



**this is**  
**Redcar & Cleveland**



**WINTER SERVICE PLAN**  
**2016/2017**

## WINTER SERVICE PLAN

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# **REDCAR & CLEVELAND BOROUGH COUNCIL**

## **CORPORATE RESOURCES DIRECTORATE**

### **WINTER SERVICE MANUAL**

#### **SECTION 1 - Executive Summary**

- 1.1 Under Section 41a of the Highways act 1980 the Council has a statutory duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. In order to discharge this duty it is essential that the authority have in place an operational plan setting out its policies and actions in respect of winter services. This Winter Service Plan details these policies and procedures as well as providing operational and technical service information. The plan will be reviewed and updated on an annual basis to ensure that it incorporates best practice and changes in legislation.
- 1.2 The objective of the winter maintenance service provided by the Council is to maintain transport links and enable every day life to continue during adverse weather conditions. In doing so it addresses the issues of safety, highway availability and ensures that delays to the travelling public are kept to a minimum on the treated network. This policy is in line with the principles laid down in the code of good practice 'Well Maintained Highways' published by UK Roads Liaison Group.
- 1.3 The winter service season extends from 3<sup>rd</sup> October 2016 to 30<sup>th</sup> April 2017 and is a 24/7 operation throughout that period. Meteo Group provides weather forecasts every day which includes road surface temperature information. These forecasts are part of a computer based Ice Prediction system that utilises atmospheric and road surface temperature information from three remote weather stations, located at Freebourn Hill, Quarry Lane and one at Nunthorpe on the boundary with Middlesbrough. This information along with the weather forecasts is used to help determine the appropriate action.
- 1.4 In general precautionary salting takes place dependant on the prevailing and predicted weather conditions. During extreme weather conditions such as heavy snow fall events, 24-hour operations are often required. The decision to act and undertake the salting / snow clearance function is carried out by the Council's Engineering Services section.
- 1.5 The Borough is divided into four predetermined gritting routes, these are classified as our Category A Routes, and each route takes up to 3 hours to complete. In total approximately 44% of the adopted highway network is covered by these Category A routes, amounting to 302 Km of the Borough's roads. In addition 34 Km of our roads are classified as our Category B routes and these will be treated during extreme

weather conditions once our Category A Routes are clear of snow and ice. Details of these routes are included in Appendix 4.

- 1.6 The main factors used drawing up the predetermined routes was as follows:

**Links to the national road network, industry, commercial and business centres.**

**Maintain public transport and access by emergency services.**

**Journeys to and from the work place and educational facilities.**

- 1.7 In snow conditions the main objective is to maintain and/or restore free passage over the predetermined routes across all or part of the highway network by snow clearance, in the first instance for public transport, emergency services and industrial traffic. This may mean that non-essential routes will not be treated until the essential priority one links are restored.
- 1.8 In accordance with the guidelines set out in the code of practice for Highway Maintenance Management (Well-maintained Highways) it has been determined that the footpaths in the Redcar and Cleveland area listed in (appendix 8) are classified as Category One footways. These footways will therefore be treated during “extended frost conditions” (when forecasts show temperatures remaining below zero throughout daylight hours). Treatment will be undertaken as and when resources become available.
- 1.9 Cycle tracks are not normally treated, except in prolonged extreme conditions where ice/ snow are present for in excess of 4-5 days and only when resources become available.
- 1.10 There are three principal winter operations:
- |                 |                                                                      |
|-----------------|----------------------------------------------------------------------|
| Pre-treatment:  | ‘precautionary salting’ to prevent ice forming.                      |
| Post-Treatment: | melt ice and snow that has already formed.                           |
| Snow clearing   | remove significant accumulations of snow by the use of snow ploughs. |
- 1.11 Once the decision to salt has been taken, the Council deploy gritters to spread salt on the network, either in total or in part, depending upon the prevailing and predicted weather conditions. The timing of the salting is dictated primarily by these weather conditions but potential traffic conditions are also taken into account. Salt is used as the de-icing agent as it is the most cost effective treatment, **(however it does require traffic movement to fully activate the de-icing process).**
- 1.12 Despite the best endeavours of those involved in the winter maintenance service unpredicted severe freak weather conditions such as ‘freezing rain’ can occur. In these circumstances emergency action will be implemented as rapidly as practicable. It should be borne in

mind, however, that ice is very much more difficult to remove once it has formed and prevailing traffic conditions may affect operations.

#### 1.13 Performance Management

The Council is required to monitor its performance on winter maintenance as part of its overall Highway Services function. Performance monitoring will therefore review the performance and cost effectiveness of the service under several headings (see section 11.2). A suite of performance indicators for winter services has been developed and base line information was collected throughout the 2004/2005 winter season.

1.14 Each year the Winter Service Plan is updated to take account of changes that are needed to ensure that the Winter Service continues to operate in an efficient way. Normally changes would be minor influenced by changes to the network and feedback from stakeholders. An annual review of the plan has been undertaken to ensure that it complies with current legislation and requirements.

#### 1.15 Salt Bin Policy

At the end of the 2014/15 season all existing salt bin remained deployed on site with the exception of those bins in locations where the village or community enter the In Bloom competition. These bins will continue to be classified as **Operational, Neighbourhood or Community bins**. The Corporate Resources Directorate has determined which salt bins will be classified as **Operational Bins** and they will be determined on the severity of the following hazards: - (steep gradient, dangerous bend, water runoff, proximity of hazard to our Category A & B salting routes).

1. **Operational Salt Bins** – these are bins that support the main winter service operations and will take priority over all other salt bins in respect of refills. These bins will be provided to deal specifically with the following hazards; very steep gradient, dangerous bends, difficult junctions, water runoff, proximity to Category A & B salting routes, and will be managed and maintained by Engineering resources within the Corporate Resources Directorate.

2. **Neighbourhood Salt Bins** - will be all remaining salt bins that do not meet the criteria for an operational bin. These will be managed by the Streetscene teams who will arrange all requests for refills. During extreme snow fall events Streetscene resources will fill these bins with Clean and Green staff, so that Engineering staff can concentrate on re-filling the Boroughs priority bins and dealing with Category A & B salting routes.

3. **Community Salt Bins** – Community bins will be filled by Streetscene resources during prolonged periods of snow fall. These bins will be central to the local communities and will be identified and managed by the local Streetscene teams and residents will be able to collect salt from these bins to treat areas of the road network they have

cleared of snow. These bins will be kept filled if there are no resources available to fill Neighbourhood Salt Bins and these bins will be filled by Streetscene staff and resources.

1.16 To further enhance our response to winter adverse weather, the Corporate Resources Directorate has identified the following actions to assist:-

- Resources have been identified to work with our refuse collection teams to ensure disruptions to the service are kept to a minimum; this support will be activated as soon as heavy snow fall is forecast.
- We have sourced three de-mountable salt spreaders and ploughs which will be attached to existing Council fleet and three towable gritters to operate in the Streetscene service areas to assist with clearance operations to roads outside of the main winter service area. These resources will work alongside the main winter service priorities.
- A number of Council owned off-street car parks have been identified to be treated before and after any adverse weather event to aid users of these facilities. These are identified in Appendix 9.
- The Council is now using a revolutionary snowplough blade on our ploughs when deployed on our ploughing routes. The blade allows the gritter drivers to deploy the ploughs directly onto the road surface to clear the road back to a black surface very quickly and without damaging road studs or speed humps. The blade will leave a clean surface after one pass of the plough, depending on weather conditions and will therefore reduce the amount of salt required to be spread onto a road surface compared with current procedures while using existing ploughs. The plough blade lasts up to 10 times longer than a normal plough blade which will reduce the downtime during an adverse winter weather event.
- Streetscene teams have developed adverse weather plans (Appendix 10) and will be able to deploy additional resources to support operational staff during extreme weather events. The Streetscene teams have identified trouble spots and locations of priority in their areas and will be able to respond in a coordinated manner. They will also be able to provide updates in respect of resident's requests for assistance, especially with respect to salt bin refills, footpath clearance and help to vulnerable persons. This approach will ensure Streetscene teams and their resources will be able to support the main winter service operations, speeding up our response to the public.
- Call centre staff and Corporate Resources Directorate staff have worked together to improve the way calls from the public are handled during extreme weather events. Work has been undertaken to develop a traffic light system (Red, Amber and Green) approach to prioritizing requests from the public during extreme weather events. Working together we have been able to develop existing systems and now,

during emergency events, the call handlers can now prioritize the call at “first point on contact” and direct the request to the most appropriate person / department to deal with that request. Calls of a lesser priority can now be directed to Streetscene teams who will be able to deal with these requests at a local level and provide the caller with updates. We believe this approach will improve our response to emergency and priority requests and keep the residents at local level fully informed of the current situation.

## **SECTION 2 - Circulation List**

Middlesbrough Borough Council  
Stockton Borough Council  
Hartlepool Borough Council  
North Yorkshire County (Area 2 & 3)  
Sir Robert McAlpine (Auto Link)  
Redcar and Cleveland Borough Council Call Centre  
Coast and Country Housing Call Centre

## **SECTION 3 - Introduction**

- 3.1 Following an independent review (“the Quarmby Review”) commissioned by the previous government and continued by the current Secretary of State for Transport to consider the resilience of English transport systems a report was produced and the aims of its recommendations were to provide measures to improve local highway authorities’ preparedness for winter. In particular, the review noted a need for ‘research which would underpin recommendations for the adoption of lower salt spread rates, to improve resilience of the salt supply chain’. The findings were that, spread rates can be reduced considerably in marginal conditions when salt that is in good condition is being spread by well maintained and / or modern spreaders that are properly calibrated. However, in more extreme conditions spread rates may need to be increased beyond those recommended in the current guidance for UK local roads. The guidance contained in the report has been included in this Winter Service Plan and the relevant sections updated.
- 3.2 This plan details Redcar and Cleveland Borough Council’s policies and procedures for the operation of its Winter Service. The Council carries out this service by formulating and adopting a systematic approach to the planning, implementation, monitoring and review of the service throughout the Borough given the priorities and hierarchies identified in the plan. The Winter Service provided by the Council on public highways is essential to maintain transport links and enable everyday life to continue during adverse wintry weather conditions. It is undertaken in order to maintain, as far as is reasonably possible, the movement of traffic for the benefit of the economy and to ensure, as far as is reasonably practicable, the safe movement of all users of the highway. The Winter Service is provided from 3rd October 2016 until

30<sup>th</sup> April 2017 and involves the treatment of sections of the public highway and is comprised of four parts as follows:

### 1. **Pre-Treatment**, commonly known as **Precautionary Treatments**

These are the application of de-icers to road surfaces before the onset of freezing conditions (i.e. frost, snow or freezing rain). The purpose of precautionary treatments is to prevent the formation of ice, or to weaken or prevent the bond of freezing rain or snow to road surfaces. It is usually impractical to spread sufficient salt to melt freezing rain or more than a few millimetres of snow. Therefore, in advance of forecast snow or freezing rain, salt is spread to provide a de-bonding layer so that:

- snow is more readily removed by ploughing
- compacted snow and ice are more easily dispersed by traffic

It is very difficult to remove a layer of compacted snow or ice that is bonded to the road surface, so precautionary treatments are essential before heavy snowfall.

### **Spread rates for precautionary treatments**

The majority of winter service treatments (and salt spread) in the UK are precautionary treatments in response to predicted frost conditions. In these, commonly marginal conditions, significant salt savings can be achieved using the rates given in the new guidance when using salt which has been stored in good conditions, and using good equipment which has been properly calibrated. These spread rates are detailed in Section 8 of this document.

### 2. **Post-Treatment**, commonly known as “**post-salting**”

These involve the ploughing of snow, the application of de-icers and the application of abrasives to ice and snow present on the road surface, or some combination of these. Although de-icers will melt ice or snow directly, it is normally impractical to apply sufficient quantities of de-icer to melt all of a moderately thick ice or snow layer.

### 3. **Clearance of snow.**

Ploughing is the only economical, efficient, effective and environmentally acceptable way to deal with all but very light snow.

### 4. **Monitoring**

The condition of routes should be monitored following treatment in order to confirm that the treatment has been effective. If it has not been fully effective, contingency treatments should be considered to achieve the required condition. It should be noted that both active and passive road weather sensor systems require the presence of moisture to determine either the concentration of an anti-icing chemical on the road or the freezing point temperature of the solution present on the road sensor.



## **SECTION 4 - Policy and Objectives**

- 4.1 The objectives of the Winter Service relate to the following issues:
- Safety of the highway network.
  - Serviceability of the highway network.
  - Sustainability of the highway network.
- 4.2 The objectives within Highway Network Safety are:
- To comply with statutory obligations.
  - To meet the need of users.
  - To allow safe movement of people and vehicles
- 4.3 The objectives within Highway Network Serviceability are:
- Ensuring the availability of the highway network.
  - Achieving integrity within the highway network.
  - Maintaining the reliability of the highway network.
  - Enhancing the quality of the highway network.
- 4.4 The objectives within Highway Network Sustainability are:
- To minimise cost over time (i.e. total costs of ownership) of the highway network.
  - To maximise value to the community of the highway network.
  - To maximise environmental contribution of the highway network.

### **4.5 Policy**

Redcar and Cleveland Borough Council has a statutory obligation under Section 41 (1A) of 'The Highways Act 1980' which states:

In particular, a Highway Authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

The operation of the service throughout the Borough is based on past experience of local winter weather conditions and on the relative traffic importance both vehicular and pedestrian of individual routes. It takes account of the information contained within the current edition of 'Well-maintained Highways: - 'Code of Practice for Highway Maintenance Management'.

- 4.6 All roads within the Borough have been categorised.

- Category A's will be pre-salted at any time in response to forecasts.
- Category B's will only be salted during the normal working day when icy conditions persist (or if extreme weather conditions are forecast).
- Category C's will only be salted in the most exceptional circumstances and this generally will occur in the aftermath of heavy prolonged snow.

