RIGHT **King Alfred Avenue**. **START Salting** along centre of road.

17. Proceed to **Bellingham Green**. Continue salting completely around green then along centre of **Randlesdown Road**

18. Proceed to Bromley Road TURN LEFT. **STOP Salting**. Continue along Bromley Road - Rushey Green - Lewisham High Street. TURN LEFT Ladywell Road. **START Salting** along centre of **Ladywell Road - Brockley Grove** to junction **Marnock Road**. TURN RIGHT. TURN RIGHT Brockley Road. **STOP Salting**

19. TURN RIGHT **Adelaide Avenue**. **START Salting** along centre to Ladywell Road, **STOP Salting**. TURN LEFT

20. Proceed to Lewisham High Street. TURN LEFT. Proceed to roundabout . TURN RIGHT into Pedestrianised area. **START Salting** along centre **Lewisham High Street – Lewis Grove** to junction Lee High Road. **STOP Salting**.

21. TURN LEFT. Proceed to roundabout . TURN RIGHT into Lewisham Road. TURN LEFT into **Station Road**. **START Salting** along centre to Loampit Vale, **STOP Salting**. TURN LEFT.

22. TURN LEFT into Lewisham Road. **START Salting** along **L.H. side Lewisham Road** to Borough Boundary (Morden Hill), turn around.

23. Salt **L.H. side Lewisham Road** to roundabout. **STOP Salting**. TURN LEFT along Lewisham High Street. TURN LEFT at Traffic Lights. **START Salting** along centre of **Belmont Hill - Lee Terrace** to Lee Road.

24. TURN RIGHT. Salt centre of **Lee Road** to Lee Green. Cross intersection. Salt L.H side along **Burnt Ash Road - Burnt Ash Hill** to Westhorpe Avenue. **STOP Salting**.

25. Cross intersection. TURN LEFT **Winn Road**. **START Salting** along centre to Guibal Road. **STOP Salting**. TURN LEFT. Guibal Road – Woodyates Road. TURN LEFT Westhorpe Avenue.



**PRIMARY SALTING ROUTE NETWORK  
AREA 2 - PAGE 3 OF 4**

26. TURN RIGHT at traffic lights, **START Salting** L.H side **Burnt Ash Hill - Burnt Ash Road** to Lee Green. **STOP Salting**. TURN LEFT. Proceed to junction with **Dacre Park**.

27. TURN RIGHT. **START Salting** along centre to junction with Lee Terrace. **STOP Salting** TURN RIGHT.

28. Proceed back to Lee Road / Lee Terrace junction. TURN LEFT **START Salting**, proceed along centre of **Lee Road - Blackheath Village - Tranquil Vale**. TURN RIGHT **Royal Parade** TURN RIGHT **Montpelier Vale**. At Tranquil Vale junction **STOP Salting**. TURN RIGHT.

29. Proceed back around one way system. TURN RIGHT Royal Parade. **START Salting** along centre **Montpelier Row - Prince of Wales Road** to Shooters Hill Road. **STOP Salting**, TURN LEFT.

30. TURN LEFT at roundabout. **START Salting** along centre of **Prince Charles Road** to mini roundabout.

31. TURN RIGHT into **Montpelier Row**. At one way system **STOP Salting**. Proceed around one way system to Tranquil Vale. **START Salting** along centre of **Tranquil Vale - Goffers Road** to junction with Shooters Hill Road. **STOP Salting**.

32. TURN LEFT. Proceed along Shooters Hill Road. TURN LEFT Wat Tyler Road TURN LEFT into Hare and Billet Road. Continue along Hare and Billet Road. TURN RIGHT **Mounts Pond Road**. **START Salting**.

33. TURN LEFT **Eliot Vale**. TURN RIGHT **Baizdon Road – Southvale Road**. At Tranquil Vale junction **STOP Salting**. TURN LEFT. Continue along Tranquil Vale.

34. TURN LEFT into **Hare and Billet Road**. **START Salting** along centre. TURN LEFT **Wat Tyler Road**, TURN LEFT **Lewisham Hill** to junction with Lewisham Road. **STOP Salting**.

35. TURN LEFT. Proceed to roundabout. Straight on Molesworth Street – Lewisham High Street.

36. TURN LEFT Morley Road. **START Salting** along centre **Morley Road – Dermody Road**. TURN LEFT **Eastdown Park – Gilmore Road**. TURN LEFT **Clarendon Rise**. TURN RIGHT **Albion Way** to junction with Lewisham High Street / Lewis Grove. **STOP Salting**.



**PRIMARY SALTING ROUTE NETWORK  
AREA 2 - PAGE 4 OF 4**

37. TURN LEFT. Proceed to roundabout. Straight on Lewisham High Street to junction with Courthill Road. TURN LEFT. **START Salting** along centre **Courthill Road – Hither Green Lane** to junction with Brownhill Road / St Mildred's Road. **STOP Salting** TURN LEFT.

38. TURN LEFT **Manor Lane**. **START Salting** along centre. TURN LEFT **Manor Park**. TURN LEFT **Staplehurst Road**. TURN LEFT **Fernbrook Road**. Cross Manor Lane into **Southbrook Road** to junction with Burnt Ash Road. TURN LEFT, **STOP Salting**.

39. TURN LEFT Handen Road. Cross Manor Lane into **Manor Park**. At junction with Staplehurst Road, **START Salting**. Continue to junction with Lee High Road. **STOP Salting**.

40. Return to Depot, via Lee High Road – Molesworth Street - Lewisham High Street - Ladywell Road - Wearside Road.



**PRIMARY SALTING ROUTE NETWORK  
AREA 3 - PAGE 1 OF 3**

1. Leave Depot. TURN LEFT into Whitburn Road. Cross junction into Courthill Road. Continue along Hither Green Lane.
2. Cross Brownhill Road. **START Salting** along centre of **Verdant Lane – Northover** to Downham Way.
3. TURN LEFT. Salt L.H. side **Downham Way** to Baring Road.
4. TURN LEFT. Continue Salting L.H.side **Baring Road** to St Mildreds Road. TURN RIGHT. **STOP Salting**
5. TURN RIGHT. **START Salting** along centre of **Burnt Ash Hill - Somertrees Avenue - Marvels Lane** to junction with Mayeswood Road, **STOP Salting**, turn around.
6. Proceed to **Dunkery Road** junction. TURN RIGHT. **START Salting** along centre. TURN RIGHT **Clayhill Crescent** to Marvels Lane junction. **STOP Salting**.
7. TURN RIGHT. Cross Chinbrook Road junction. TURN LEFT **Luffman Road**. **START Salting** along centre. TURN RIGHT **Le May Avenue**. Continue to junction with Baring Road. **STOP Salting**. TURN RIGHT. TURN RIGHT **Cooper's Lane**. **START Salting** along centre.
8. TURN LEFT. TURN RIGHT **Exford Road**. TURN RIGHT **Senlac Road** TURN LEFT **Jevington Way**. TURN LEFT **Winn Road**. TURN RIGHT **Guibal Road – Woodyates Road**. TURN LEFT **Horncastle Road**. At junction with Burnt Ash Hill. **STOP Salting**. TURN RIGHT.
9. TURN LEFT St Mildred's Road. TURN LEFT **START Salting** L.H. side **Baring Road** to Borough Boundary (Ridgeway Drive), turn around. Continue salting to traffic lights. TURN LEFT.
10. Salt L.H. side **Downham Way** to Bromley Road. **STOP Salting**. TURN LEFT.
11. TURN RIGHT **Old Bromley Road**. **START Salting** TURN RIGHT **Downham Way**. Cross junction. Continue salting L.H. side to Northover, **STOP Salting**.
12. Proceed to Downham Way / Baring Road junction. TURN LEFT. TURN RIGHT Chinbrook Road, **START Salting** along centre of **Chinbrook Road - Grove Park Road** to Borough Boundary (Charlesfield) **STOP Salting**, TURN AROUND. Return to Baring Road. TURN LEFT.
13. TURN RIGHT Downham Way. TURN LEFT **Launcelot Road**. **START Salting** to junction with Baring Road. **STOP Salting**. TURN LEFT.



**PRIMARY SALTING ROUTE NETWORK  
AREA 3 - PAGE 2 OF 3**

14. TURN LEFT Downham Way. TURN LEFT **Valeswood Road. START Salting** TURN RIGHT **Rangefield Road.** At junction Downham Way **Stop Salting.** TURN RIGHT.