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

- 4.7 The Council's response to frost and snow warnings is pre-planned as outlined within this document. On receipt of an adverse weather forecast the pre-salting plans will be activated and put into operation by the duty officers concerned.
- 4.8 It is the Council's policy to ensure that main thoroughfares are kept clear in order that free passage of transport is maintained and also to ensure that there is as little disruption as possible with the movement of people from home to work. This must be measured against the resources available and to ensure a reasonable response the road hierarchy has been categorised in terms of A, B & C.

## **SECTION 5 - Partnering Contract Responsibilities**

- 5.1 It is the Council's responsibility to decide as to the need for the Highway Winter Service to be activated and to issue instructions as to the extent of the treatment required.
- 5.2 It is the Council's responsibility to carry out the treatment in a manner which is safe, efficient, and economic and in line with current best practice.
- 5.3 The following trunk roads are not the responsibility of the Borough Council.

A174 Parkway (West of Greystones Roundabout)  
A1053 Tees Dock Road (between A174 and A1085)

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

## **SECTION 6 - Road Hierarchy**

- 6.1 Winter Service operations shall be prioritised in accordance with the following hierarchy:-

### Category A

- (i) Principal roads (A Roads).
- (ii) Non-principal roads (B and C roads).
- (iii) Important commuter routes with traffic volumes over 3,000

- vehicles per day
- (iv) Roads leading to important industrial establishments
- (v) Important bus routes including those with services before 8.00am
- (vi) Roads serving main shopping centres.
- (vii) Known trouble and accident spots.

**The above routes are defined on the map at Appendix 4.**

#### Category B

- (viii) All other authorised bus routes including schools and works services.
- (ix) Other commuter routes.
- (x) Main feeder routes
- (xi) Roads serving other shopping centres.
- (xii) Category 1 footways

#### Category C

- (xiii) Single accesses to villages, hamlets and rural communities, schools and farms.
- (xiv) Residential roads
- (xv) Council owned off-street car parks

6.2 Category A's will be pre-salted /salted during and outside normal working hours when the weather forecast so dictates.

6.3 Category B's will be salted when Category As are clear and icy conditions are forecast to persist. Many category B routes are subject to large numbers of vehicles parking on the carriageway, where gritting / ploughing vehicles are unable to safely negotiate the route due to parked vehicles the route will be suspended and the properties notified at the earliest opportunity that the carriageway must be kept clear to permit winter service operations. If the problem persists the route will be withdrawn until it is safe for winter service vehicles to negotiate.

6.4 Category C's will not normally be treated other than in prolonged extreme conditions and only when all Category A & B's are treated and showing bare surfaces and can be maintained in that condition. Many Category C routes are subject to the same problems as the B routes, where gritting / ploughing vehicles are unable to safely negotiate the route due to parked vehicles the route will be suspended and the properties notified at the earliest opportunity that the carriageway must be kept clear to permit winter service operations. If the problem persists the route will be withdrawn until it is safe for winter service vehicles to negotiate.

#### 6.5 Footway Hierarchy

Footway maintenance standards, unlike carriageway maintenance standards are not necessarily reflected by road classification;

standards being determined by pedestrian usage and not the importance of the road in the network. Local factors such as the age, distribution of the population, proximity of schools and other establishments attracting higher than normal numbers of pedestrians to the area are taken into account. The hierarchy for footways is broadly as follows:-

Category No	Category Name	Brief Description
1a	Prestige Walking Zone	Very busy areas of towns and cities with high public space and streetscene contribution
1	Primary Walking Route	Busy urban shopping and business areas and main pedestrian routes.
2	Secondary Walking Route	Medium usage routes through local areas feeding into primary routes, local shopping centres etc.
3	Link Footway	Linking local access footways through urban areas and busy rural footways
4	Local Access Footway	Footways associated with low usage, short estate roads to the main routes and <i>cul-de-sacs</i>

## 6.6 Policy for Salting and Snow Clearance of Footways

Footway Category	Overnight Frost Conditions <i>(overnight forecast temperatures below zero but not extending beyond 10.00am)</i>	Daytime Frost Conditions <i>(forecast temperatures below zero extending beyond 10.00am)</i>	Extended Frost Conditions <i>(forecast temperatures remaining below zero throughout daylight hours)</i>	Snow Events
1a	No treatment	Treatment will be undertaken as and when resources become available.	Treatment will be undertaken as and when resources become available.	Treatment will be undertaken as and when resources become available
1	No treatment	No treatment	Treatment will be undertaken as and when resources become available.	Treatment will be undertaken as and when resources become available
2	No treatment	No treatment	No treatment	No treatment
3	No treatment	No treatment	No treatment	No treatment
4	No treatment	No treatment	No treatment	No treatment

## 6.7 Salt Bins for Carriageway Purposes

The use of salt bins may be considered on B & C Category routes only, provided this use is confined to difficult sites i.e. steep gradients, severe bends, road junctions and known trouble spots. Salt heaps may be used on all routes but, bearing in mind the damaging environmental effects, they should be used sparingly at difficult sites or where regular water flow from verges occurs.

## 6.8 Salt Bins for Footway Purposes

In exceptional circumstances the use of salt bins containing salt or a mixture of salt and grit may be considered for difficult footway areas i.e. approaches to footbridges and subways, well used footpaths on steep gradients. Their use should be considered carefully, bearing in mind the resources available for spreading the grit and the subsequent increased cleansing requirements.

- 6.9 Salt bins will remain on site throughout the year; prior to the winter service season they will be inspected, cleaned out and disposed of if required. Where new bins are needed these are purchased from approved sources and placed at sites before the start of the winter season.

## **SECTION 7 - Response and Treatment Times for all Carriageway Treatments**

- 7.1 The 'Response Time' is generally defined as the period of time between the instruction being given to commence Winter Service operations and the arrival of Winter Service operatives at the acknowledged start point of a particular route.
- 7.2 The 'Treatment Time' is defined as the period of time between the start and finish of actual Winter Service operations on a particular route including for 'free travel'.
- 7.3 The 'Response Time' regarding pre-treatment on the carriageway network is to be one hour and the standard target 'Treatment Time' is to be no more than three hours in normal circumstances.
- 7.4 In determining suitable levels of resources for planning operational purposes three winter maintenance periods are defined as follows:-
- (i) High - The months of December, January and February. When it is reasonable to assume we will experience severe weather conditions.
  - (ii) Low - The months of November and March, when severe conditions may occur.
  - (iii) Marginal - The months of October and April, when severe conditions are not expected.
- 7.5 During severe conditions such as continuous snow fall and until such time conditions improve and our Category A roads have been cleared back to bare surfaces, a continuous 24/7 shift pattern will be operated.

### Ploughing

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

#### 7.6 Footway Snow Clearance

Removal of snow from footways will only be undertaken by labour employed on the highway in their day to day activities, or those workers employed on street sweeping, but only when conditions are such that they cannot undertake their normal duties. Activities initially shall be confined to those areas defined at 6.1 (xii) and major shopping areas. (See appendix 8)

#### 7.7 Cross Boundary Arrangements

There exists two cross boundary arrangements with adjacent Local Highway Authorities regarding Winter Services being:

- Middlesbrough Borough Council
- North Yorkshire County Council

Details of these arrangements can be found in Appendix 5.

## **SECTION 8 – Operational Details**

### **8.1 Client/Contractor Relationship**

8.1.1 The Council is responsible for the following activities:-

- Preparation of the Winter Service Plan including routes, priorities and response times
- Accounts
- Ensuring that the winter maintenance computer system is operational
- Performance Monitoring
- Provision of vehicles
- Salt Procurement
- Materials (e.g. ordering salt)
- Testing of the Salt
- Operational matters including appropriate levels of staff to adequately undertake services detailed in the Plan
- GPS tracking equipment

8.1.3 By 1 September each year, the Council will produce an operational document giving detailed arrangements for the impending winter including the following information:-

- Shift patterns and vehicle availability to meet the response times set out in Section 7.0
- Personnel responsible for receiving weather/ice prediction reports and implementing action decisions (Operations Supervisor)
- Person responsible for control of salt stocks, monitoring its usage and re-ordering when necessary
- Staff who would initially be employed in snow clearance of footways

8.1.4 By 1 September each year, an annual service and calibration of all vehicles must be completed.

8.1.5 By 1 September each year, the Council will ensure that all personnel are fully conversant with all operational practices.

8.1.6 After periods of snow and frost, the Council will inspect roads and footways for damage and, where necessary in the interests of safety, arrange temporary or permanent repairs

### **8.1.7 GPS Tracking**

Gritting vehicles were fitted with global positioning system (GPS) Tracking Devices from October 2005. The system provides full details of the service delivery including:

- Location of gritters
- Rates of spread
- Time of treatment
- Real time information

This information can be used for developing service improvements and deterrence of any litigation under Section 41a of the Highway Act 1980 brought against the Council.

Via an internet website, historical data will be available for officers to gain access.

## 8.2 Meteorological Information

8.2.1 The availability of accurate and timely forecasts of weather conditions, as input to the Council's decision making process, is essential for the effective and efficient management of the Winter Service, Redcar and Cleveland Borough Council has a contract with the Meteo Group to provide this.

8.2.2 Weather reports are received via the 'Vaisala' Ice Prediction System using both fixed and portable computers. The fixed computers are located at the Council offices at Redcar and Cleveland House and the portable computers travel with the Winter Service Duty Officer(s).

8.2.3 The 'Vaisala' Ice Prediction roadside weather stations which provide information used as input to the decision making system of the Borough are located as follows:

- A171 Freeborough Road
- A174 Quarry Lane
- A1042 Nunthorpe By-pass (Middlesbrough)
- A171 Birk Brow (Camera Only)

8.2.4 The daily weather reports received from the Ice Prediction System include the following:

- A morning summary text forecast before 10:00 hours which also includes a 2 to 5 day outlook forecast.
- The 36 hour summary updated hourly and issued at 06:00, 12:00 and 18:00 hours. The updates can be viewed by duty officers at any time.

8.2.5 These weather forecasts are received every day of the week during the prescribed winter period.

8.2.6 The weather forecast services with Meteo Group includes for the monitoring of temperature. This service provides amendments to



forecasts when actual temperatures diverge from the forecast temperatures by more than +/- 2°C within the temperature range +5°C to -5°C. Meteo Group also provide a 24 hour-a-day consultancy service for the purposes of discussing specific weather forecasts and to provide up-to-date information when weather conditions change sharply.

8.2.7 Further to the above is the 'National Severe Weather Warning Service', provided by The Met Office. This service provides advance weather information and advice to the emergency authorities, and to the public, regarding severe gales, snow, heavy rain, dense fog and widespread frost.

8.2.8 All staff performing the Winter Service duty officer role is reminded that the Meteo Group service includes a consultancy facility. Meteo Group welcomes a greater direct contact between forecasters and duty officers, not only to answer specific queries but also to be made aware of actions being taken in response to forecasters. This helps the forecaster in deciding the need to update information to the authority.

8.2.9 The duty officer will liaise with the Communications Team who will be responsible for all communications with the media.

### 8.3 Guidance for Duty Officer

8.3.1 Full use will be made of the Ice Prediction graphs to determine the optimum time to commence pre-salting, bearing in mind the treatment time. All actions will be recorded in the Duty Officers log book. (Appendix 2)

8.3.2 Under dry weather conditions it may not always be necessary to pre-salt every time sub zero temperatures are forecast, particularly when there is enough residual salt on the road to deal with the expected conditions (the Ice Prediction system will give an indication of residual salinity). Care should however be taken to spot treat known wet spots.

8.3.3 In the event of hoar frost, black ice or freezing forecasts, pre-salting should be carried out even if roads are dry.

8.3.4 In the event of frost forecast after rain, re-salting should be delayed until cessation of precipitation or as long as possible to reduce loss of salt by run off unless freezing conditions coincide with rainfall.

8.3.5 Where frost is persistent, further treatment of Category A routes may be necessary. Salting of Category B routes may be carried out during normal working hours provided that Category A routes are clear, time and resources permitting and that thawing is unlikely before salting can commence.

- 8.3.6 In the event of hoar frost or freezing fog etc. occurring without a forecast and causing the road surface to become icy immediate salting of Category A routes shall be carried out as soon as the conditions are known unless thawing is likely before salting can begin.
- 8.3.7 When a snow warning is received, the contractor should be instructed to fit ploughs and commence pre-salting Category A routes.
- 8.3.8 Once treatment of a route commences only the Winter Service duty officers can authorise disruption to the treatment of that route and the reasons must be recorded on the Winter Service duty officer Log Sheet
- 8.3.9 During continuous treatment of the network, shift changes should be undertaken at 1000hrs and 2200hrs, this will ensure we have gritters available between 0600hrs and 0900hrs

#### 8.4 Rates of Spread

##### **Spread rates for precautionary treatments (forecast frost conditions)**

Spread rates for precautionary treatments before frost are given in Tables H5 & H6 below. The tables provide recommended spread rates for dry, pre-wetted and treated salting for a range of weather and road surface conditions.

Table H5 provides spread rates for a reasonable spreading capability.

Table H6 provides spread rates for a modest spreading capability.

**NOTE:** The following points must be considered when using the spread rate tables.

- 8.4.1. The given spread rates are for sections of well drained roads without ponding or runoff from adjacent areas.
- 8.4.2. The rates may be adjusted to take account of variations occurring along routes such as temperature, surface moisture, road alignment and traffic density.
- 8.4.3. The rates may be adjusted to take account of residual salt levels. However, residual salt levels will tend to be lower if lower spread rates are introduced. Residual salt levels are most likely to be significant on marginal nights after treatments on two or three successive days without precipitation in the intervening period.
- 8.4.4. On porous asphalt and on dense surfacing for 1km after a change from porous asphalt, spread rates should be increased by 50 per cent on roads with medium traffic levels and by 25 per cent on heavily trafficked roads.