15. TURN LEFT **Shroffold Road. START Salting.** Cross junction at Northover. TURN LEFT **Ballamore Road.** TURN LEFT at first junction with **Roundtable Road.** TURN RIGHT **Pendragon Road.** TURN LEFT **Reigate Road.** Continue to junction with Northover. **STOP Salting.**

16. TURN RIGHT. TURN LEFT Whitefoot Lane. Proceed to junction with **Downderry Road.** TURN LEFT. **START Salting.** TURN LEFT **Churchdown.** At junction Downham Way **Stop Salting.**

17. TURN LEFT Downham Way. TURN LEFT Northover. TURN LEFT **Whitefoot Lane. START Salting** centre of Carriageway to junction Bromley Road. Cross junction into **Southend Lane.** Continue to junction with Blacklands Road. **STOP Salting.**

18. TURN LEFT. TURN RIGHT **Beckenham Hill Road. START Salting** along centre to Borough Boundary (Highland Croft) **STOP Salting.** TURN AROUND.

19. Proceed back to junction with Bromley Road, TURN LEFT. TURN RIGHT **Whitefoot Lane. START Salting** remaining carriageway to junction Northover. **STOP Salting.**

20. TURN LEFT. TURN LEFT **Waters Road. START Salting.** TURN RIGHT **Battersby Road.** TURN RIGHT **Boundfield Road.** TURN LEFT **Castillon Road.** TURN LEFT. TURN RIGHT **Baudwin Road.**

21. TURN LEFT. **STOP Salting.** TURN RIGHT Torridon Road. **START Salting** along centre of **Torridon Road.** Cross Brownhill Road. Continue to **Springbank Road,** TURN LEFT.

22. TURN RIGHT **Nightingale Grove.** Continue to junction with **Ennersdale Road.** TURN LEFT Continue to junction with Hither Green Lane, **STOP Salting.**

23. TURN LEFT, continue to junction with **Duncrievie Road.** TURN LEFT **START Salting** along centre to Springbank Road, **STOP Salting** TURN RIGHT.

24. Continue to junction with Hither Green Lane. TURN LEFT. Cross intersection with Brownhill Road into Verdant Lane. TURN RIGHT Sandhurst Road. **START Salting** along centre **Sandhurst Road - Sangley Road** to junction Plassy Road. **STOP Salting.**

25. Proceed to Bromley Road. TURN LEFT.



## Winter Service Operational Plan 2014 – 2015



Winter Service Operational Plan 2014 – 2015

**PRIMARY SALTING ROUTE NETWORK  
AREA 3 - PAGE 3 OF 3**

26. Proceed to junction **Aitken Road**. TURN RIGHT. **START Salting**. At end of road **STOP Salting**, turn around and return to Bromley Road. TURN RIGHT.

27. TURN LEFT Bellingham Road **START Salting** along centre **Bellingham Road - Hazelbank Road** to Verdant Lane. **STOP Salting**.

28. Return to Depot via. Verdant Lane – Hither Green Lane – Courthill Road – Lewisham High Street - Ladywell Road - Wearside Road.





**PRIMARY SALTING ROUTE NETWORK  
AREA 4 - PAGE 1 OF 4**

1. Leave Depot. TURN RIGHT into Ladywell Road. Proceed along Ladywell Road/ Brockley Grove to junction with Brockley Road.
2. TURN LEFT. Proceed to Traffic Lights. TURN LEFT into **Honor Oak Park**. **START Salting** along centre. TURN RIGHT into **Brockley Rise**. Continue to roundabout, **STOP Salting**.
3. Proceed to Traffic Lights. TURN LEFT into **Honor Oak Park**. **START Salting** along centre. Continue to junction with Forest Hill Road, **STOP Salting**.
4. TURN RIGHT proceed to junction with Canonbie Road. TURN LEFT. **START Salting** along centre of **Canonbie Road** to Honor Oak Road. **STOP Salting**.
5. TURN LEFT Proceed to Forest Hill Road. TURN LEFT. TURN LEFT Netherby Road. **START Salting** along centre **Netherby Road - Westwood Park** to junction with Honor Oak Road. **STOP Salting**. TURN LEFT
6. TURN LEFT **Horniman Drive**, **START Salting** along centre. At end of road **STOP Salting**. TURN AROUND. TURN LEFT **Ringmore Rise**. **START Salting** along centre. TURN LEFT **Tewkesbury Avenue** to Westwood Park **STOP Salting**. TURN LEFT.
7. Proceed along Westwood Park. TURN LEFT Horniman Drive. TURN RIGHT **Liphook Crescent**. **START Salting** along centre. TURN RIGHT **Ringmore Rise** to junction Westwood Park. **STOP Salting**. TURN LEFT.
8. Proceed along Westwood Park. TURN RIGHT **Langton Rise**. **START Salting** to Wood Vale **STOP Salting**, TURN LEFT. Proceed to London Road. TURN LEFT
9. TURN RIGHT into **Sydenham Hill**. **START Salting** along centre. Proceed to roundabout at junction with Kirkdale. TURN AROUND, TURN RIGHT into **Sydenham Rise**, proceed to London Road. **STOP Salting**. TURN RIGHT.
10. TURN RIGHT into **Eliot Bank**. Salt along centre to Knapdale Close. **STOP Salting** TURN AROUND, proceed back to London Road.
11. TURN RIGHT, drive to junction of London Road / Taymount Rise. TURN RIGHT **START Salting Taymount Rise**, including Roundabout, **STOP Salting**. Return to junction with London Road. TURN RIGHT.



**PRIMARY SALTING ROUTE NETWORK  
AREA 4 - PAGE 2 OF 4**

12. TURN Left at Traffic Lights. Proceed to **Devonshire Road**. TURN LEFT. **START Salting** along centre to **Honor Oak Park**. TURN RIGHT Salt L.H. Side over railway bridge. **STOP Salting**. TURN AROUND. TURN LEFT Devonshire Road. TURN RIGHT **Boveney Road**. **START Salting**. TURN RIGHT **Hengrave Road**. Proceed to Honor Oak Park TURN LEFT. TURN LEFT along **Honor Oak Road**. Continue Salting along centre to London Road. **STOP Salting** TURN LEFT.

13. TURN LEFT **Waldenshaw Road** **START Salting**. Proceed to **Manor Mount** TURN LEFT and continue to Honor Oak Road. **STOP Salting**. TURN LEFT.

14. Proceed to London Road. TURN LEFT. TURN LEFT Waldenshaw Road. TURN RIGHT **David's Road** **START Salting**. TURN RIGHT at second junction with **Pearcefield Avenue**. TURN RIGHT into **David's Road** Continue to end of road. **STOP Salting**. TURN LEFT.

15. Proceed along Devonshire Road. TURN LEFT **Dunoon Road** **START Salting**. TURN LEFT. **STOP Salting**. Proceed to **Tyson Road** TURN LEFT. **START Salting**. TURN RIGHT. **STOP Salting**.

16. Proceed to **Benson Road** TURN RIGHT **START Salting**. TURN LEFT **STOP Salting**. Proceed to **Ewelme Road** TURN LEFT **START Salting**. TURN RIGHT **STOP Salting**. Proceed to South Circular Road.

17. TURN RIGHT Proceed to junction London Road / Dartmouth Road. STRAIGHT ON. **START Salting**, proceed along centre of **Dartmouth Road** to junction with **Clyde Vale**. TURN LEFT continue to end of road. **STOP Salting**.

18. TURN AROUND. Return to Dartmouth Road. TURN LEFT **START Salting** continue to Kirkdale, **STOP Salting**.

19. TURN RIGHT. Proceed to Kirkdale / Thorpewood Avenue junction. TURN RIGHT and **START Salting** along centre of **Thorpewood Avenue** to Dartmouth Road, **STOP Salting**.

20. TURN LEFT to junction of Derby Hill. TURN LEFT **START Salting** along centre of **Derby Hill**. TURN RIGHT along **Derby Hill Crescent - Featherstone Avenue**. **STOP Salting**. TURN RIGHT along Thorpewood Avenue to Kirkdale. TURN LEFT.

21. TURN RIGHT at **Wells Park Road**. **START Salting** along centre to Sydenham Hill. **STOP Salting**. TURN RIGHT.

22. Proceed along **Sydenham Hill** to second junction with Crescent Wood Road. **START Salting** along centre of road.



## Winter Service Operational Plan 2014 – 2015



**PRIMARY SALTING ROUTE NETWORK  
AREA 4 - PAGE 3 OF 4**

23. TURN RIGHT at roundabout and continue Salting along centre of **Kirkdale** to Cobbs Corner.

24. TURN RIGHT and FIRST LEFT along **Laurie Park Road** to Borough Boundary (Border Road). **STOP Salting**, turn around, proceed to junction with Westwood Hill.

25. TURN LEFT. **START Salting** along L.H. side. Proceed along **Westwood Hill** to Borough Boundary (Sydenham Hill), turn around, Continue Salting.

26. Proceed along L.H. side **Westwood Hill** to junction with Kirkdale (Cobbs Corner), **STOP Salting**. Continue along Sydenham Road.

27. TURN LEFT into **Mayow Road**, **START Salting** along centre to junction with Perry Vale. TURN LEFT. TURN RIGHT **Sunderland Road**. Continue to junction with Waldram Park. **STOP Salting**. TURN LEFT.

28. TURN LEFT into **Perry Vale**. **START Salting** along centre. TURN LEFT **Woolstone Road**. Continue Salting to junction with Catford Hill / Perry Hill. **STOP Salting**.

29. TURN RIGHT. TURN RIGHT into **Houston Road**. **START Salting** along centre. Continue along centre of **Cranston Road** to junction with Stanstead Road.

30. Cross junction Salting along LH Side **Brockley Rise - Stondon Park** to junction with Honor Oak Park. TURN RIGHT. Continue salting around one-way system then along LH Side **Brockley Rise** to junction with Stanstead Road. **STOP Salting**.

31. Cross junction into Cranston Road. TURN RIGHT Woolstone Road. TURN LEFT **Perry Rise**, **START Salting** along centre to junction with Bell Green / Perry Hill, TURN RIGHT.

32. Continue Salting along LH Side **Bell Green - Sydenham Road**. TURN LEFT into **Kent House Road**, continue along centre to Borough Boundary (outside No. 70). **STOP Salting**, TURN AROUND, proceed back to Sydenham Road.

33. TURN LEFT. **START Salting** along L.H. Side Sydenham Road. TURN LEFT into **Newlands Park**, continue along centre to Borough Boundary (Tannsfild Road) **STOP Salting**, TURN AROUND, proceed back to Sydenham Road.

34. TURN LEFT, **START Salting** along LH Side **Sydenham Road** to junction with Kirkdale (Cobbs Corner), turn around, Continue Salting L.H side **Sydenham Road - Bell Green - Perry Hill - Catford Hill** to junction with Stanstead Road. **STOP Salting**.



## Winter Service Operational Plan 2014 – 2015



**PRIMARY SALTING ROUTE NETWORK  
AREA 4 - PAGE 4 OF 4**

35. Proceed to junction with Ravensbourne Park. TURN LEFT. Proceed to junction with Bankhurst Road. TURN LEFT. **START Salting** along centre **Bankhurst Road – Montacute Road**. TURN LEFT **Blythe Hill**. TURN RIGHT **Faversham Road**.

36. TURN LEFT Stanstead Road **STOP Salting**. TURN RIGHT Catford Hill **START Salting** along L.H. Side **Catford Hill - Perry Hill** to junction Bell Green / Perry Rise.

37. TURN LEFT. Continue Salting centre of **service road** leading to rear of Sainsbury's Store upto roundabout. **STOP Salting**. TURN AROUND. Return to traffic lights.

38. TURN LEFT, TURN LEFT into Southend Lane. **START Salting** centre of Carriageway of **Southend Lane** to junction of Bromley Road. **STOP Salting**.

39. TURN RIGHT. TURN RIGHT **Beckenham Hill Road**. **START Salting** along centre to junction with Blacklands Road. **STOP Salting**.

40. TURN RIGHT. TURN LEFT into **Southend Lane**. **START Salting** centre of Carriageway to junction with **Worsley Bridge Road**.

41. TURN LEFT. Continue Salting centre of road to Borough Boundary (Meadowview Road). **STOP Salting**. TURN AROUND.

42. Proceed back to Southend Lane. TURN LEFT. **START Salting** centre of Carriageway of **Southend Lane** to junction with **Kangley Bridge Road**.

43. TURN LEFT. Continue Salting centre of road to Borough Boundary (Westerley Crescent). **STOP Salting**. TURN AROUND.

44. Proceed back to Southend Lane. TURN LEFT. **START Salting** centre of Carriageway of **Stanton Way** to junction with Bell Green / Sydenham Road. **STOP Salting**.

45. TURN LEFT. Proceed to junction **Fairlawn Park**. TURN LEFT. **START Salting** centre of road. TURN LEFT then LEFT AGAIN **Winchfield Road**. Continue to junction with **Bell Green Lane**. TURN LEFT and continue Salting along **Haseltine Road** to junction with Stanton Way. **STOP Salting**.

46. Return to Depot via. Bell Green - Perry Hill – Catford Hill – Catford Road - Rushey Green – Lewisham High Street - Ladywell Road - Wearside Road.



Winter Service Operational Plan 2014 – 2015

**SECONDARY SALTING ROUTES  
SCHOOLS, COLLEGES, SPECIAL-NEEDS CENTRES & OTHER ROADS WITH  
STEEP INCLINES  
AREA 1**

Road(s) to be Salted	Comments
Abinger Grove – Childers Street – Rolt Street	Clyde Nursery
Albyn Road - Ashmead Road – Friendly Street	Ashmead Primary School & St Stephen's Primary School
Arbuthnot Road – Bousefield Road - Erlanger Road - Kitto Road - Reservoir Road - Sandbourne Road - Waller Road	Edmund Waller Primary School
Ashby Road - Rokeby Road – Upper Brockley Road – Vulcan Road	Myatt Garden Primary School
Avonley Road – Camplin Street – Cold Blow Lane – Hatcham Park Road - Hunsdon Road	Monson Primary School
Bartram Road – Buckthorne Road - Courtrai Road – Eddystone Road – Grierson Road - Hazeldon Road – Holdenby Road - Holmesley Road - Kilgour Road - Maclean Road - Parbury Road - Riseldine Road – Tatnell Road	
Beecroft Road - Comerford Road – Dalrymple Road – Harcourt Road – Howson Road	Brockley Police Station & St Mary Magdalen's Primary School
Breakspears Road – Tressillian Road	Lewisham College
Clifton Rise – Childeric Road – Achilles Street – Batavia Road – Goodwood Road	Childeric Primary School & NHS Walk-in Centre
Clyde Street - Grinling Place	Grinling Gibbons Primary School
Coffey Street - Crossfield Street	St Joseph's Primary School
Dixon Road - Laurie Grove	Goldsmith's College
Douglas Way – Mornington Road – Stanley Street	Waldron Health Centre
Frankham Street	Tidemill Primary School
Grinstead Road – Kezia Street – Scawen Road	Sir Francis Drake Primary School
Grove Street (Evelyn Street to Oxestalls Road)	
Pearson's Avenue – Willshaw Street	Addey & Stanhope Secondary School
Pendrell Road - Wallbutton Road	Crossways Academy
St James's	St James Hatcham Primary School
Tanners Hill - Thornville Street	Lucas Vale Primary School



Winter Service Operational Plan 2014 – 2015

Turnham Road	Turnham Primary School, Chelwood Nursery & Honor Oak Health Centre
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Winter Service Operational Plan 2014 – 2015

**SECONDARY SALTING ROUTES  
SCHOOLS, COLLEGES, SPECIAL-NEEDS CENTRES  
& OTHER ROADS WITH STEEP INCLINES  
AREA 2**

Road(s) to be Salted	Comments
Algernon Road - Brookbank Road (Shell Road to Algernon Road) - Ellerdale Street - Elmira Street - Overcliff Road – Shell Road	Lewisham Bridge Primary School
Belmont Grove	Christ the King College
Birch Grove - Newstead Road	St Winifred's Primary School (Juniors)
Blackheath Vale - Duke Humphrey Road	All Saints Primary School
Bonfield Road – Clarendon Rise – Limes Grove - Slaithwaite Road	St Saviour's Primary School
Boone Street – Lee Church Street – Lee Park	St Margaret's Lee Primary School
Bradgate Road – Hawstead Road	Ivy House, Emergency Care Team & Kaleidoscope Child Health Service
Davenport Road - George Lane	Calabash Day Centre
Eastern Road	Prendergast Secondary School
Effingham Road – Handen Road - Manor Lane - Taunton Road – Wantage Road	Brindishe Primary School, Northbrook Secondary School & St Winifred's Primary School (Infants)
Eliot Hill – Eliot Park – Granville Park – Mounts Pond Road - Oakcroft Road – St Austell Road	
Ennersdale Road – Leahurst Road	Ennersdale Primary School
Leahurst Road	Lee Manor Primary School
Lewisham Hospital (Main vehicular access, including Ambulance standing area outside A & E)	
Paragon Place - Wemyss Road	Blackheath High Secondary School