- 8.4.5. Spread rates should be increased to a rate appropriate for the particular situation where negatively textured thin surfaces are poorly drained such that water can accumulate within the surface texture.
- 8.4.6. When the rates in Tables H5 and H6 are significantly lower than those used previously, it is recommended that the reduction should be introduced in stages and the performance of spreaders monitored. In particular, checks should be made that the amount of salt discharged is within 10 per cent of the target and that treatments are effective.
- 8.4.7. All decisions should be evidence based, recorded and require appropriate monitoring and review.
- 8.4.8. During periods of sustained freezing and provided that surfaces are well drained and there is neither seepage (from melt water) nor ice present, rates of spread for treatments carried out within six hours of previous treatments may be 50% of the rates stated in the appropriate table.

**Table H5 – Spread Rates For Reasonable Spreading Capability (De-icer Spread Rates in g/m<sup>2</sup>)**

<b>Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness</b>	<b>Dry Salting</b>	<b>Pre-wetted salting (see Note 1)</b>	<b>Treated Salting (see Note 2)</b>
RST at or above -2°C and dry or damp road conditions	8	8 (de-icer) 6 (salt)	7
RST at or above -2°C and wet road conditions	8	8 (de-icer) 6 (salt)	7
RST below -2°C and above -5°C and dry or damp conditions	12	12 (de-icer) 9 (salt)	9
RST below -2°C and above -5°C and dry or damp conditions	20	21 (de-icer) 16 (salt)	16
RST below -5°C and above -10°C and dry or damp conditions	20	21 (de-icer) 16 (salt)	16
RST below -5°C and above -10°C and wet road conditions	2 x 20	2 x 21 (de-icer) 2 x 16 (salt)	32 or 2 x 16

Note 1: Spread rates for pre-wetted salting are the combined weight of dry salt and brine combined in proportion 70:30 by weight with brine of concentration 20 to 23%

Note 2: Weight of salt and additive (approx. 3% by weight)

Table H6 – Spread Rates For Modest Spreading Capability (De-icer Spread Rates in g/m <sup>2</sup> )			
Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness	Dry Salting	Pre-wetted salting (see Note 1)	Treated Salting (see Note 2)
RST at or above -2°C and dry or damp road conditions	8	8 (de-icer) 6 (salt)	7
RST at or above -2°C and wet road conditions	11	9 (de-icer) 7 (salt)	8
RST below -2°C and above -5°C and dry or damp conditions	15	13 (de-icer) 10 (salt)	10
RST below -2°C and above -5°C and dry or damp conditions	27	25 (de-icer) 19 (salt)	19
RST below -5°C and above -10°C and dry or damp conditions	27	25 (de-icer) 19 (salt)	19
RST below -5°C and above -10°C and wet road conditions	2 x 25	2 x 24 (de-icer) 2 x 18 (salt)	36 or 2 x 18
<p>Note 1: Spread rates for pre-wetted salting are the combined weight of dry salt and brine combined in proportion 70:30 by weight with brine of concentration 20 to 23%</p> <p>Note 2: Weight of salt and additive (approx. 3% by weight)</p>			

The rates for dry salt in the three more extreme conditions shown in the above table are higher than the minimum suggested in Well Maintained Highways. It should be noted that evidence indicates that many authorities were spreading at rates far higher than the WMH minima. It is expected that all authorities should have full confidence in using the suggested new rates provided in this guidance, which have been based on recent research and evidence.

8.4.9 Salt will melt ice and snow at temperatures as low as  $-20^{\circ}\text{C}$ , but below  $-10^{\circ}\text{C}$  the amount needed becomes environmentally and economically undesirable. Salt should be applied at the rates shown in the above tables.

8.4.10 Use of salt alone to treat hard packed snow and ice must be done with caution as in low temperatures it can result in an uneven and slippery surface. In these exceptional circumstances, a 6mm single size abrasive aggregate should be applied either separately or mixed with the salt. This application is purely to assist traction and does nothing to clear snow and ice. Its use should be discontinued as soon as possible to avoid blocking of gullies and drains on thawing.

8.4.11 In areas that have been resurfaced with thin surfacing the advice given by Highways England for the treatment of porous asphalts should be followed (Ref:- HA TRMM Vol 2 Sec 3.4.14 and Annex 3.4.1).

## 8.5 Snow Clearance

### TREATMENTS FOR SNOW AND ICE

#### 8.5.1 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.

### 8.5.2 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 break up 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 de-bonding 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 de-bonding 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.

### 8.5.3 Precautionary Treatments before snow or freezing rain

<b>Table H7 – Precautionary Treatments Before Snow Or Freezing Rain</b>		
<b>Weather Conditions</b>	Light or medium traffic (category 3)	Heavy Traffic (Categories 1 and 2)
<b>Light snow forecast</b>	Spread: <ul style="list-style-type: none"> <li>• 40g/m<sup>2</sup> of dry salt, or</li> <li>• 40g/m<sup>2</sup> of pre-wetted salt, or</li> <li>• 30g/m<sup>2</sup> of treated salt</li> </ul>	Spread: <ul style="list-style-type: none"> <li>• 20g/m<sup>2</sup> of dry salt, or</li> <li>• 20g/m<sup>2</sup> of pre-wetted salt, or</li> <li>• 15g/m<sup>2</sup> of treated salt</li> </ul>
<b>Moderate/Heavy snow forecast</b>	Spread: <ul style="list-style-type: none"> <li>• 20-40g/m<sup>2</sup> of dry salt, or</li> <li>• 20-40g/m<sup>2</sup> of pre-wetted salt, or</li> <li>• 15-30g/m<sup>2</sup> of treated salt (see note 1)</li> </ul>	Spread: <ul style="list-style-type: none"> <li>• 40g/m<sup>2</sup> of dry salt, or</li> <li>• 40g/m<sup>2</sup> of pre-wetted salt, or</li> <li>• 30g/m<sup>2</sup> of treated salt (see note 1)</li> </ul>
<b>Freezing rain forecast</b>	<ul style="list-style-type: none"> <li>• 40 or 2 x 20g/m<sup>2</sup> of dry salt, or</li> <li>• 40 or 2 x 20g/m<sup>2</sup> of pre-wetted salt, or</li> <li>• 30 or 2 x 15g/m<sup>2</sup> of treated salt</li> </ul>	
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.		

### 8.5.4 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.

<b>Table H8 – Treatments During Snowfall</b>		
Plough to remove as much material as possible (e.g. slush, snow, compacted snow) (Ploughing should be near as possible to the level of the road surface)		
<b>No ice or compacted snow on surface</b>	<b>Ice or compacted snow on surface (see Note 2)</b>	
To provide a debonding layer, spread:  <ul style="list-style-type: none"> <li>• 20g/m<sup>2</sup> of dry salt, or</li> <li>• 18g/m<sup>2</sup> of treated salt, or</li> <li>• 24g/m<sup>2</sup> of pre-wetted salt</li> </ul> (See Note 1)	<b>Is traffic likely to compact subsequent snowfall before further ploughing is possible?</b>	
	<b>YES</b>	<b>NO</b>
	To provide a debonding layer, spread:  <ul style="list-style-type: none"> <li>• 20g/m<sup>2</sup> of dry salt or</li> <li>• 18g/m<sup>2</sup> of treated salt, or</li> <li>• 24g/m<sup>2</sup> of pre-wetted salt</li> </ul> (See Note 1)	<b>No de-icer should be spread</b>
<p>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.</p> <p>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.</p>		

#### 8.5.4 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:

**Table H9 – Treatment For Slush When Freezing Conditions Are Forecast**

Plough to remove as much slush as possible  
(Ploughing should be 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.

### 8.5.6 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:

**Table H10 – Treatment For Thin Layers Of Ice (Less Than 1mm Thick)**

Forecast weather and road surface conditions	Medium/Light Traffic	Heavy Traffic
<p><b>Lower of air or road surface temperature higher than -5°C</b></p>	<p>Spread:</p> <ul style="list-style-type: none"> <li>• 40g/m<sup>2</sup> of dry salt, or</li> <li>• 36g/m<sup>2</sup> of treated salt, or</li> <li>• 48g/m<sup>2</sup> of pre-wetted salt</li> <li>• 40g/m<sup>2</sup> of salt/abrasive mix (see Notes 1 and 2)</li> </ul>	<p>Spread:</p> <ul style="list-style-type: none"> <li>• 20g/m<sup>2</sup> of dry salt, or</li> <li>• 18g/m<sup>2</sup> of treated salt, or</li> <li>• 24g/m<sup>2</sup> of pre-wetted salt</li> </ul>
<p><b>Lower of air or road surface temperature less than -5°C</b></p>	<p>Spread:</p> <ul style="list-style-type: none"> <li>• 40g/m<sup>2</sup> of salt/abrasive mix (50:50) (see Notes 1 and 2)</li> </ul>	<p>Spread:</p> <p>40g/m<sup>2</sup> of salt/abrasive mix (50:50) (see Notes 1 and 2)</p>
<p>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.</p> <p>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.</p>		

**8.5.7 Treatment for thicker layers of ice or compacted snow**

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

**Table H11 – Treatment For Layers Of Compacted Snow And Ice**

Plough to remove as much material (e.g. slush, snow, compacted snow) as possible from the top of the compacted layer

<p align="center"><b>Medium Layer Thickness (1 to 5 mm)</b></p>	<p align="center"><b>High Layer Thickness (greater than 5mm)</b></p>
<p>For initial treatment, spread:</p> <ul style="list-style-type: none"> <li>• 40g/m<sup>2</sup> of salt/abrasive mix (50:50) (see Notes 1, 3, 4 and 5)</li> </ul> <p>For successive treatments, spread:</p> <ul style="list-style-type: none"> <li>• 20g/m<sup>2</sup> of salt/abrasive mix (50:50) (see Notes 1, 3, 4 and 5)</li> </ul>	<p>For initial treatment, spread:</p> <ul style="list-style-type: none"> <li>• 40g/m<sup>2</sup> of abrasives only (see Notes 2, 3, 5 and 6)</li> </ul> <p>For successive treatments, spread:</p> <ul style="list-style-type: none"> <li>• 20g/m<sup>2</sup> of abrasives only (see Notes 2, 3, 5 and 6)</li> </ul> <p>After traffic has started breaking up the layer, spread:</p> <ul style="list-style-type: none"> <li>• 20g/m<sup>2</sup> of salt/abrasive mix (50:50) so slat can penetrate the layer and reach the road surface (see Notes 1, 3, 4 and 5)</li> </ul>

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.

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.

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.

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.

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.

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.

- 8.5.7 Snow clearance must inevitably be largely the responsibility of experienced site staff assessing the conditions they encounter but the following comments may be of assistance.
- 8.5.8 The decision to fit snow ploughs is taken in advance of the prediction of significant snowfalls. This is to ensure that if snow does arrive the gritters are fitted with ploughs in advance mitigating disruption to the service. Ploughing is ineffective where deposits of snow are less than 25mm and in that situation increased salt spread, crushed by traffic movement is more effective.
- 8.5.9 Ploughing should be carried out on the basis of “ploughing by lanes”. In the first instance this will generally imply the nearside lane of dual carriageways and full width clearance of single carriageways, with subsequent ploughing of other lanes.
- 8.5.10 Lighter falls may call for ploughing where local drifting has occurred or to remove snow not dispersed by traffic e.g. where traffic is reluctant to use fast lanes or at night when traffic is light.
- 8.5.11 Ploughing should continue as long as is necessary to clear Category A routes and should be followed by subsequent salting. It is important that the whole of the priority network is cleared and that no area is abandoned for the sake of concentrating resources to one or two problem areas. In all cases therefore the defined pre-salting routes should be adhered to, and where conditions demand a more intensive treatment in specific areas, this should be done by calling out a reserve vehicle in those areas.
- 8.5.12 In prolonged snow conditions ploughing of Category B routes may be carried out during normal working hours provided that Category A routes are clear and can be maintained in that condition, time and resources permit, and thawing is unlikely. Category C routes should only be treated when all Category A & B routes are clear.
- 8.5.13 It may not be possible to remove deep accumulations of snow or snowdrifts by normal ploughing and the use of other mechanical plant may be necessary. In this event the teeth of excavator buckets must be removed before commencing work.
- 8.5.14 When clearing footways of snow, wherever possible hand operated mechanical plant should be used to assist in clearance

of the maximum area in the shortest time. Cleared snow should either be removed from site or stockpiled such that melt water flows away from the cleared footpath and no obstruction is caused to highway drainage. Wherever possible when footways have been cleared of snow they should be allowed to dry naturally without the application of salt.

**Hand application of salt is extremely wasteful and should only be used sparingly as a last resort.**

## **SECTION 9 – Salt Stocks**

- 9.1 Salt is the primary material used by the Council to combat snow and ice. The salt is procured through the partnership of the Tees Valley Local Authorities, using the benefits of consortia purchasing, from Cleveland Potash. Salt shall be kept as dry as possible by using appropriate storage. Dry salt causes less environmental damage and damage to spreading and handling equipment. Dry salt is easier to handle and can be more accurately spread at the specified rates. Salt not stored in barns should be covered by sheeting, held down by nets and adequately weighted.
- 9.2 Steps shall be taken to ensure that salt is correctly rotated in use and that old salt is not allowed to accumulate at the end of each season.

## **SECTION 10 – Administration**

- 10.1 The Council must produce the following reports for Winter Service provision:-
- (i) Daily log, before 1000 hours – a road condition statement that will include a summary of any overnight problems, actions taken, the present road condition and any on-going actions. This must not merely be a statement of the quantity of salt used. The report must also include where other than priority routes are to be treated throughout the normal working day. A “No Action” report will also be required. Methods of reporting may be by telephone backed up with an e-mail, using the format at Appendix 3.
- 10.2 The Council shall maintain sufficient records to enable:-
- (a) a detailed check of monthly accounts
  - (b) an annual performance appraisal
  - (c) handling of third party insurance claims

The records content and format will include at least the following:-

Weather reports; action taken; route length treated (particularly where this relates to spot treatment or second and third priority routes);

vehicle mileage and manpower deployed; hours worked; salt usage; number and nature of complaints.