Winter Service Operational Plan 2014 – 2015

**SECONDARY SALTING ROUTES  
SCHOOLS, COLLEGES, SPECIAL-NEEDS CENTRES  
& OTHER ROADS WITH STEEP INCLINES  
AREA 3**

Road(s) to be Salted	Comments
Ardgowan Road – Minard Road	Sandhurst Primary School
Ashgrove Road – Belgravia Gardens – Calmont Road – Coniston Road	
Athelney Street – Firhill Road	Athelney Primary School
Beachborough Road - Oldstead Road	St John Baptist Primary School
Brockman Rise - Cotton Hill	
Conisborough Crescent – Daneswood Avenue – Woodham Road	
Durham Hill - Moorside Road – Lamerock Road – Shaw Road	Good Shepherd Primary School
Elfrida Crescent – Overdown Road	Elfrida Primary School
Galahad Road and remainder of Reigate Road	
Geraint Road – Gareth Grove – Ivorydown	Haberdasher’s Askes Knights Academy
Glenbow Road	
Kingsand Road - Pragnell Road	Cooper’s Lane Primary School
Oakshade Road - Winlaton Road	Bonus Pastor Secondary School



Winter Service Operational Plan 2014 – 2015

**SECONDARY SALTING ROUTES  
SCHOOLS, COLLEGES, SPECIAL-NEEDS CENTRES  
& OTHER ROADS WITH STEEP INCLINES  
AREA 4**

Road(s) to be Salted	Comments
Adamsrill Road - Champion Crescent – Champion Road –Holmshaw Close	Adamsrill Primary School, St Michael's Primary School &
Addington Grove	
Agnew Road – Ackroyd Road – Whatman Road	
Aylward Road - Como Road – Farren Road – Normanton Street – Shipman Road - Siddons Road – Trilby Road – Vestris Road	
Beaulieu Avenue - Jews Walk - Longton Avenue - Longton Grove – Ormanton Road – Taylor's	
Blythe Hill - Blythe Hill Lane - Casslee Road - Montacute Road - Polsted Road - Ravensbourne Park Crescent	
Broxted Road - Hawkesfield Road - Levendale Road - Lutwyche Road - Ticehurst Road	
Bournville Road - Westdown Road	
Burghill Road - Highclere Street - Sunnydene Street	
Castlands Road - Clowders Road - Datchet Road - Selworthy Road - Winsford Road	
Church Rise – Church Vale - South Road - Westbourne Drive	
Dacres Road - Silverdale	
De Frene Road - Queenswood Road	
Elsinore Road - Kilmorie Road – Vancouver Road	Kilmorie Primary School
Grove Close	Dalmain Primary School
High Level Drive – Gunnell Close – Hillcrest Close – Talisman Square – The Gradient – Vigilant	
Kelvin Grove	Kelvin Grove Primary School
Peak Hill - Sydenham Park Road – The Peak	St Bartholomew's Primary School
Radlet Avenue - Round Hill	
Rathfern Road	Rathfern Primary School
St German's Road – Park Rise Road	Jenner Health Centre
Stanstead Road (Waldram Park Road to Sunderland Road)	

Or its successor organisation.



Winter Service Operational Plan 2014 – 2015

**RESILIENCE SALTING ROUTE NETWORK  
ROUTE 1 - PAGE 1 OF 3**

1. Leave Depot. TURN LEFT into Ladywell Road.
2. Proceed to Lewisham High Street. TURN LEFT. Proceed to roundabout. TURN RIGHT into Pedestrianised area. **START Salting** along centre **Lewisham High Street – Lewis Grove** to junction Lee High Road. Cross junction.
3. **Continue Salting** along centre of **Belmont Hill - Lee Terrace** to Lee Road.
4. TURN LEFT, continue along centre of **Lee Road - Blackheath Village -Tranquil Vale**. TURN RIGHT **Royal Parade** Continue along **Montpelier Row - Prince of Wales Road** to Shooters Hill Road. **STOP Salting**, TURN LEFT.
5. TURN LEFT at roundabout. **START Salting** along centre of **Prince Charles Road** to mini roundabout.
6. TURN RIGHT into **Montpelier Row – Montpelier Vale**. Proceed to Tranquil Vale **STOP Salting**. TURN RIGHT.
7. Proceed to Royal Parade junction. **START Salting** along centre of **Tranquil Vale**. TURN LEFT **Hare and Billet Road**.
8. TURN RIGHT **Wat Tyler Road**. At junction with Shooters Hill Road **STOP Salting**.
9. TURN LEFT. Proceed along Shooters Hill Road to junction with **Lewisham Road**. TURN LEFT. Proceed to junction with Morden Hill. **START Salting**.
10. Proceed to roundabout **STOP Salting**. TURN LEFT at roundabout into Loampit Vale.
11. TURN RIGHT into **Jerrard Street**. **START Salting** along centre to Thurston Road.
12. TURN RIGHT. Salt along centre **Thurston Road** to Loampit Vale, **STOP Salting**.
13. TURN RIGHT. Proceed to junction with Jerrard Street. TURN RIGHT. TURN LEFT, at junction with Thurston Road, **START Salting** along centre of **Thurston Road - Brookmill Road** to Deptford Broadway.
14. CROSS intersection. Salt along centre of carriageway **Deptford Church Street** to Creek Road.



**RESILIENCE SALTING ROUTE NETWORK  
ROUTE 1 - PAGE 2 OF 3**

15. TURN LEFT. Salt left side **Creek Road - Evelyn Street** to junction with **Blackhorse Road**. TURN LEFT. Salt along centre of carriageway to entrance to Deptford Trading Estate. **STOP Salting**. TURN AROUND.

16. Proceed back to **Evelyn Street**. TURN LEFT. **START Salting** along left side to Bestwood Street.

17. TURN LEFT. Salt along centre of **Bestwood Street - Bush Road** to Borough Boundary (William Evans House) **STOP Salting**.

18. Proceed around one-way system. **START Salting** along left-hand side **Evelyn Street – Creek Road**.

19. TURN RIGHT **Deptford Church Street**. Continue salting along centre of carriageway to Deptford Broadway. CROSS junction into Brookmill Road, **STOP Salting**. TURN RIGHT into **St John's Vale**. **START Salting** along centre.

20. TURN RIGHT Lewisham Way **STOP Salting**. TURN LEFT **Wickham Road**, **START Salting** along centre to Brockley Road, TURN RIGHT.

21. Continue along Brockley Road - Brockley Cross. At Brockley Cross TURN RIGHT into **Malpas Road**. **Continue Salting** along centre.

22. Cross Lewisham Way into **Florence Road**. TURN LEFT New Cross Road. **STOP Salting**.

23. TURN LEFT Amersham Road, TURN RIGHT Parkfield Road, TURN RIGHT Lewisham Way, TURN RIGHT New Cross Road

24. TURN LEFT **Amersham Vale**, **START Salting**. Continue to junction with Edward Street. TURN LEFT. Continue along **Edward Street - Sanford Street - Trundleys Road**.

25. TURN LEFT **Surrey Canal Road**. **Continue Salting** along centre to **Landmann Way**. TURN RIGHT. Continue salting along centre.

26. TURN LEFT into entrance to SELCHP Waste Incinerator (Ring bell if gate is closed) and continue to top of ramp. TURN AROUND and continue to down ramp. At exit gate **STOP Salting**.

27. Proceed back along Surrey Canal Road. TURN LEFT **Trundleys Road**. **START Salting**. Continue to one way system. **STOP Salting**. Proceed around one-way system.



**RESILIENCE SALTING ROUTE NETWORK  
ROUTE 1 - PAGE 3 OF 3**

28. TURN LEFT **Plough Way** Proceed to Borough Boundary (Entrance to Plough Bridge) **START Salting**. TURN RIGHT **Grove Street**. TURN RIGHT. **Oxestalls Road**. TURN LEFT Evelyn Street. **STOP Salting**.
29. TURN RIGHT **Deptford High Street**. **START Salting**. TURN RIGHT **Edward Street**. TURN LEFT into **Pagnell Street**. TURN LEFT New Cross Road. **STOP Salting**.
30. TURN RIGHT Amersham Road, CROSS JUNCTION into **Shardeloes Road**. **START Salting**.
31. At Brockley Cross TURN RIGHT **Endwell Road**, TURN LEFT Drakefell Road. TURN RIGHT **Sprules Road**, TURN LEFT **Vesta Road**.
32. Continue to roundabout. TURN RIGHT **Jerningham Road**. Continue to New Cross Road. **STOP Salting**.
33. TURN LEFT. Proceed to junction with Pepys Road. TURN LEFT. **START Salting** along centre of **Pepys Road** up to roundabout. TAKE SECOND EXIT into **Vesta Road**.
34. TURN RIGHT **Endwell Road**, to junction with Drakefell Road. TURN RIGHT. **CONTINUE SALTING** along centre of **Drakefell Road** (passing through gate).
35. Continue along **Gellatly Road - Lausanne Road - Pomeroy Street**.
36. TURN RIGHT New Cross Road. **STOP Salting**. TURN RIGHT Amersham Road, CROSS JUNCTION into Shardeloes Road.
37. At Brockley Cross to STRAIGHT ON Brockley Road.
38. Proceed to junction with Wickham Road. **START Salting** along **Brockley Road**.
39. TURN LEFT **Adelaide Avenue**. Continue to Ladywell Road, **STOP Salting**.
40. TURN LEFT. Return to Depot via Ladywell Road.



**RESILIENCE SALTING ROUTE NETWORK  
ROUTE 2 - PAGE 1 OF 2**

1. Leave Depot. **TURN LEFT. START Salting** along centre **Ladywell Road**. Proceed to Lewisham High Street. **TURN LEFT. STOP Salting**.
2. Proceed to junction with Courthill Road. **TURN RIGHT. START Salting** along centre **Courthill Road – Hither Green Lane** to junction with Brownhill Road / St Mildred's Road.
3. Cross Brownhill Road. **Continue Salting** along centre of **Verdant Lane – Northover** to Downham Way.
4. **TURN LEFT**. Salt L.H. side **Downham Way**.
5. **TURN LEFT Reigate Road**. Continue to junction with Northover. **STOP Salting**.
6. **TURN RIGHT. TURN LEFT Whitefoot Lane. START Salting** centre of Carriageway to junction Bromley Road. **STOP Salting**.
7. Cross junction into Southend Lane. Continue to junction with **Brookehowse Road**. **TURN RIGHT. START Salting** centre of Carriageway. **TURN RIGHT Randlesdown Road**. Continue to junction Bromley Road.
8. Cross junction into **Bellingham Road – Hazelbank Road**. Continue to junction with Verdant Lane. **STOP Salting**.
9. **TURN LEFT. TURN LEFT Sandhurst Road. START Salting** centre of Carriageway to junction Plassy Road. **STOP Salting**.
10. **TURN RIGHT Bromley Road. TURN LEFT Catford Road. TURN LEFT Canadian Avenue. START Salting** centre of Carriageway to junction Bromley Road. **STOP Salting**.
11. **TURN LEFT. TURN RIGHT Brownhill Road. TURN RIGHT Torridon Road. START Salting** centre of Carriageway to junction Hazelbank Road. **STOP Salting**.
12. **TURN RIGHT. TURN LEFT Bromley Road. TURN LEFT Whitefoot Lane. START Salting** centre of Carriageway to junction Northover. **STOP Salting. TURN RIGHT**.
13. **TURN RIGHT Downham Way. START Salting** L.H. side **Downham Way** to Bromley Road. **Stop Salting**.



**RESILIENCE SALTING ROUTE NETWORK  
ROUTE 2 - PAGE 2 OF 2**

14. TURN LEFT. TURN RIGHT Old Bromley Road. TURN RIGHT Downham Way. Cross junction into **Downham Way**. **START Salting** LH side. Continue to junction with Northover. **STOP Salting**. Continue to junction with Reigate Road. **START Salting** to junction with Baring Road.

15. TURN LEFT. TURN RIGHT Chinbrook Road, **START Salting** along centre of **Chinbrook Road**. TURN RIGHT **Marvels Lane**. Continue to junction with Mayeswood Road, **STOP Salting**, TURN AROUND.

16. Proceed to **Dunkery Road** junction. TURN RIGHT. **START Salting** along centre. TURN RIGHT **Clayhill Crescent** to **Marvels Lane** junction. **STOP Salting**.

17. TURN RIGHT. Cross Chinbrook Road junction. **START Salting** along centre of **Marvels Lane - Somertrees Avenue - Burnt Ash Hill** to junction with St Mildred's Road, **STOP Salting**.

18. TURN LEFT St Mildred's Road. TURN LEFT **START Salting** L.H. side **Baring Road** to Borough Boundary (Ridgeway Drive), turn around. Continue salting L.H. side **Baring Road** to traffic lights at junction with St Mildred's Road, **STOP Salting**.

19. TURN RIGHT. TURN LEFT. **START Salting** along centre of **Burnt Ash Hill – Burnt Ash Road**. Cross junction at Lee High Road.

20. **CONTINUE Salting** along centre of **Lee Road** to Lee Terrace. **STOP Salting**.

21. Return to Depot, via Lee Terrace – Belmont Hill – Molesworth Street - Lewisham High Street - Ladywell Road - Wearside Road.





**RESILIENCE SALTING ROUTE NETWORK  
ROUTE 3 - PAGE 1 OF 2**

1. Leave Depot. **TURN RIGHT. START Salting** along **Ladywell Road – Brockley Grove.**
2. **TURN LEFT Brockley Road - Stondon Park. TURN RIGHT** into **Honor Oak Park.**
3. **TURN LEFT** along **Honor Oak Road.** Continue Salting along centre to London Road. **STOP Salting TURN RIGHT.**
4. **TURN LEFT** into **Sydenham Rise. START Salting** along centre. **TURN LEFT Sydenham Hill. TURN RIGHT** at roundabout. Continue along **Sydenham Hill** to first junction with Crescent Wood Road, **STOP Salting.**
5. **TURN RIGHT** at **Wells Park Road. START Salting** along centre. **TURN LEFT Kirkdale.** Proceed to roundabout. **STOP Salting**
6. **STRAIGHT ON. TURN RIGHT** Sydenham Rise. **TURN RIGHT** London Road.
7. **TURN LEFT Waldenshaw Road START Salting. TURN RIGHT David's Road. TURN RIGHT** at second junction with **Pearcefield Avenue. TURN RIGHT** into **David's Road.** Continue to end of road. **STOP Salting. TURN LEFT.**
8. Proceed to **Devonshire Road. TURN LEFT. START Salting** along centre to **Honor Oak Park. TURN RIGHT** Salt L.H. Side over railway bridge. **STOP Salting.**
9. **TURN RIGHT Stondon Park. START Salting.** Continue along **Brockley Rise – Cranston Road.**
10. **TURN RIGHT Woolstone Road.** Continue Salting. **TURN RIGHT Perry Vale. TURN LEFT Waldram Place. TURN LEFT** Waldram Crescent. **STOP Salting.**
11. Proceed to junction London Road / Dartmouth Road. **STRAIGHT ON. START Salting,** proceed along centre of **Dartmouth Road** to junction with Kirkdale.
12. **TURN LEFT** and **CONTINUE Salting** along centre of **Kirkdale** to Cobbs Corner.
13. **TURN RIGHT. CONTINUE Salting** along L.H. side **Westwood Hill** to Borough Boundary (Sydenham Hill), turn around.
14. **CONTINUE Salting** along L.H. side **Westwood Hill** to junction with Kirkdale (Cobbs Corner).



Winter Service Operational Plan 2014 – 2015

15. **Continue Salting** L.H side **Sydenham Road - Bell Green - Perry Hill - Catford Hill** to junction with Stanstead Road. **TURN AROUND.**

**RESILIENCE SALTING ROUTE NETWORK**  
**ROUTE 3 - PAGE 2 OF 2**

16. **Continue Salting** along L.H. Side **Catford Hill - Perry Hill - Bell Green.**

17. **TURN LEFT** into Southend Lane. **Continue Salting** centre of Carriageway of **Southend Lane** to junction of Bromley Road. **STOP Salting.**

18. **TURN RIGHT. TURN RIGHT Beckenham Hill Road. START Salting** along centre to Borough Boundary (Highland Croft) **STOP Salting. TURN AROUND.**

19. Proceed back to junction with Bromley Road, **TURN LEFT. TURN LEFT. START Salting** centre of Carriageway of **Southend Lane - Stanton Way.**

20. **TURN LEFT. Continue Salting** L.H side **Sydenham Road.**

21. **TURN LEFT** into **Newlands Park**, continue along centre to Borough Boundary (Tannsfield Road) **STOP Salting**, **TURN AROUND**, proceed back to Sydenham Road. **TURN RIGHT.**

22. **TURN LEFT** into **Mayow Road**, **START Salting** along centre to junction with Perry Vale. **TURN RIGHT. STOP Salting.**

23. **TURN LEFT** Woolstone Road. Continue to junction with Cranston Road. **START Salting** along centre **Woolstone Road. TURN LEFT** Catford Hill. **STOP Salting.**

24. Proceed to junction with Ravensbourne Park. **TURN LEFT. START Salting** along centre **Ravensbourne Park - Manwood Road - Crofton Park Road** to Brockley Grove. **STOP Salting.**

25. **TURN LEFT. TURN RIGHT Brockley Road. START Salting. TURN RIGHT** Adelaide Avenue. **STOP Salting.**