- 10.3 Comprehensive and accurate records will be kept of all Winter Service activities including timing and nature of decisions, the information on which they were based and the timing of all treatments, for a minimum of five years.

## SECTION 11 – Performance Monitoring

- 11.1 The Council is required to monitor its performance on winter maintenance as part of its overall Highway Services function.
- 11.2 The highly variable and unpredictable nature of a winter means that a single comparison of budget with out turn is not an appropriate performance indicator. Performance monitoring will therefore review the performance and cost effectiveness of the service under several headings, including:-

1	Number of gritting runs completed (in month) by the specified start time plus the treatment time as defined in the policy
2	Number of gritting runs completed (in month) with the correct salt spread rate achieved (+10% / -25%)
3	Total number of gritting runs completed in month
4	Number of shift turn-rounds (during adverse weather 24 hour working) where turn-round time in depot exceeded 1 hour in month
5	Total number of shift turn-rounds (during adverse weather 24 hour working) in month
6	Number of daily reports (in month) submitted before 10:00 on following day
7	Total number of daily reports in month
8	%age of gritting runs completed within policy time – in month
9	%age of gritting runs completed within policy time – rolling 12 months
10	%age of gritting runs completed with the correct salt spread rate achieved (+10% / -25%) in month
11	%age of gritting runs completed with the correct salt spread rate achieved (+10% / -25%) – rolling 12 months
12	%age of shift turn-rounds (during adverse weather 24 hour working) where turn round time in depot exceeded 1 hour in month
13	%age of shift turn-rounds (during adverse weather 24 hour working) where turn round time in depot exceeded 1 hour – rolling 12 months
14	%age of daily reports submitted before 10:00 on the following day in month
15	%age of daily reports submitted before 10:00 on the following day – rolling 12 months

11.3 A suite of performance/management indicators for winter services has been developed and base line information was collected throughout the 2011/12 winter season. Future performance will be monitored against these indicators and action plans developed for any performance indicators that have a detrimental variance per month and in a rolling 12 month period.

Monthly W.M. reporting	Totals
Vehicle Downtime	0
Vehicle Downtime	0
Vehicle Downtime	0
Vehicle Downtime	0
Vehicle Downtime	0
Vehicle Downtime	0
Adherence to duty officer rota (Carillion) – Number of changes in month	0
Winter Maintenance Plan in place by 1 <sup>st</sup> September 2015	N/A
Availability of drivers for adverse weather conditions – Number of routes not covered in month.	N/A
Service checks on vehicles carried out every 6 weeks	Yes

## **SECTION 12 - Training and Development**

12.1 With regard to the Highway Winter Service the Council adopts the view that all personnel, including temporary contractors, are to be trained to the required levels of competence, both in respect of the overall job requirements and particularly the special health and safety considerations applying.

12.2 All drivers of vehicles, which are involved with salting and ploughing on roads, must be trained and accredited in accordance with the 'City & Guilds 6157' qualification, they will also need to have Driver Certificate of Professional Competence (CPC), drivers must have their driver qualification card with them whenever they are driving professionally.

12.3 All Winter Services Duty Officers are to be trained in accordance with the Meteo Groups 'Basic Road Forecasting' qualification or similar.

The training of decision making and management of staff is important. Although there is no formal qualification currently available for Winter Service decision making and management, such staff should have a number of years' experience and have received a sufficient level of training in operational and weather forecasting methods.

<b>Table H4 – 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	<u>No</u> rain <u>No</u> hoar frost <u>No</u> fog	Salt before Frost	Salt before frost (see note a)	No action likely, monitor weather (see note a)
Expected to fall below 1°C	<u>No</u> rain <u>No</u> hoar frost <u>No</u> fog			
	<u>Expected</u> hoar frost <u>Expected</u> fog		Salt before frost (see note b)	
	<u>Expected</u> rain <u>BEFORE</u> freezing		Salt after rain stops (see note c)	
	<u>Expected</u> rain <u>DURING</u> freezing		Salt before frost, as required during rain and after rain stops (see note d)	
	<u>Possible</u> rain <u>Possible</u> hoar frost <u>Possible</u> fog		Salt before frost	Monitor weather conditions
Expected snow (See Section H10)	Salt before snow fall			
<p>The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt or surface moisture.</p> <p>All decisions should be evidence based, recorded and require continuous monitoring and review.</p>				



## NOTE TO ACTION TABLE

(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 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.



**REDCAR & CLEVELAND BOROUGH COUNCIL**  
**CORPORATE RESOURCES DIRECTORATE**

**WINTER MAINTENANCE DUTY OFFICER'S DAILY LOG SHEET**

**Duty Officer: -**

**Date: -**

**LOG No.:-**

**Contact Numbers: -**

**Mobile**

**Home**

Conditions					Action
					"
Name	Phone No	Time	IN	OUT	Information

Signed: .....



**REDCAR & CLEVELAND BOROUGH COUNCIL**  
**CORPORATE RESOURCES DIRECTORATE**

**WINTER MAINTENANCE DUTY OFFICER'S DAILY LOG SHEET**

**Duty Officer: -**

**Date: -**

**LOG No.:-**

**Contact Numbers: - Day**

**Mobile**

**Home**

Instructions	Summary of Action Taken

Signed .....



WINTER MAINTENANCE - OPERATIONS SUPERVISOR DAILY LOG SHEET

Operations Supervisor:-

Date:-

Log:-

Name	Time	IN	OUT	Instruction

Signed .....

Operations Supervisor

## WINTER MAINTENANCE - OPERATIONS SUPERVISOR DAILY LOG SHEET

Operations Supervisor:-

Date:-

Log:-

Fleet No	Route No	Drivers Name	Start Time	Finish Time	Salt Tons	Start Miles	Finish Miles	Total Miles	Snow Clearance	Drivers Mates

Signed \_\_\_\_\_ Operations Supervisor

**ROUTE 1(COLDER ROADS) (Category A)**  
**HIGH GROUND MOOR ROAD**

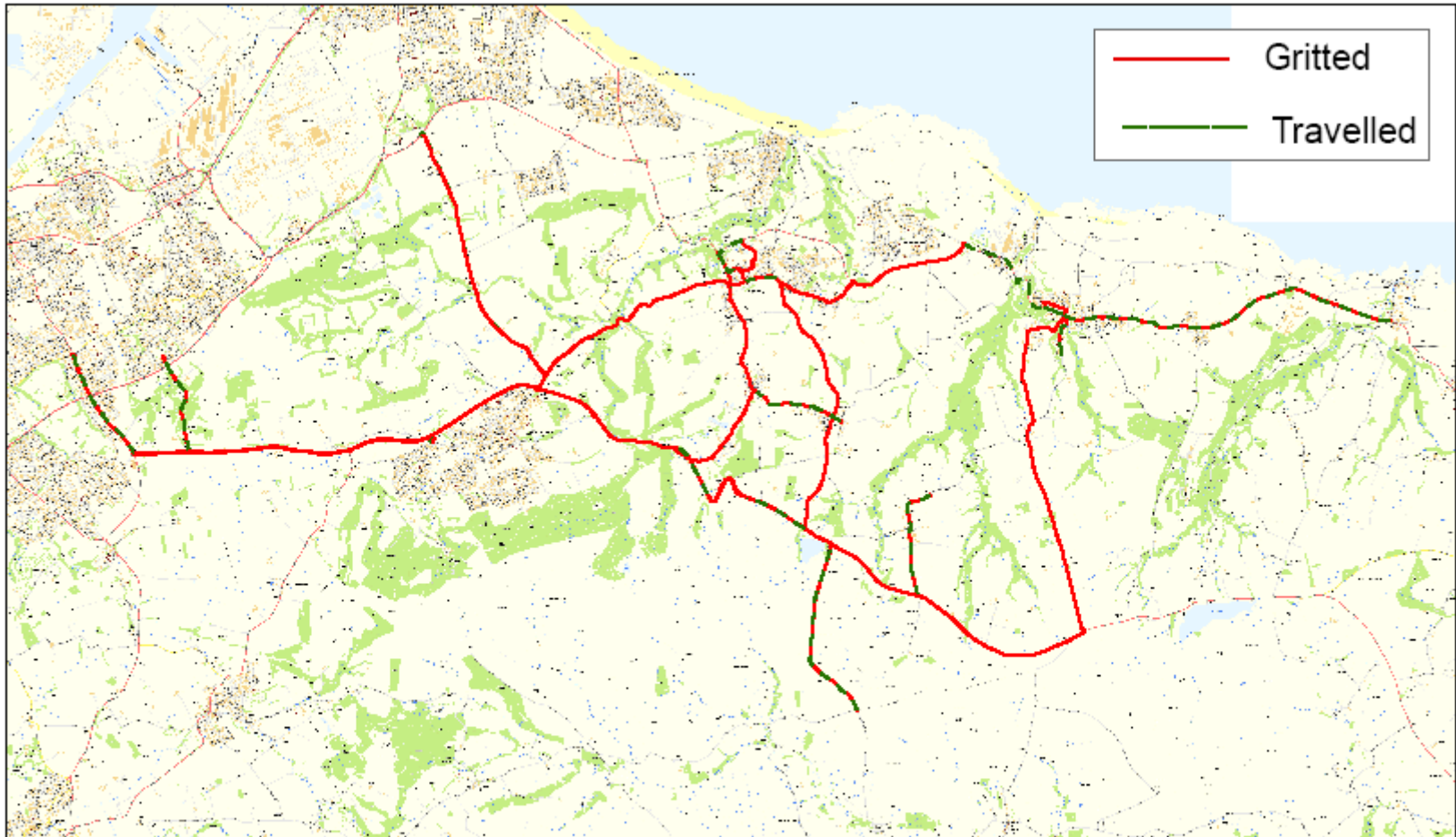
Revised 10<sup>th</sup> June 2011**FROM BOULBY POTASH ENTRANCE (LEFT TURN)**

Grit: A174 (including wide section of carriageway outside potash entrance to junction Station road	<b>Left turn</b>
Grit: Station Road to junction Liverton Road near Station Hotel	<b>Left turn</b>
Grit: Rosecroft Lane to junction Hillcrest Drive	<b>U turn</b>
<b><u>Travel: Return B1366, Liverton Lane,</u></b>	<b><u>Left turn</u></b>
Grit: Liverton Road to Junction with A171 Moor Road	<b>Right turn</b>
Grit: A171 Moor Road to Junction with Moorsholm Village	<b>Right turn</b>
Grit: Class III road through Moorsholm High Street on to Long Lane to designated turning area	<b>U-turn</b>
<b><u>Travel: Return A171 Moor Road</u></b>	<b><u>Right turn</u></b>
Grit: A171 Moor Road to junction Stanghow Road	<b>Right turn</b>
Grit: Stanghow Road to junction Lingdale High Street	<b>Left turn</b>
Grit: Lingdale High St, Lingdale Road Boosbeck High St, Boosbeck Road Green Road to Junction A173	<b>Left turn</b>
Grit: At lights <b>Left turn, Left turn</b> return to traffic lights	<b>Right turn</b>
Grit: B1267 Marske Lane to Skelton Castle roundabout	<b>U turn</b>
<b><u>Travel: Return to junction Coniston Road</u></b>	<b><u>Left turn</u></b>
Grit: Coniston Road to junction Windermere Drive	<b>Left turn</b>
Grit: Windermere Road, Church Hill to A174 Skelton By-Pass	<b>Right turn</b>
<b><u>Travel: A174 Skelton By –Pass to Skelton Castle roundabout</u></b>	<b><u>Left turn</u></b>
<b><u>Travel: Marske Lane to junction Coniston Road</u></b>	<b><u>Left turn</u></b>
<b><u>Travel: Coniston Road to junction Windermere Drive</u></b>	<b><u>Straight on</u></b>
Grit: Coniston Road to junction A173	<b>Left turn</b>
Grit: Skelton High Street to Junction Stanghow Road	<b>Right turn</b>
Grit: Stanghow Road to junction Lingdale High Street	<b>Left turn</b>
Grit: Lingdale High Street to Kilton Lane roundabout	<b>U turn</b>
<b><u>Travel: Lingdale High Street Boosbeck Junction Margrove Park Road</u></b>	<b><u>Left turn</u></b>
Grit: Margrove Road to junction A171	<b>Straight across</b>
Grit: Charlton village back to A171	<b>Right turn</b>
Grit: A171 Dual Carriageway Birk Brow (Uphill) and Moor Road to Junction with C108 Smeathorns Road to White Cross	<b>Right Turn</b>
Grit: C108 Smeathorns Road to White Cross our Boundary	<b>U-turn</b>
<b><u>Travel: Back to A171 Moor Road</u></b>	<b><u>Left turn</u></b>