26. Return to Depot via Adelaide Avenue and Ladywell Road.



**EXCEPTIONAL SALTING ROUTE NETWORK  
PAGE 1 OF 4**

1. Leave Depot. TURN LEFT into Ladywell Road. Proceed to Lewisham High Street. TURN LEFT. Proceed to roundabout . TURN RIGHT into Pedestrianised area. Continue along Lewis Road to junction Lee High Rd.
2. Cross junction. Continue along Belmont Hill - Lee Terrace to Lee Road. TURN LEFT **START Salting**, proceed along centre of **Lee Rd - Blackheath Village -Tranquil Vale**. TURN RIGHT **Royal Parade** TURN RIGHT **Montpelier Vale**. At Tranquil Vale junction **STOP Salting**. TURN RIGHT.
3. Proceed back around one way system. TURN RIGHT Royal Parade. **START Salting** along centre **Montpelier Row - Prince of Wales Road** to Shooters Hill Road. **STOP Salting**, TURN LEFT.
4. TURN LEFT at roundabout. **START Salting** along centre of **Prince Charles Road** to mini roundabout.
5. TURN RIGHT into **Montpelier Row**. At one way system **STOP Salting**. Proceed around one way system to Tranquil Vale. **START Salting** along centre of **Tranquil Vale - Goffers Road** to junction with Shooters Hill Road. **STOP Salting**.
6. TURN LEFT. Proceed along Shooters Hill Road. TURN LEFT Wat Tyler Road TURN LEFT into Hare and Billet Road. Continue along Hare and Billet Road. TURN RIGHT **Mounts Pond Road**. **START Salting**.
7. TURN LEFT **Eliot Vale**. TURN RIGHT **Baizdon Road – Southvale Road**. At Tranquil Vale junction **STOP Salting**. TURN LEFT. Continue along Tranquil Vale.
8. TURN LEFT into **Hare and Billet Road**. **START Salting** along centre. TURN LEFT **Wat Tyler Road**, TURN LEFT **Lewisham Hill** to junction with Lewisham Road. **STOP Salting**.
9. TURN LEFT. Proceed to roundabout. TURN RIGHT into Loampit Vale – Loampit Hill – Lewisham Way.
10. TURN LEFT Malpas Road. Proceed to Brockley Cross. TURN RIGHT Shardeloes Road.
11. TURN LEFT into **Vesta Road**. **START Salting** along centre. Proceed to roundabout. TURN RIGHT **Jerningham Road**, TURN LEFT New Cross Road. **STOP Salting**.
12. Proceed to Pepys Road. TURN LEFT into **Pepys Road**. **START Salting** along centre. Cross roundabout. Continue along **Pepys Road**.



**EXCEPTIONAL SALTING ROUTE NETWORK  
PAGE 2 OF 4**

13. TURN LEFT **Drakefell Road**. Proceed to Brockley Cross. **STOP Salting**.
14. TURN RIGHT Brockley Road. TURN LEFT into **Cranfield Road**. **START Salting**. TURN RIGHT **Breakspears Road**. TURN LEFT **Harefield Road**. TURN RIGHT **Tressillian Road**. STRAIGHT ON **Montague Avenue**.
15. TURN RIGHT Adelaide Avenue **STOP Salting**. TURN RIGHT Brockley Road.
16. Proceed to **Harefield Road**. TURN RIGHT. **START Salting**. TURN RIGHT **Tressillian Road**.
17. TURN LEFT into **Hilly Fields Crescent**. TURN LEFT **Brookbank Road** TURN RIGHT **Shell Road**. Continue along **Vicars Hill** and **Algernon Road** to Ladywell Road. TURN RIGHT **STOP Salting**.
18. TURN LEFT Chudleigh Road. TURN LEFT Bexhill Road. TURN LEFT Manwood Road - Ravensbourne Park.
19. TURN RIGHT **Bankhurst Road**. **START Salting**. Continue along **Montacute Road**. TURN LEFT **Blythe Hill**. TURN RIGHT **Faversham Road**. Proceed to junction with Stanstead Road. **STOP Salting**. TURN RIGHT.
20. TURN RIGHT. Montem Road. **START Salting** along centre **Montem Road - Brockley View**. TURN LEFT **Codrington Hill**. Continue to junction with Brockley Rise. **STOP Salting**. TURN LEFT.
21. Proceed to junction with **Duncombe Hill**. TURN LEFT. **START Salting** along centre to junction with Brockley View. **STOP Salting**. TURN RIGHT. TURN RIGHT **Lowther Hill**. **START Salting** along centre to junction with Brockley Rise. **STOP Salting**. TURN LEFT.
22. Proceed to junction with **Brockley Park**. TURN LEFT. **START Salting** along centre to junction with Brockley View. **STOP Salting**. TURN RIGHT. TURN LEFT **Ravensbourne Road**. **START Salting** along centre to junction with Stanstead Road. **STOP Salting**. TURN RIGHT.
23. Proceed to Traffic Lights at junction with Brockley Rise. TURN RIGHT. Continue to Traffic Lights at junction with Honor Oak Park.
24. TURN LEFT. into **Honor Oak Park**. **START Salting** along centre. Continue to junction with Forest Hill Road, **STOP Salting**.
25. TURN RIGHT proceed to junction with Canonbie Road. TURN LEFT. **START Salting** along centre of **Canonbie Road** to Honor Oak Road. **STOP Salting**.



**EXCEPTIONAL SALTING ROUTE NETWORK**  
**PAGE 3 OF 4**

26. TURN LEFT Proceed to Forest Hill Road. TURN LEFT. TURN LEFT Netherby Road. **START Salting** along centre **Netherby Road - Westwood Park** to junction with Honor Oak Road. **STOP Salting**. TURN LEFT
27. TURN LEFT **Horniman Drive**, **START Salting** along centre. At end of road **STOP Salting**. TURN AROUND. TURN LEFT **Ringmore Rise**. **START Salting** along centre. TURN LEFT **Tewkesbury Avenue** to Westwood Park **STOP Salting**. TURN LEFT.
28. Proceed along Westwood Park. TURN LEFT Horniman Drive. TURN RIGHT **Liphook Crescent**. **START Salting** along centre. TURN RIGHT **Ringmore Rise** to junction Westwood Park. **STOP Salting**. TURN LEFT.
29. Proceed along Westwood Park. TURN RIGHT **Langton Rise**. **START Salting** to Wood Vale **STOP Salting**, TURN LEFT. Proceed to London Road. TURN LEFT
30. TURN RIGHT into **Sydenham Hill**. **START Salting** along centre. Proceed to roundabout at junction with Kirkdale. TURN AROUND, TURN RIGHT into **Sydenham Rise**, proceed to London Road. **STOP Salting**. TURN RIGHT.
31. TURN RIGHT into **Eliot Bank**. Salt along centre to Knapdale Close. **STOP Salting** TURN AROUND, proceed back to London Road.
32. TURN RIGHT, drive to junction of London Road / Taymount Rise. TURN RIGHT **START Salting Taymount Rise**, including Roundabout, **STOP Salting**. Return to junction with London Road. TURN RIGHT.
33. TURN Left at Traffic Lights. Proceed to **Devonshire Road**. TURN LEFT. **START Salting** along centre to **Honor Oak Park**. TURN RIGHT Salt L.H. Side over railway bridge. **STOP Salting**. TURN AROUND. TURN LEFT Devonshire Road. TURN RIGHT **Boveney Road**. **START Salting**. TURN RIGHT **Hengrave Road**. Proceed to Honor Oak Park TURN LEFT. TURN LEFT along **Honor Oak Road**. Continue Salting along centre to London Road. **STOP Salting** TURN LEFT.
34. TURN LEFT **Waldenshaw Road** **START Salting**. Proceed to **Manor Mount** TURN LEFT and continue to Honor Oak Road. **STOP Salting**. TURN LEFT.
35. Proceed to London Road. TURN LEFT. TURN LEFT Waldenshaw Road. TURN RIGHT **David's Road** **START Salting**. TURN RIGHT at second junction with **Pearcefield Avenue**. TURN RIGHT into **David's Road** Continue to end of road. **STOP Salting**. TURN LEFT.
36. Proceed along Devonshire Road. TURN LEFT **Dunoon Road** **START Salting**. TURN LEFT. **STOP Salting**. Proceed to **Tyson Road** TURN LEFT. **START Salting**. TURN RIGHT. **STOP Salting**.