Grit: A171 to jn Stanghow Road (due to road widening)		<b>Straight on</b>
<b><u>Travel:</u> A171 to Birk Brow</b>		
Grit: A171 Dual Carriageway Birk Brow (Downhill) to end of duel carriageway		
<b><u>Travel:</u> A171 to Charltons Village</b>		
Grit: A171 from Junction with Charltons, A171 Westbound to Woodhouse Roundabout		<b>Left turn</b>
<b><u>Travel:</u> Middlesbrough Road to junction Woodhouse triangle service station</b>	<b><u>Left turn</u></b>	
Grit: Petrol Station access road back to A171 Guisborough Bypass		<b>Left turn</b>
Grit: A171 Westbound to Swans Corner roundabout		<b>U-turn or Straight on</b>
<b><u>IF ALL FOUR ROUTES ARE TREATED THEN U-TURN AND CONTINUE</u></b>		
<b>Grit: A171 Westbound to Swans Corner roundabout</b>	<b>Third - exit</b>	
<b>Grit: A171 Ormesby Bank to B13850 Normanby Road Roundabout</b>	<b>Third - exit</b>	
<b><u>Travel:</u> Return to Swans Corner Roundabout</b>	<b><u>First - exit</u></b>	
Grit: A171 Guisborough Bypass Eastbound to junction Flatts Lane		<b>Left turn</b>
Grit: Flatts Lane to Bus turning area near Norman Conquest Pub		<b>U turn</b>
<b><u>Travel:</u> Back to A171 Guisborough Bypass</b>	<b><u>Left turn</u></b>	
Grit: A171 Guisborough Bypass Eastbound to North Lodge roundabout junction A173		<b>Left Turn</b>
Grit: A173 to Cemetery Corner roundabout		<b>Left turn</b>
Grit: B1269 to A174 Fish pond roundabout		<b>U-turn</b>
<b><u>Travel:</u> Back to Cemetery A173 Left turn</b>		
Grit: A173 to Junction Coniston Road Skelton High Street		
<b><u>Travel:</u> Skelton High Street to junction Stanghow Road</b>		
Grit: A173 Stanghow Road junction to A174 Millholme roundabout		<b>Right turn</b>
Grit: A174 Skelton Brotton by Pass Carlin How (Cragg Hall) r/about		<b>Right turn</b>
<b><u>Travel:</u> A174 Loftus Bank West Road to junction Westfield Terrace</b>	<b><u>Left turn</u></b>	
Grit: Westfield Terrace to Junction with Coronation Road		<b>Left Turn</b>
Grit: Coronation Road to Junction with Deepdale Road		<b>Left Turn</b>
Grit: Deepdale Road to Junction with A174 West Road		<b>Left turn</b>
<b><u>Travel:</u> A174 to start of wide section of carriageway Potash entrance</b>		
Grit: A174 Potash entrance to Staithes Lane		<b>U turn</b>
<b><u>Travel:</u> Return to Boulby Potash Depot</b>		

Gritting	Miles/ 84.39Km.
Travelling	<u>Miles/ 31.41Km.</u>
Total Mileage	Miles/ 115.8Kilometers

**NOTE All Roundabouts should be gritted all the way round before continuing**




**Redcar & Cleveland Borough Council**  
**Highway Services Division**



**TITLE**  
**Route 1 Colder Roads from Potash Depot**

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Date: dd/mm/yyyy Drawn by: **ABn Smuk**  
 Scale = 1:95,842 DWG No: n/a



## ROUTE 2 (COLDER ROADS) (Category A)

Revised 10<sup>th</sup> June 2011

### FROM CARGO FLEET DEPOT (RIGHT TURN)

<b><u>Travel:</u></b> A171 Cargo Fleet Lane to Ormesby Bank roundabout	<b><u>Left turn</u></b>
Grit: B1380 Normanby High St, Eston Rd to Greystones roundabout (Parkway)	<b>Straight across</b>
Grit: A174 Dual Carriageway Eastbound to Kirkleatham Lane roundabout	<b>Straight across</b>
Grit: A174 Dual carriageway Eastbound to B1269 Fishponds roundabout	<b>U-turn</b>
Grit: A174 Dual carriageway westbound back to Greystones roundabout	<b>U-turn</b>
<b><u>Travel:</u></b> A174 to junction with Lazenby Village	<b><u>Left turn</u></b>
Grit: Lazenby Village High Street back to A174	<b>Left turn</b>
<b><u>Travel:</u></b> A174 to I.C.I slip Road	<b><u>Left turn</u></b>
Grit: ICI Slip Road	<b>Left turn</b>
Grit: Bus Lane to Lazenby Village	<b>Left turn</b>
<b><u>Travel:</u></b> A174 to ICI Slip Road	
Grit: ICI Slip Road back onto A174 Eastbound carriageway	
<b><u>Travel:</u></b> A174 to A1042 Kirkleatham Lane roundabout	<b><u>Right turn</u></b>
<b><u>Travel:</u></b> A174 back to B1269 Fishponds roundabout	<b><u>Straight across</u></b>
Grit: A174 to Quarry Lane Roundabout	
Grit: Quarry Lane Roundabout (All the Way Round) to C174 exit	
Grit: C174 Windsor Road, Saltburn Bank to car park on Saltburn Lane	<b>U-turn</b>
<b><u>Travel:</u></b> C174 Saltburn Bank to junction Dundas Street East	<b><u>Right turn</u></b>
Grit: Dundas St East to Station Street	<b>Left turn</b>
Grit: Station Street to junction C174 Windsor Road	<b>Straight across</b>
Grit: Albion Terrace to Victoria Terrace (dual carriageway)	<b>U-Turn</b>
Grit: Albion Terrace and Station Street to Roundabout (dual carriageway)	<b>U Turn</b>
<b><u>Travel:</u></b> Station Street and Albion Terrace to junction Victoria Terrace	<b><u>Right Turn</u></b>
Grit: Albion Terrace and Victoria Terrace to junction Marske Mill Lane	<b>Right turn</b>
Grit: Marske Mill Lane to junction Guisborough Road	<b>Straight on</b>
<b><u>Travel:</u></b> Marske Mill Lane to junction C174 Marske Road	<b><u>Left turn</u></b>
<b><u>Travel:</u></b> C174 Marske Rd to Quarry Lane roundabout	
<b><u>Travel:</u></b> Quarry Lane Roundabout to A1085 Marske Lane	<b><u>Left turn</u></b>
Grit: Marske Lane and High Street to roundabout	<b>Right turn</b>
Grit: Windy Hill Lane/Hummershill Lane to jn with Scanbeck Drive	<b>Left turn</b>
Grit: Scanbeck Drive to 'T' junction with St Germain's Lane,	<b>Right turn</b>
Grit: St Germain's Lane/Church Howle Crescent to jn with Windy Hill Lane	<b>Left Turn</b>
Grit: Windy Hill Lane to Junction Howard Drive	<b>Right Turn</b>

Grit:	Howard Drive to Windy Hill Lane		Left Turn
Grit:	Windy Hill Lane to Cricket Field junction		Left turn
<b><u>Travel:</u></b>	<b>Windy Hill Lane to Marske High Street Roundabout</b>	<b><u>Right turn</u></b>	
Grit:	A1085 Coast Rd to junction Green Lane		Left turn
Grit:	Green Lane to Oak Road Roundabout		Right turn
Grit:	Oak Rd to junction Lilac Grove		Right turn
Grit:	Lilac Grove to junction A1085		Right turn
Grit:	A1085 to junction Green Lane		Right turn
<b><u>Travel:</u></b>	<b>Green Lane to Oak Road Roundabout</b>	<b><u>Straight across</u></b>	<b>to Lincoln Road</b>
Grit:	Lincoln Road, Laburnum Road to junction Canterbury Road		Right turn
Grit:	Canterbury Road to Oak Road		Left turn
<b><u>Travel:</u></b>	<b>Oak Rd to Lilac Grove</b>	<b><u>Left turn</u></b>	
Grit:	Lilac Grove to Laburnum Road		<b>Straight on under bridge</b>
Grit:	Borough Road to junction of Stirling Road		Right turn
Grit:	Stirling Road to junction Warwick Road		Left turn
Grit:	Warwick Rd, Castle Rd back to Warwick Ro		Left turn
<b><u>Travel:</u></b>	<b>Warwick Road to Redcar Lane</b>	<b><u>Right turn</u></b>	
<b><u>Travel:</u></b>	<b>Redcar Lane to Borough Road</b>	<b><u>Right turn</u></b>	
Grit:	Borough Road to Laburnum Road		Right turn
Grit:	Laburnum Road to Chester Road		Left turn
Grit:	Chester Road to Oak Road		Straight across
Grit:	Wells Grove to junction A1085 Coast Road		Left turn
<b><u>Travel:</u></b>	<b>A1085 Coast Road to junction Lilac Grove</b>		
Grit:	A1085 junction Lilac Grove to Zetland roundabout		Left turn
Grit:	Park Ave to B1269 Redcar Lane		Right turn
Grit:	B1269 Redcar Lane to Mini roundabout High Street		U-turn
<b><u>Travel:</u></b>	<b>Redcar Lane to traffic lights junc Lord Street</b>	<b><u>Right turn</u></b>	
Grit:	Lord Street to traffic lights West Dyke Road		Right turn
<b><u>Travel:</u></b>	<b>West Dyke Rd to junction Coatham Road</b>	<b><u>Left turn</u></b>	
Grit:	Coatham Road to Warrenby roundabout		U-turn
<b><u>Travel:</u></b>	<b>Coatham Road to junction Lobster Road</b>	<b><u>Left Turn</u></b>	
Grit:	Lobster Road to junction Majuba Road		Straight
<b><u>Travel:</u></b>	<b>Newcommen Terrace to junction West Terrace</b>	<b><u>Straight on</u></b>	
Grit:	Esplanade to traffic lights Moore Street		Right turn
Grit:	Moore Street High St to Granville Terrace		Right turn
Grit:	Granville Terrace to r/about		<b>Right turn into Lord Street</b>

Grit: Lord Street to junction B1269 Redcar Lane **Left turn**

**Travel: B1269 Redcar Lane to Park Ave**

Grit: B1269 Redcar Lane from Park Ave to Greenstones roundabout **Left turn**

**DO NOT GRIT BETWEEN STOP LINES ON RAILWAY CROSSING**

Grit: Greenstones Road to (Mickledales roundabout) Redcar Road **Right turn**

Grit: Redcar Road to B1269 Redcar Lane Roundabout **Right turn**

Grit: B1269 Redcar Lane to Greenstones Roundabout **U-turn**

**Travel: B1269 Redcar Lane Left turn**  
**Travel: Redcar Road to Mickledales roundabout Straight on**

Grit: Redcar Road (Mickledales r/about) to A1085 Marske High Street roundabout **Right turn**

**Travel: A1085 Marske High Street to Quarry Lane roundabout Right turn**

**Travel: A174 to Gurney Street Roundabout Right turn**

Grit: Longbeck Road (over Railway crossing) to Redcar Road **Left turn**

**DO NOT GRIT BETWEEN STOP LINES ON RAILWAY CROSSING**

**Travel: Redcar Road to B1269 Redcar Lane Roundabout Left turn**

Grit: Redcar Lane to A174 Roundabout **Straight across**

Grit: Grewgass Lane to junction Longbeck Lane **Left turn**

Grit: Longbeck Lane to junction with St Andrew Road **Right turn**

Grit: St Andrews Road to junction with St Annes Road **Left turn**

Grit: St Annes Road to junction with Gleneagles Road **Right turn**

Grit: Gleneagles Road to junction with Sunningdale Road **Right turn**

Grit: Sunningdale Road to junction with Birkdale Road **Right turn**

Grit: Birkdale Road to junction with Longbeck Lane **Right turn**

**Travel: Longbeck Lane, to junction St Andrews Straight on**

Grit: Longbeck Lane, Gurney Street to A174 Longbeck Lane roundabout **Left turn**

Grit: A174 to B1269 Fishponds roundabout **Left turn**

Grit: B1269 Yearby Bank to Sandy Lane to junction **Left Turn**

Grit: Grewgrass Lane to junction Longbeck Lane **Straight on**

**Travel: Grewgrass Lane jn Longbeck Lane to A174 Redcar Lane Roundabout Straight across**

Grit: A174 roundabout to Redcar Lane roundabout (inclusive)

**Travel: B1269 to Thrush Road Left turn**

Grit: Thrush Road to West Dyke Road roundabout **Left turn**

Grit: West Dyke Road junction Roseberry Road **Right turn**

Grit: Roseberry Road to junction A1042 Kirkleatham Lane **Right turn**

**Travel: Kirkleatham Lane to junction with Waveney Rd, Right turn**

Grit: Waveney Road **Left turn** to junction with Mersey Road, then **Right turn**

Grit: Troutbeck Road to junction with West Dyke Rd, **Right turn**

**Travel: West Dyke Rd to junction Roseberry Road Straight on**

Grit: West Dyke Rd to junction with Larkswood Road **Left turn**

Grit: Larkswood Road to Plantation Road **Left turn**

Grit: Plantation Road to B1269 Redcar Lane roundabout **Right turn**

**Travel: To A174 roundabout Right turn**

**Travel: A174 Dual carriageway to A1042 Kirkleatham roundabout Left turn**

**Travel: A174 Dual carriageway to ICI & Wilton Slip Road Left turn**

Grit: ICI Slip Roads Westbound **return to A174 Westbound dual carriageway**

**Travel: A174 to Greystones roundabout (South Lackenby) Straight across**

**Travel: B1380 to Westbound Dual Carriageway at Birchington Avenue**

Grit: B1380 Westbound side Dual carriageway at Birchington Avenue junction

**Travel: B1380 from End of Dual carriageway to Eston Square**

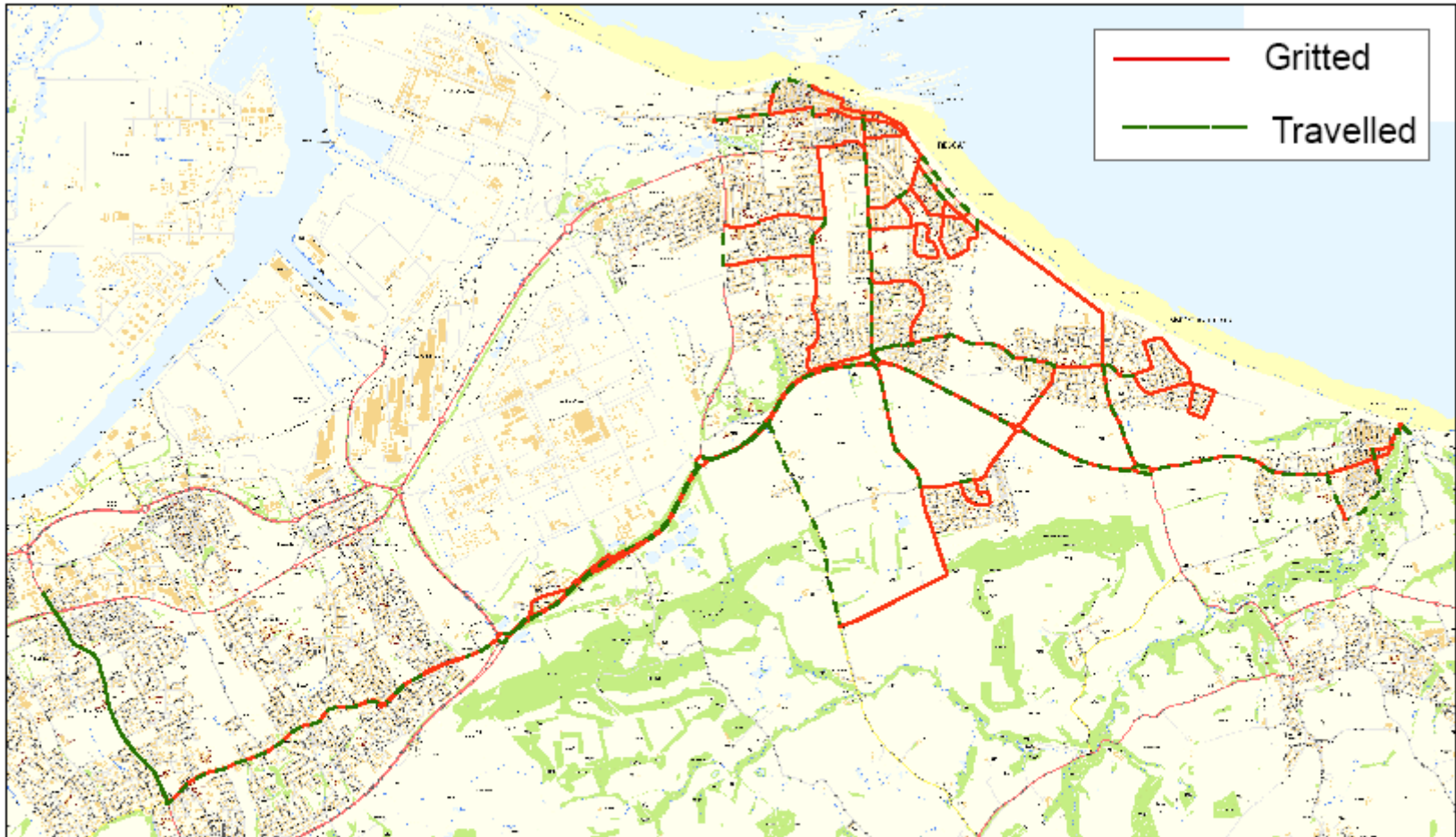

Grit: B1380 Westbound side Eston Square

**Travel: B1380 from Eston Square to A171 Ormesby road roundabout Right turn**


**Travel: A171 Cargo Fleet Lane back to Cargo Fleet Salt Depot**

Gritting	Miles/ 63.32 Km.
Travel	<u>Miles/ 40.67 Km.</u>
Total	Miles/ 103.99 Kilometres

**NOTE All Roundabouts should be gritted all the way round before continuing**

**Redcar & Cleveland Borough Council**  
**Highway Services Division**



**TITLE**  
 Route 2 Colder Roads from Cargo Fleet Depot

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Date: dd/mm/yyyy Drawn by: **ABn Smuk**  
 Scale = 1:55,832 DWG No: n/a

## ROUTE 3(COLDER ROADS) (Category A)

Revised 10<sup>th</sup> June 2011

### FROM BOULBY POTASH ENTRANCE (LEFT TURN)

<b><u>Travel:</u></b>	<b>A174 to Junction with Grinkle Lane</b>	<b><u>Left Turn</u></b>
Grit:	Grinkle Lane to Junction A171 Moor Road	<b>Left Turn</b>
Grit:	A171 Moor Road to Scaling Dam Car Park (out of Boundary)	<b>U-turn</b>
<b><u>Travel:</u></b>	<b>A171 to Junction with Grinkle Lane</b>	<b><u>Straight on</u></b>
Grit:	A171 to Junction with B1366 Liverton Lane	
<b><u>Travel:</u></b>	<b>A171 junction B1366 Liverton Lane to Waterfall Farm roundabout</b>	<b><u>Left turn</u></b>
Grit:	Whitby Lane to junction Belmangate	<b>Left turn</b>
Grit:	Belmangate to jn with Egglinton Ave	<b>Right turn</b>
Grit:	Egglinton Ave to Lauderdale Drive	<b>Left turn</b>
Grit:	Lauderdale Drive to junction Enfield Chase	<b>Right turn</b>
Grit:	Enfield Chase to junction with Egglinton Ave	<b>Right turn</b>
Grit:	Egglinton Ave to junction Lauderdale Drive	<b>Straight on</b>
<b><u>Travel:</u></b>	<b>Lauderdale Drive to Belmangate</b>	<b><u>Left turn</u></b>
<b><u>Travel:</u></b>	<b>Belmangate to traffic lights junction A171</b>	<b><u>Straight on</u></b>
Grit:	Bow Street, Church Street and Redcar Road to junction Church Lane	<b>Left turn</b>
Grit:	Church Lane to junction Wilton Lane	<b>Right turn</b>
Grit:	Wilton Lane to Mount Pleasant	<b>U-turn</b>
<b><u>Travel:</u></b>	<b>Back to Church Lane</b>	<b><u>Left turn</u></b>
<b><u>Travel:</u></b>	<b>A173 to junction Redcar Road</b>	<b><u>Right turn</u></b>
<b><u>Travel:</u></b>	<b>Redcar Road, Church Street to traffic lights</b>	<b><u>Straight across</u></b>
Grit:	Westgate to junction Hutton Lane	<b>Left turn</b>
Grit:	Hutton Lane to junction Rectory Lane	<b>Left turn</b>
Grit:	Rectory Lane to junction Enfield Chase	<b>Right turn</b>
Grit:	Enfield Chase to junction Aldenham Road	<b>Right turn</b>
Grit:	Aldenham Road to junction Hutton Lane	<b>Left turn</b>
Grit:	Hutton Lane The Avenue to junction Farndale Drive	<b>Left turn</b>
Grit:	Farndale Driver to junction with Stokesley Road	<b>Right turn</b>
Grit:	Stokesley Road to junction The Avenue	<b>Right turn</b>
Grit:	The Avenue to junction Farndale Drive	<b>Straight on</b>
<b><u>Travel:</u></b>	<b>From Farndale Drive, The Avenue and Hutton Lane to junction with Aldenham Road</b>	
Grit:	Hutton Lane junction Aldenham Road to junction Rectory Lane	<b>Right turn</b>

Grit:	Rectory Lane to junction Bow Street		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>Bow Street to Westgate</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>Westgate to junction Hutton Lane</b>		
Grit:	From Hutton Lane junction West End Middlesbrough Road to A171		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>A171 to Windle Bridge roundabout</b>	<b><u>Left turn</u></b>	
Grit:	A173 to North Yorkshire boundary		<b>U-turn</b>
<b><u>Travel:</u></b>	<b>A173 to junction Stokesley Road</b>	<b><u>Right turn</u></b>	
Grit:	Stokesley Road to junction Farndale Drive		<b>Straight on</b>
<b><u>Travel:</u></b>	<b>Farndale Drive junction to The Avenue junction</b>	<b><u>Straight on</u></b>	
Grit:	Stokesley Road from The Avenue junction to traffic lights Middlesbrough Road		<b>Right turn</b>
<b><u>Travel:</u></b>	<b>Middlesbrough Road to junction Park Lane</b>	<b><u>Left turn</u></b>	
Grit:	Park Lane, Bolckow Street and Church Lane to Laurence Jackson school Entrance		<b>Right turn</b>
Grit:	School entrance to first roundabout U- Turn return to Church Lane		<b>Right Turn</b>
Grit:	Church Lane to North Lodge roundabout A173		<b>Straight across</b>
<b><u>Travel:</u></b>	<b>A173 to C1268 Upleatham Junction</b>	<b><u>Left turn</u></b>	
Grit:	C1268 Upleatham Road to Four Lane Ends (traffic lights)		<b>Straight across</b>
Grit:	B1268 Hob Hill Lane Guisborough Road and Marske Mill Lane to junction (C174 Marske Road Saltburn)		
	<b>Left turn or <u>Right turn</u></b>		

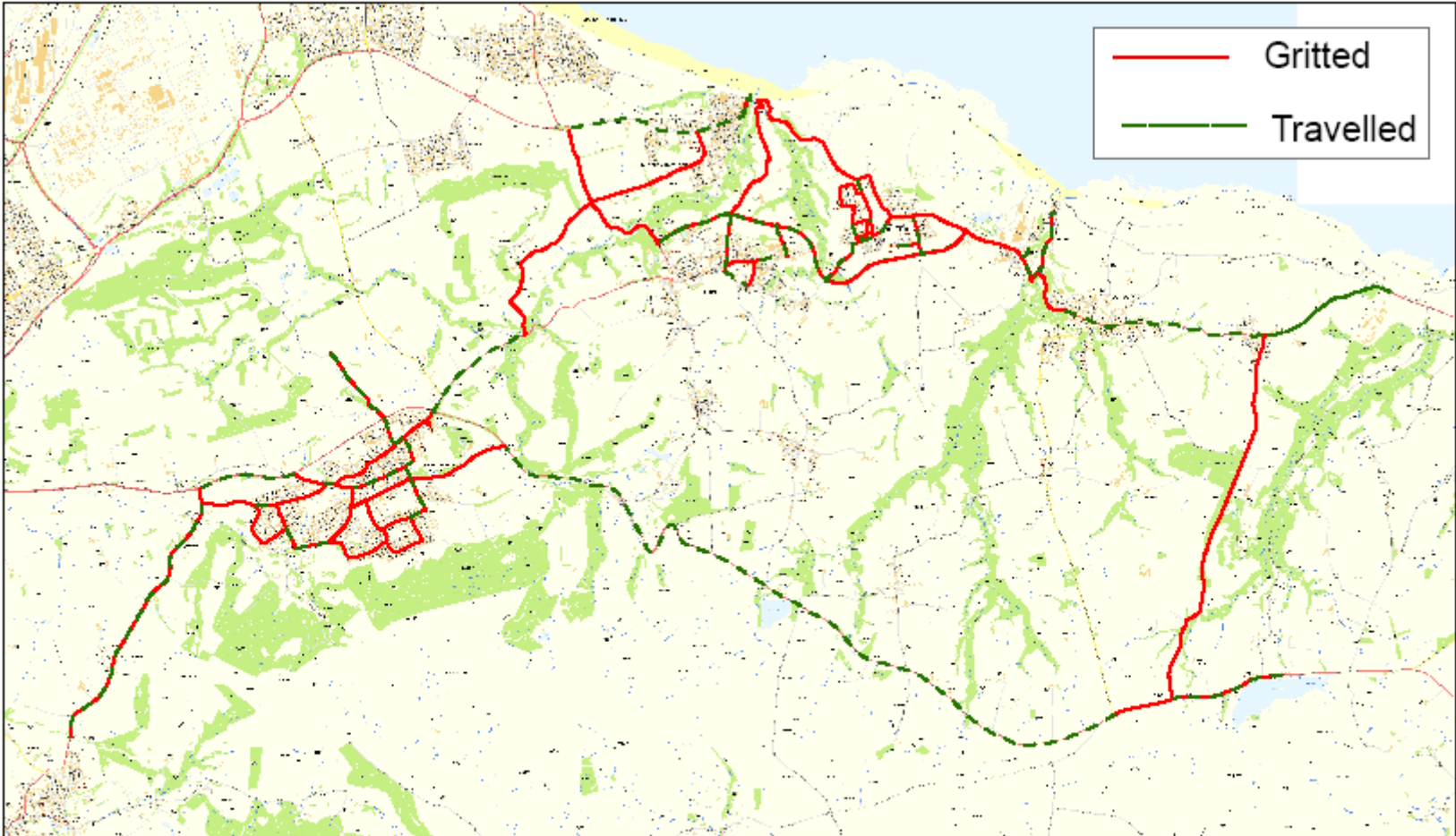
**IF ALL FOUR ROUTES ARE TREATED THEN TURN LEFT AND CONTINUE**

<b><u>Travel:</u></b>	<b>C174 Windsor Road to Saltburn Bank</b>	<b><u>Straight On</u></b>	
Grit:	C174 Saltburn Bank to Car Park		<b>U-Turn</b>
<b><u>Travel:</u></b>	<b>C174 to Quarry Lane roundabout</b>	<b><u>Left turn</u></b>	
Grit:	A174 Marske Lane to Skelton Castle roundabout		<b>Left Turn Grit slip Road</b>
Grit:	Skelton & Brotton By-pass Eastbound carriageway to Saltburn Lane Roundabout		<b>U turn</b>
Grit:	Skelton & Brotton By-Pass west bound carriageway back to Skelton Castle Roundabout		<b>U turn (picking up wide section near slip road)</b>
<b><u>Travel:</u></b>	<b>Back to Saltburn Lane roundabout</b>	<b><u>Right turn</u></b>	
Grit:	Saltburn Lane to junction North Skelton Road		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>North Skelton Road to junction Byland Road</b>	<b><u>Left turn</u></b>	
Grit:	Byland Road to junction Station Road		<b>Right turn</b>
Grit:	Station Road to Skelton Industrial Estate		<b>U-turn</b>
<b><u>Travel:</u></b>	<b>Station Road to junction Byland Road</b>		
Grit:	Station Road to junction Saltburn Lane		<b>Right turn</b>
<b><u>Travel:</u></b>	<b>Saltburn Lane to Saltburn Lane roundabout</b>	<b><u>Right turn</u></b>	
Grit:	Skelton & Brotton By-pass Eastbound carriageway to Millholme roundabout		<b>U turn</b>
<b><u>Travel:</u></b>	<b>Skelton &amp; Brotton By-pass Westbound to Industrial Estate</b>	<b><u>Left turn</u></b>	
Grit:	Industrial Estate Road to mini roundabout		<b>U turn</b>
<b><u>Travel:</u></b>	<b>Industrial Estate Road to Skelton &amp; Brotton Bye Pass</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>Skelton &amp; Brotton By-pass Westbound back to Saltburn Lane</b>	<b><u>Left turn</u></b>	