**EXCEPTIONAL SALTING ROUTE NETWORK  
PAGE 4 OF 4**

37. Proceed to **Benson Road** TURN RIGHT **START Salting**. TURN LEFT **STOP Salting**. Proceed to **Ewelme Road** TURN LEFT **START Salting**. TURN RIGHT **STOP Salting**. Proceed to South Circular Road.
38. TURN RIGHT Proceed to junction London Road / Dartmouth Road. STRAIGHT ON. **START Salting**, proceed along centre of **Dartmouth Road** to junction with **Clyde Vale**. TURN LEFT continue to end of road. **STOP Salting**.
39. TURN AROUND. Return to Dartmouth Road. TURN LEFT **START Salting** continue to Kirkdale, **STOP Salting**.
40. TURN RIGHT. Proceed to Kirkdale / Thorpewood Avenue junction. TURN RIGHT and **START Salting** along centre of **Thorpewood Avenue** to Dartmouth Road, **STOP Salting**.
41. TURN LEFT to junction of Derby Hill. TURN LEFT **START Salting** along centre of **Derby Hill**. TURN RIGHT along **Derby Hill Crescent - Featherstone Avenue**. **STOP Salting**. TURN RIGHT along Thorpewood Avenue to Kirkdale. TURN LEFT.
42. TURN RIGHT at **Wells Park Road**. **START Salting** along centre to Sydenham Hill. **STOP Salting**. TURN RIGHT.
43. Proceed along **Sydenham Hill** to second junction with Crescent Wood Road. **START Salting** along centre of road.
44. TURN RIGHT at roundabout and continue Salting along centre of **Kirkdale** to Cobbs Corner.
45. TURN RIGHT. Proceed along **Westwood Hill** salting LH side to Borough Boundary (Sydenham Hill), turn around, Continue Salting.
46. Proceed along L.H. side **Westwood Hill** to junction with Kirkdale (Cobbs Corner), **STOP Salting**.
47. Return to Depot via. Sydenham Road - Bell Green - Perry Hill – Catford Hill – Catford Road - Rushey Green – Lewisham High Street - Ladywell Road - Wearside Road.



Winter Service Operational Plan 2014 – 2015

**APPENDIX E – WINTER MAINTENANCE – DAILY LOG SHEET**

<b>LB LEWISHAM</b>		
<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ACTION TAKEN</u></b> (Either: NIL if weather forecast NIL or LOG if Decision Justification Log completed)
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
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		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*
		NIL/LOG*

\* Delete as applicable -any other comments can be added in this column.



**APPENDIX F – WINTER MAINTENANCE – DAILY DECISION JUSTIFICATION LOG**

**LONDON BOROUGH OF LEWISHAM**

<b>DATE:</b>	<b>TIME DECISION TAKEN:</b>
--------------	-----------------------------

<b>Time of recorded forecast:</b>
<b>Forecast: Nil/Alpha/Bravo/Charlie/Delta/Snow (if combination please write in full)</b>
<b>Summary of forecast – including timings of expected temperatures below freezing:</b>

**Proposed action:**

<b>Priority Routes (circle as appropriate)</b>	<b>No action</b>	<b>Full presalt</b>	<b>Time</b>	<b>Spread Rate</b>
<b>Primary</b>				
<b>Secondary</b>				
<b>Resilience</b>				
<b>Exceptional</b>				
<b>Footways</b>				

<b>Justification:</b>
<b>(please continue on reverse if required)</b>

<b>Signed:</b>
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Winter Service Operational Plan 2014 – 2015

**Controller**



**APPENDIX G1 (ICE) – WINTER MAINTENANCE RECORD**

**LONDON BOROUGH OF LEWISHAM**

<b>Date:</b>	<b>Supervisor:</b>
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**PRECAUTIONARY SALTING**

Route	Driver's Name	Vehicle Reg.	Start Time	Finish Time	Spread Rate	Tonnage
<b>P1 (Primary)</b>						
<b>P2 (Primary)</b>						
<b>P3 (Primary)</b>						
<b>P4 (Primary)</b>						
<b>S1 (Secondary)</b>						
<b>S2 (Secondary)</b>						
<b>S3 (Secondary)</b>						
<b>S4 (Secondary)</b>						
<b>R1 (Resilience)</b>						
<b>R2 (Resilience)</b>						
<b>R3 (Resilience)</b>						
<b>E1 (Exceptional)</b>						
<b>Footway</b>						

**In the event of further pre salting or post salting and in snow down situations the additional record sheets should be used.**

**Supervisor's remarks (including weather conditions):**

(please continue on reverse if required)

**Signed:** **(Supervisor)**



**APPENDIX G2 (SNOW) – WINTER MAINTENANCE RECORD**

**LONDON BOROUGH OF LEWISHAM**

<b>Date:</b>	<b>Supervisor:</b>
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**PRECAUTIONARY SALTING**

Route	Driver's Name	Vehicle Reg.	Start Time	Finish Time	Spread Rate	Tonnage
<b>P1 (Primary)</b>						
<b>P2 (Primary)</b>						
<b>P3 (Primary)</b>						
<b>P4 (Primary)</b>						
<b>S1 (Secondary)</b>						
<b>S2 (Secondary)</b>						
<b>S3 (Secondary)</b>						
<b>S4 (Secondary)</b>						
<b>R1 (Resilience)</b>						
<b>R2 (Resilience)</b>						
<b>R3 (Resilience)</b>						
<b>E1 (Exceptional)</b>						
<b>Footway</b>						

**In the event of further pre salting or post salting and in snow down situations the additional record sheets should be used.**

**Supervisor's remarks (including weather conditions):**

(please continue on reverse if required)

**Signed:** **(Supervisor)**



**APPENDIX H1 (ICE) – WINTER MAINTENANCE RECORD  
ADDITIONAL SHEET**

**FOLLOW-UP SALTING**

<b>Date:</b>	<b>Supervisor:</b>
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**(This sheet only to be used as a continuation sheet in the event of further pre salting or post salting in snow down situations or when instructed to use these priorities in other situations)**

Route	Driver's Name	Vehicle Reg.	Start Time	Finish Time	Spread Rate	Tonnage
<b>P1 (Primary)</b>						
<b>P2 (Primary)</b>						
<b>P3 (Primary)</b>						
<b>P4 (Primary)</b>						
<b>S1 (Secondary)</b>						
<b>S2 (Secondary)</b>						
<b>S3 (Secondary)</b>						
<b>S4 (Secondary)</b>						
<b>R1 (Resilience)</b>						
<b>R2 (Resilience)</b>						
<b>R3 (Resilience)</b>						
<b>E1 (Exceptional)</b>						
<b>Footway</b>						

**Weather conditions (to use above)**

R= Rain; F= Fog; H = Hoar Frost, I = Ice (or temperature below zero Celsius)  
S = Snow (then estimate inches) e.g. S4 for 4 inches of snow

<b>Signed:</b>	<b>(Supervisor)</b>
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**APPENDIX H2 (SNOW) – WINTER MAINTENANCE RECORD  
ADDITIONAL SHEET**

**FOLLOW-UP SALTING**

<b>Date:</b>	<b>Supervisor:</b>
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(This sheet only to be used as a continuation sheet in the event of further pre salting or post salting in snow down situations or when instructed to use these priorities in other situations)

Route	Driver's Name	Vehicle Reg.	Start Time	Finish Time	Spread Rate	Tonnage
P1 (Primary)						
P2 (Primary)						
P3 (Primary)						
P4 (Primary)						
S1 (Secondary)						
S2 (Secondary)						
S3 (Secondary)						
S4 (Secondary)						
R1 (Resilience)						
R2 (Resilience)						
R3 (Resilience)						
E1 (Exceptional)						
Footway						

**Weather conditions (to use above)**

**R= Rain; F= Fog; H = Hoar Frost, I = Ice (or temperature below zero Celsius)**

**S = Snow (then estimate inches) e.g. S4 for 4 inches of snow**

<b>Signed:</b>	<b>(Supervisor)</b>
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## APPENDIX I – CIRCULATION LIST

This LB Lewisham Winter Service Operational Plan is in two versions. The first version, for wider circulation, including availability to the public under the Freedom of Information Act 2000, does not contain these appendices. The second version, which has a restricted circulation, is only available to personnel directly involved in the operation of the service. That is because it contains restricted telephone numbers, which must be reserved solely for operational use. Each copy is uniquely numbered and issued as below:

Copy No.	Issued to	Job Title
1	Ian Ransom	LBL Head of Transport
2	Tom Henry	LBL Engineering Manager
3	Kishore Vora	LBL Winter Service Manager (Asset Manager and Principal Structural Engineer)
4	Len Haylor	LBL Principal Quality Inspector
5	Jeff Fraser	LBL Claims Inspector /Winter Service Duty Officer
8	Samantha McKerell	LBL Inspector /Winter Service Duty Officer
9	Mike Munro	LBL Inspector /Winter Service Duty Officer
10	Mike Bewaji	LBL Inspector /Winter Service Duty Officer
11	Danny Wingrove	LBL Utilities Co-ordinator/Winter Service Duty Officer
12	Dave Wheeler	LBL Network Co-ordinator
13	Geoff Tice	LBL Service Support Manager
14	John Brown	LBL Emergency Planning Team
15	Rob Holmans	LBL Director of Regeneration and Asset Management
16	Janet Senior	LBL Executive Director for Resources
17	Liam McCay	FM Conway Senior Contract Manager
18	Andy Frostick	Contractor Manager/FM Conway Contract Manager
19	Brian Wren	FM Conway Call-out Supervisor
20	Liz Brooker	LBL Road Safety and Sustainable Transport Manager