Grit:	Saltburn Lane to junction C174		<b>Right turn</b>
Grit:	C174 Saltburn Road to junction Coach Rd, Brotton		<b>Right turn</b>
Grit:	Coach Road to Laburnum Road		<b>Right turn</b>
Grit:	Laburnum Road to Linden Road		<b>Left turn</b>
Grit:	Linden Road ( <b>Right turn</b> ), Willow Drive to junc Skelton Road		<b>Right turn</b>
Grit:	Skelton Road to Millholme roundabout		<b>Left turn</b>
<b>Travel:</b>	<b>A174 Brotton By-pass to Cragghall roundabout</b>	<b><u>U turn</u></b>	
Grit:	A174 Brotton By-pass to Millholme roundabout		<b>Right turn</b>
<b>Travel:</b>	<b>Skelton Road to junction Coach Road</b>	<b><u>Left turn</u></b>	
Grit:	Coach Road to Laburnum Road		<b>Left turn</b>
<b>Travel:</b>	<b>Laburnum Road to Maple Road</b>	<b><u>Left turn</u></b>	
Grit:	Maple Road to Willow Drive		<b>Left turn</b>
<b>Travel:</b>	<b>Willow Drive to Skelton Road</b>	<b><u>Left turn</u></b>	
Grit:	A173 Brotton High St to junction Chemist Corner, Saltburn Rd,		<b>Left turn</b>
Grit:	Saltburn Road to Coach Road junction		<b>Left turn</b>
<b>Travel:</b>	<b>Coach Rd to junction with Marshall Driver</b>	<b><u>Right turn</u></b>	
Grit:	Marshall Drive, Linden Rd to junction Laburnum Road		<b>Straight on</b>
<b>Travel:</b>	<b>Linden Rd, Willow Drive <u>Right turn</u> to junction Skelton Road</b>	<b><u>Left turn</u></b>	
<b>Travel:</b>	<b>A173 to junction Saltburn Road</b>	<b><u>Straight on</u></b>	
Grit:	A173 from junction Saltburn Road to junction Kilton Lane		<b>Right Turn</b>
Grit:	Kilton Lane to A174 Kilton Lane roundabout		<b>U turn</b>
<b>Travel:</b>	<b>Kilton Lane to junction Alford Road</b>	<b><u>Left turn</u></b>	
Grit:	Alford Road to Brotton Hospital		<b>U-turn</b>
<b>Travel:</b>	<b>Alford Road to Kilton Lane <u>Left turn</u> to junction C174 Brotton High Street <u>Right turn</u></b>		
Grit:	C174 Brotton High Street to A174 Carlin How (Gragghall) r/about <b>on</b>		<b>Straight</b>
Grit:	A174 to junction with Mill Lane Skinningrove		<b>Left turn</b>
Grit:	Mill Lane to The Square, Skinningrove		<b>U-turn</b>
<b>Travel:</b>	<b>Back to A174 Carlin Howe Bank</b>	<b><u>Right turn</u></b>	
Grit:	A174 Carlin Howe Bank (due to extra lane) to junction Wesley Terrace Carlin Howe,		<b>Right turn</b>
Grit:	Wesley Terrace to B.S.C Steel Works Entrance		<b>U-turn</b>
<b>Travel:</b>	<b>Back to A174 Carlin Howe Bank</b>	<b><u>Left turn</u></b>	
<b>Travel:</b>	<b>A174 to Carlin Howe Bank to Mill Lane junction Skinningrove</b>		
Grit:	A174 from Mill Lane junction to Deepdale Road		
<b>Travel:</b>	<b>A174 to Boulby Potash Entrance</b>		
	Gritting	Miles / 63.67 Km.	
	Travel	<u>Miles/ 52.31 Km.</u>	
	Total	Miles/ 115.98 Kilometres	

**NOTE All Roundabouts should be gritted all the way round before continuing**





Redcar & Cleveland  
Borough Council  
Highway Services  
Division

<p><b>TITLE</b> Route 3 Colder Roads from Potash Depot</p>	
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## ROUTE 4(COLDER ROADS) (Category A)

Revised 10<sup>th</sup> June 2011

### **FROM CARGO FLEET LANE DEPOT (LEFT TURN)**

<b><u>Travel:</u></b>	<b>Cargo Fleet Lane to A66 roundabout</b>	<b><u>Right turn</u></b>	
Grit:	A66 to Tees Dock Road roundabout		<b>Left turn</b>
Grit:	A1053 Tees Dock Road to roundabout		<b>U turn</b>
Grit:	A1053 Tees Dock Road to A1085 ICI West Gate roundabout		<b>U turn</b>
Grit:	A1053 Tees Dock Road to A66 roundabout		<b>Left turn</b>
Grit:	A66 to Old Station Road South Bank roundabout		<b>Right turn</b>
Grit:	Old Station Road to Dockside Road roundabout		<b>Left turn</b>
Grit:	Dockside Road to Cargo Fleet roundabout		<b>U turn</b>
<b><u>Travel:</u></b>	<b>Dockside Road to Old Station Road roundabout</b>	<b><u>Right turn</u></b>	
<b><u>Travel:</u></b>	<b>Old Station Road to Tilbury Road</b>	<b><u>Left turn</u></b>	
Grit:	Tilbury Road / Normanby Road to A66 traffic lights		<b>Right turn</b>
<b><u>Travel:</u></b>	<b>A66 to Old Station Road roundabout</b>	<b><u>Straight on</u></b>	
Grit:	A66 to A171 Cargo Fleet Lane roundabout		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>A171 Cargo Fleet Lane to traffic lights jn A1085 Trunk Road</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>A1085 Trunk Road to jn Skippers Lane</b>	<b><u>Straight on</u></b>	
Grit:	A1085 Trunk Road Skippers Lane jn to Cowies Garage Redcar jn Kirkleatham Lane traffic lights		<b>Straight on</b>
Grit:	A1085 Corporation Road to junction West Dyke Road		<b>Left turn</b>
Grit:	West Dyke Road, West Terrace to Newcommen Terrace		<b>Left turn</b>
Grit:	Newcommen Terrace to junction Majuba Road		<b>Right turn</b>
Grit:	Majuba Road, Bridge Road Kirkleatham Lane to A1085		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>A1085 Corporation Road to Locke Road</b>	<b><u>Left turn</u></b>	
Grit:	Locke Road to junction Kirkleatham Street		<b>Left turn</b>
Grit:	Kirkleatham Street to junction Kirkleatham Lane		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>Kirkleatham Lane to A1085</b>	<b><u>Straight on</u></b>	
Grit:	A1042 Kirkleatham Lane to jn with Troisdorf Way roundabout		<b>Right turn</b>
Grit:	Troisdorf Way to end		<b>U turn</b>
<b><u>Travel:</u></b>	<b>Troisdorf Way back to A1042 roundabout</b>	<b><u>Right turn</u></b>	
Grit:	A1042 Kirkleatham Lane to A174 Kirkleatham Lane roundabout		<b>U turn</b>
<b><u>Travel:</u></b>	<b>Kirkleatham Lane to junction Kirkleatham Village</b>	<b><u>Right turn</u></b>	
Grit:	Kirkleatham Village back to Kirkleatham Lane		<b>Right turn</b>
<b><u>Travel:</u></b>	<b>Kirkleatham Lane to junction West Dyke Road</b>	<b><u>Right turn</u></b>	
Grit:	West Dyke Road to Larkwood Road		<b>Right turn</b>
<b><u>Travel:</u></b>	<b>Larkwood Road to junction Mapleton Crescent</b>	<b><u>Right turn</u></b>	
Grit:	Mapleton Crescent to junction West Dyke Road		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>West Dyke Road to junction Low Farm Drive</b>	<b><u>Right turn</u></b>	

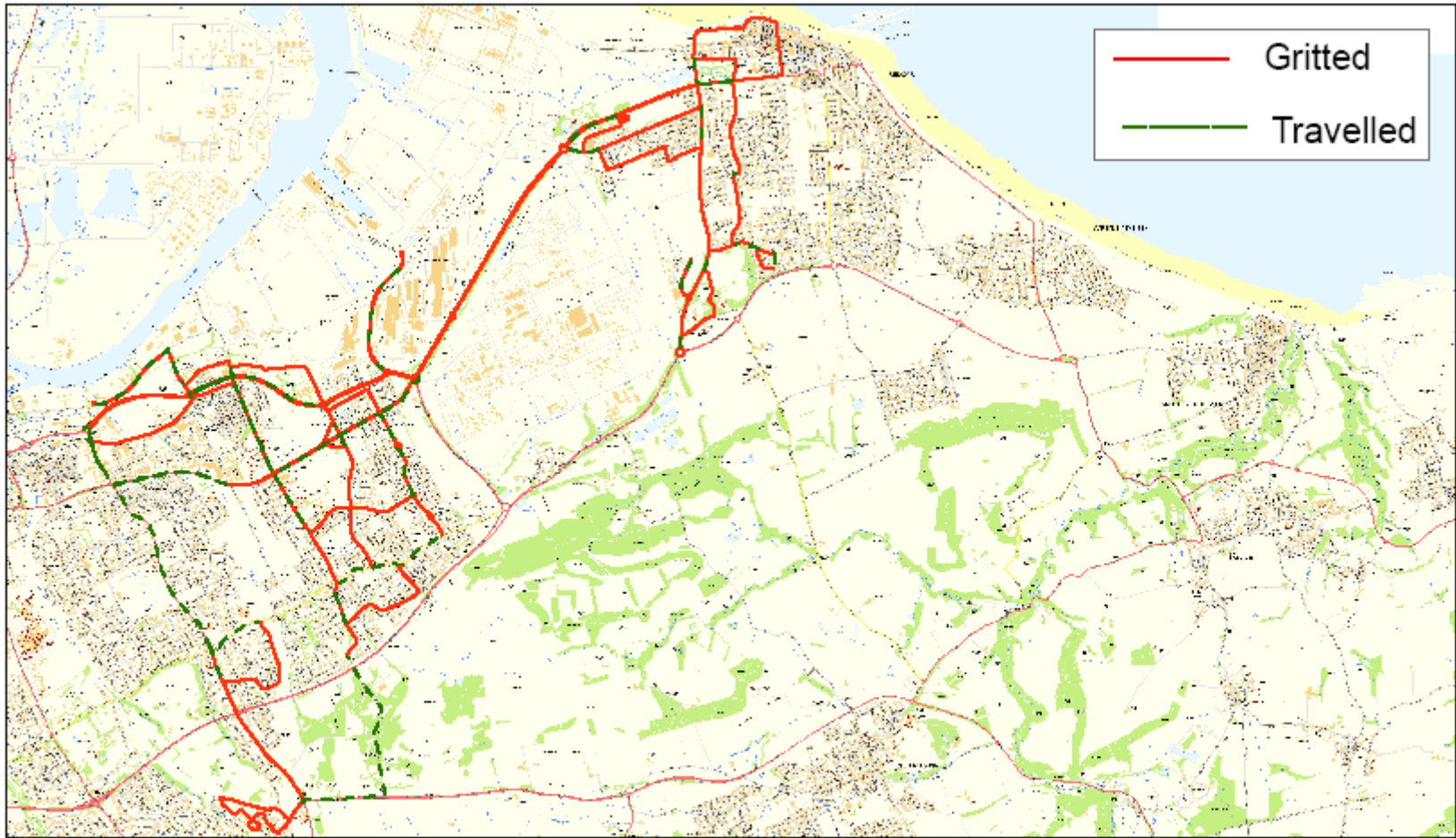
Grit:	Low Farm Drive to junction Roseberry Road		Right turn
<b><u>Travel:</u></b>	<b>Roseberry Road to junction Mersey Road</b>	<b><u>Left turn</u></b>	
Grit:	Mersey Road to junction A1085 Corporation Road		Left turn
<b><u>Travel:</u></b>	<b>Corporation Road to junction Kirkleatham Lane</b>	<b><u>Straight on</u></b>	
Grit:	A1085 Trunk Road to West Coatham Roundabout		Left turn
Grit:	West Coatham Lane to jn Limerick Rd		Left turn
Grit:	Limerick Rd to jn with Ennis Rd,		Left turn
Grit:	Ennis Rd to Arriva Bus Depot entrance		Right turn
Grit:	Arriva depot and return to Ennis Road		Right turn
Grit:	Ennis Rd to junction A1085		Left turn
<b><u>Travel:</u></b>	<b>A1085 Trunk Road to West Coatham Roundabout</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>West Coatham Lane to jn Limerick Rd</b>	<b><u>Straight on</u></b>	
Grit:	West Coatham Lane, from junc of Limerick Rd to jn A1042 Kirkleatham Lane		Right turn
<b><u>Travel:</u></b>	<b>A1042 Kirkleatham Lane to junction Staintondale Avenue</b>	<b><u>Right turn</u></b>	
Grit:	Stationdale Ave, Eskdale Rd, South Ave to junction The Fleet		Right turn
Grit:	The Fleet to junction West Coatham Lane		Left turn
<b><u>Travel:</u></b>	<b>West Coatham Lane to roundabout A1085 Trunk Road</b>	<b><u>Left turn</u></b>	
Grit:	A1085 Trunk Road to opposite junction with Skippers Lane		
<b><u>Travel:</u></b>	<b>A1085 Trunk Rd to A171 Cargo Fleet Lane Traffic Lights</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>A171 Cargo Fleet Lane to Normanby Road B1380 roundabout</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>B1380 Normanby Road to junction Ainstable Road</b>	<b><u>Right turn</u></b>	
Grit:	Ainstable Road to junction A171 Sunnyfield with		Right turn
Grit:	A171 Sunnyfield Ormesby to Ormesby Roundabout		U turn
<b><u>Travel:</u></b>	<b>A171 to Junction Ainstable Road junction</b>	<b><u>Straight on</u></b>	
Grit:	A171 Sunnyfield Ormesby Bank to Swans Corner roundabout		Right turn
<b><u>Travel:</u></b>	<b>Guisborough Road to Gypsy Lane</b>	<b><u>Right turn</u></b>	
Grit:	Gypsy Lane to Mayfield Rd		Left turn
Grit:	Mayfield Road, Kirkham Road, <b>Straight on</b> Rosedale Road		Straight on
Grit:	Hambleton Road to junction with Beverley Road		Right turn
Grit:	Beverley Rd to jn with Guisborough Rd		Left turn
Grit:	Guisborough Rd to A171 roundabout Swans Corner		Straight across
<b><u>Travel:</u></b>	<b>A171 Dual carriageway to jn Flatts Lane</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>Flatts Lane to Norman Conquest pub</b>	<b><u>Straight on</u></b>	
Grit:	Flatts Lane from Norman Conquest to B1380 Normanby High St		Right turn
<b><u>Travel:</u></b>	<b>B1380 to jn with Birchington Ave Whale Hill</b>	<b><u>Left turn</u></b>	
Grit:	Birchington Ave including all roundabouts to jn with Bolckow Rd		Left turn
Grit:	Bolckow Rd to jn with Church Lane		Right turn
Grit:	Church Lane to A66 roundabout		Straight across