Non-restricted versions are circulated to:-

	Sir Steve Bullock	LBL Mayor
	Cllr Alan Smith	LBL Cabinet Member for Resources and Regeneration
	Barry Quirk	LBL Chief Executive



Winter Service Operational Plan 2014 – 2015

	Judith McQueen	LBL Head of Resources and Regeneration Management Team Office
	Dave Wheeler	LBL Network Co-ordinator
	Imogen Payami	LBL Community Information Officer
	Wayne Williams	LBL Business Continuity Manager
	Gary Oliver	TfL South Area Winter Service Manager
	Garry Warner	LB Bromley Highways Manager
	Mark Hodgson	LB Greenwich Highways Manager
	Alwyn Samuel	LB Southwark Winter Service Manager
	Catherine Linney	Met Police- Traffic Division
	Lee King	London Fire Brigade- Borough Commander
	David Campbell	London Ambulance Service- Lewisham Area
	Dave Walsh	London Buses



Winter Service Operational Plan 2014 – 2015

**APPENDIX J – DUTY ROTA AND ADDRESS AND TELEPHONE NUMBERS: (RESTRICTED)**

6TH - 13TH OCT 2014	JEFF FRASER - 07753 776 692
13TH - 20TH OCT 2014	SAMANTHA MCKERELL - 07734 599 762
20TH - 27TH OCT 2014	MIKE MUNRO - 07834 145 084
27TH OCT - 3RD NOV 2014	MIKE BEWAJI 07912 565 237
3RD - 10TH NOV 2014	DANNY WINGROVE - 07831 467 653
10TH - 17TH NOV 2014	JEFF FRASER - 07753 776 692
17TH - 24TH NOV 2014	SAMANTHA MCKERELL - 07734 599 762
24TH NOV - 1ST DEC 2014	MIKE MUNRO - 07834 145 084
1ST - 8TH DEC 2014	MIKE BEWAJI 07912 565 237
8TH - 15TH DEC 2014	DANNY WINGROVE - 07831 467 653
15TH - 22ND DEC 2014	JEFF FRASER - 07753 776 692
22ND - 29TH DEC 2014	SAMANTHA MCKERELL - 07734 599 762
29TH DEC 2014 - 5TH JAN 2015	MIKE MUNRO - 07834 145 084
5TH - 12TH JAN 2015	MIKE BEWAJI 07912 565 237
12TH - 19TH JAN 2015	DANNY WINGROVE - 07831 467 653
19TH - 26TH JAN 2015	JEFF FRASER - 07753 776 692
26TH JAN - 2ND FEB 2015	SAMANTHA MCKERELL - 07734 599 762
2ND - 9TH FEB 2015	MIKE MUNRO - 07834 145 084
9TH - 16TH FEB 2015	MIKE BEWAJI 07912 565 237
16TH - 23RD FEB 2015	DANNY WINGROVE - 07831 467 653
23RD FEB - 2ND MAR 2015	JEFF FRASER - 07753 776 692
2ND - 9TH MAR 2015	SAMANTHA MCKERELL - 07734 599 762
9TH - 16TH MAR 2015	MIKE MUNRO - 07834 145 084
16TH - 23RD MAR 2015	MIKE BEWAJI 07912 565 237
23RD - 30TH MAR 2015	DANNY WINGROVE - 07831 467 653
30TH MAR - 6TH APR 2015	JEFF FRASER - 07753 776 692





Winter Service Operational Plan 2014 – 2015





## APPENDIX K – SCHEDULE OF KEY DATES

<b>Activity</b>	<b>Action By</b>	<b>Date</b>
Check salt stock and procure stock to capacity if needed	Winter Service Manager	01/10/14
Order weather forecast service from Met Office	Winter Service Manager	01/10/14
Appointment of Deputy	Winter Service Manager	01/10/14
Arrange night rota for Winter Service Manager and Deputy	Winter Service Manager	15/10/14
Provide Method Statement for Carriageway Treatments (see Section D6)	Contractor	15/10/14
Provide Standby Operative and Staff Rota for Carriageway Salting operation (see Section D6)	Contractor	22/10/14
Brief Transport staff allocated to Winter Service	Winter Service Manager	31/10/14
Ensure “snow line” arrangements are in place	Service Support Manager	31/10/14
Co-ordinate preparations with Winter Service Duty Officers, Refuse Collection, Street Cleansing, Door2Door and Emergency Planning Team	Winter Service Manager	31/10/14
Ensure Salting Lorries and Other Plant are fully operational	Contractor	31/10/14
Arrange replacement of Fire Gate locks with FB14	Winter Service Manager	31/10/14
Arrange replacement of Fire Gate locks with “Abloy” locks	Winter Service Manager	01/04/15
Post season report to Resources and Regeneration Asset Management Team (see Section J5)	Winter Service Manager	01/05/15



## APPENDIX L – MET OFFICE INFORMATION

Met Office 01392 855243

Customer Centre

Fastnet

1 Fitzroy Road

Exeter

Devon

EX1 3PB

Text messages are sent from the Met Office to the Winter Duty Officers mobile phones 4 times a day

Lewisham Council will be continuing to use the system of “Nil”; “Alpha”; “Bravo” “Ice” and “Snow”. These signify conditions as follows:

ALPHA - Road Surface Temperatures are expected to fall below zero degrees Celsius but roads are expected to remain dry.

BRAVO - Road Surface Temperatures are expected to fall below zero degrees Celsius and hoar frost is expected to form.

ICE - Road Surface Temperatures are expected to fall below zero degrees Celsius and ice is expected to form.

SNOW - Snow is expected. This covers snow events when the snow is expected to be deposited and cause road problems. Odd flurries of snow will not warrant use of this indicator, with these covered in the main text

NIL - Road Surface Temperatures are expected to remain above zero degrees Celsius and snow is not expected.



## APPENDIX M – BOUNDARY ROADS INFORMATION

The Council has boundary Maintenance Agreements with neighbouring Boroughs. These agreements have been used to determine which boundary roads are included on Primary Salting Routes. The boundary roads included on Lewisham's Primary Salting Routes are listed below.

<b>Bromley</b>		
Avondale Road	Bromley Road to No 20	Bromley
Beckenham Hill Road	Beckenham Hill Estate to north east boundary of Warner House	Bromley
Bell Green Lane	Section outside Abbey Trading Estate	Bromley
Crystal Palace Park Road	Westwood Hill to north west boundary of No 116	Bromley
Grove Park Road	Section outside Nos 96 to 114	Bromley
Kangley Bridge Road	Westerley Crescent to northern boundary of the Bronze Works	Route P4
Kent House Road	Section outside Orchard Court	Bromley
Newlands Park	Tannsfild Road to Tredown Road	Route P4
Valeswood Road	Boylard Road to Rangefield Road	Route P3
Westwood Hill	Crystal Palace Park Road to Sydenham Hill	Route P4
Worsley Bridge Road	Meadowview Road to Station Approach	Bromley

<b>Greenwich</b>		
Blackheath Village	All	Route P2
Creek Road	Deptford Church Street to Evelyn Street	Route P1
Deptford Church Street	Creek Road to Berthon Street	Route P1
Guibal Road	Corona Road to Winn Road	Route P3
Lee Road	All	Route P2
Lewisham Road	Morden Road to Sparta Street	Greenwich
Winn Road	Guibal Road to Jevington Way	Route P3



Winter Service Operational Plan 2014 – 2015

<b>Southwark</b>		
Bestwood Street	All	Route P1
Brockley Way	All	Southwark
Bush Road	Bestwood Street to William Evans House	Route P1
Forest Hill Road	Honor Oak Road to Wood Vale	Southwark
Lausanne Road	All	Route P1
Merttins Road	Athenlay Road to Brockley Way	Southwark
Plough Way	Yeoman Street to Plough Bridge	Southwark
Plough Way	Plough Bridge to Grove Street	Route P1
Pomeroy Street	All	Route P4
Sydenham Hill	Crescent Wood Road (north-eastern junction) to Lordship Lane	Route P4
Sydenham Hill	Crescent Wood Road (north-eastern junction) to Westwood Hill	Southwark
Wood Vale	All	Southwark