Grit:	Eston Road East and Middlesbrough Road		<b>Right turn</b>
Grit:	Puddles Road to Normanby Road		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>Normanby Road to A66 traffic lights</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>A66 to Church Lane traffic lights</b>	<b><u>Right turn</u></b>	
<b><u>Travel:</u></b>	<b>Church Lane to junction Bolckow Road</b>	<b><u>Straight on</u></b>	
Grit:	Church Lane to jn B1380 Normanby High St		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>B1380 to Eston Square to jn with Jubilee Rd</b>	<b><u>Left turn</u></b>	
Grit:	Jubilee Rd, Banksfield Rd to jn with Flatts Lane		<b>Right turn</b>
<b><u>Travel:</u></b>	<b>Flatts Lane to traffic lights jn B1380</b>	<b><u>Straight across</u></b>	
Grit:	Normanby Rd to A66 traffic lights South Bank		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>A66 to Station Road roundabout</b>	<b><u>U turn</u></b>	
<b><u>Travel:</u></b>	<b>A66 to Normanby traffic lights</b>	<b><u>Right turn</u></b>	
<b><u>Travel:</u></b>	<b>Normanby Rd to jn Fabian Rd</b>	<b><u>Left turn</u></b>	
Grit:	Fabian Rd to roundabout on Birchington Ave		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>Birchington Ave to A1085 Trunk Rd Grangetown</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>A1085 Trunk Rd to South Loop Rd roundabout</b>	<b><u>Left turn</u></b>	
Grit:	South Loop Rd (Fire station) to Church Lane Eston		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>Church Lane to jn North Loop Rd</b>	<b><u>Left turn</u></b>	
Grit:	North Top Rd to A1085 Trunk Rd roundabout		<b>Right turn</b>
<b><u>Travel:</u></b>	<b>A1085 Trunk Rd to Normanby Rd traffic lights</b>	<b><u>Right turn</u></b>	
<b><u>Travel:</u></b>	<b>Normanby Rd to Middlesbrough Road</b>	<b><u>Left turn</u></b>	
Grit:	Middlesbrough Rd roundabout		<b>Left turn</b>
Grit:	Middlesbrough Rd, South Bank Rd to roundabout Cargo Fleet Lane		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>Cargo Fleet Lane to Salt Depot</b>	<b><u>Right turn</u></b>	


**TRAVEL CARGO FLEET LANE TO SALT DEPOT**

Gritting	Miles/ 70.72 Km.
Travel	<u>Miles/ 26.10 Km.</u>
Total	Miles/ 96.82 Kilometres

**NOTE All Roundabouts should be gritted all the way round before continuing**




**Redcar & Cleveland Borough Council**  
**Highway Services Division**



**TITLE**  
 Route 4 Colder Roads from Cargo Fleet Depot

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 Scale = 1:63,525 DWG No: n/a

## **ROUTE 5 (SHORT) (Category A) (LOFTUS)**

Revised 10<sup>th</sup> June 2011

### **FROM BOULBY POTASH ENTRANCE (LEFT TURN)**

#### **BOULBY BANK**

Grit: A174 (including wide section of carriageway outside potash entrance to Junction with Grinkle Lane **Left turn**

#### **EASINGTON AREA (GRINKLE LANE)**

Grit: Grinkle Lane to Junction A171 Moor Road **Left turn**

#### **SCALING DAM**

Grit: A171 Moor Road to Scaling Dam to Boundary **Straight on**

**Travel: A171 to Scaling Car Park**

**U-turn**

**Travel: A171 to Junction with Grinkle Lane**

**Straight on**

Grit: A171 from Grinkle Lane to Junction Freebrough Road **Right turn**

#### **MOORSHOLME AREA**

Grit: Class III road through Moorsholm High Street onto Long Lane to designated turning area **U-turn**

**Travel: Return A171 Moor Road**

**Right turn**

#### **A 171 MOOR ROAD**

Grit: A171 Moor Road to junction C108 Smeathorns Road **Left turn**

Grit: C108 Smeathorns Road to White Cross our Boundary **U-turn**

**Travel: Back to A171 Moor Road**

**Left turn**

Grit: A171 Moor Road to junction Stanghow Road **Right turn**

Grit: Stanghow Road to junction Lingdale High Street **Right turn**

#### **LINGDALE AREA**

Grit: Kilton Lane to roundabout **U turn**

**Travel: Return to junction Stanghow Road**

**Straight Across**

Grit: Lingdale High St, to junction Margrove Road **Left turn**

Grit: Margrove Road to junction A171 **Left turn**

#### **BIRK BROW**

Grit: A171 Dual Carriageway Birk Brow (Uphill) **turn into car park**

Grit: A171 Dual Carriageway Birk Brow (Downhill) **to end of duel carriageway**

**Travel: A171 to Charltons Village**

**Left turn**

Grit: Charlton village back to A171 **Left turn**

Grit: A171 to North Lodge roundabout **U turn**

**BIRK BROW**

**Travel:** A171 Dual Carriageway Birk Brow (Uphill) to car park **Straight on**  
Grit: From car park to Stanghow Road **Straight on**  
**Travel:** A171 Stanghow Road to B1386 junction Liverton Road, **Left turn**  
Grit: Liverton Road, Station Road to junction near Station Hotel **Right turn**  
Grit: Rosecroft Lane to junction Hillcrest Drive **U turn**  
**Travel:** Return to Station Road **Right turn**  
Grit: Station Road to traffic lights junction Zetland Road **Straight across**

**LOFTUS AREA**

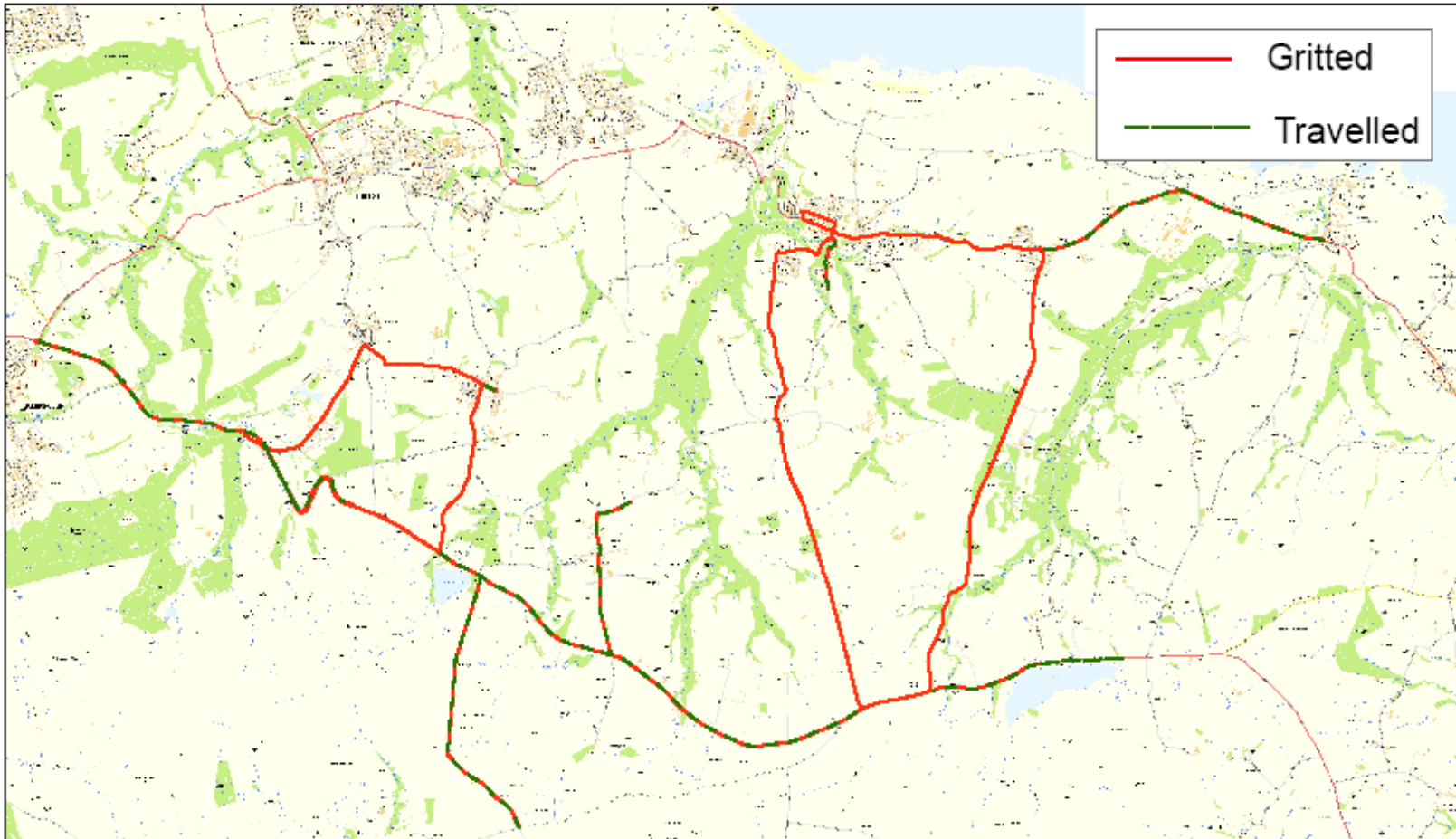
Grit: Westfield Terrace to Junction with Coronation Road **Left Turn**  
Grit: Coronation Road to Junction with Deepdale Road **Left Turn**  
Grit: Deepdale Road to Junction with A174 West Road **Left Turn**  
Grit: West Road to traffic lights Station Road **Straight across**  
Grit: A174 Loftus High St to junction Grinkle Lane **Straight across**  
**Travel:** A174 Grinkle Lane to start of wide section of carriageway Potash entrance

**BOULBY BANK**

Grit: A174 Potash entrance to Staithe Lane **U turn**  
**Travel:** Return to Boulby Potash Depot

Gritting	Miles/ 48.96 Km.
Travelling	<u>Miles/ 25.61 Km.</u>
Total Mileage	Miles/ 74.57 Kilometres

**NOTE All Roundabouts should be gritted all the way round before continuing**



<b>TITLE</b> Route 5 Short (Loftus) from Potash Depot	
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## ROUTE 6 (SHORT) (Category A) (GUISBOROUGH)

Revised 10<sup>th</sup> June 2011

### FROM BOULBY POTASH ENTRANCE (LEFT TURN)

#### LOFTUS BANK

Travel: A174 to Cragghall r/about Left turn  
Travel: A174 to Millholme R/about A173 Skelton Road Left turn  
Travel: A173 Skelton Road to junction Stanghow Road Straight on

#### SKELTON ELLERS

Grit: A173 Stanghow Rd junc, (Skelton Ellers) to North Lodge R/about **Right turn**

#### GUISBOROUGH BYPASS

Grit: A171 Guisborough Bypass to Woodhouse roundabout **Left turn**

Travel: Middlesbrough Road to entrance of petrol station Left turn

Grit: Petrol station Access Road to A171 Guisborough by-pass **Left turn**

Grit: A171 Guisborough Bypass Westbound to Swans Corner R/about **U turn**

Grit: A171 Guisborough Bypass Eastbound to junction Flatts Lane **Left turn**

Grit: Flatts Lane to Bus turning area near Norman Conquest Pub **U turn**

Travel: Back to A171 Guisborough Bypass Left turn

Grit: A171 Guisborough Bypass Eastbound to North Lodge r/about junction A173 **Left turn**

Travel: A173 to Cemetery Corner roundabout Left turn

#### YEARBY BANK

Grit: B1269 to A174 Fish pond roundabout **U-turn**

Travel: Back to Cemetery A173 Right turn

Travel: To North Lodge Roundabout Left turn

Travel: A171 to Waterfall Farm roundabout Right turn

Grit: Whitby Lane to junction Belmangate **Left turn**

Grit: Belmangate to jn with Eglington Ave **Right turn**

Grit: Eglington Ave to Lauderdale Drive **Left turn**

#### GUISBOROUGH AREA

Grit: Lauderdale Drive to junction Enfield Chase **Right turn**

Grit: Enfield Chase to junction with Eglington Ave **Right turn**

Grit: Eglington Ave to junction Lauderdale Drive

Travel: Lauderdale Drive to Belmangate Left turn

Travel: Belmangate to traffic lights junction A171 Straight on

Grit: Bow Street, Church Street and Redcar Road to junction Church Lane **Left turn**

Grit: Church Lane to junction Wilton Lane **Right turn**

Grit: Wilton Lane to Mount Pleasant **U-turn**

Travel: Back to Church Lane Left turn

Travel: A173 to junction Redcar Road Right turn

Travel: Redcar Road, Church Street to traffic lights Straight across

Grit:	Westgate to junction Hutton Lane		<b>Left turn</b>
Grit:	Hutton Lane to junction Rectory Lane		<b>Left turn</b>
Grit:	Rectory Lane to junction Enfield Chase		<b>Right turn</b>
Grit:	Enfield Chase to junction Eglinton Ave		<b>Straight on</b>
<b>Travel:</b>	<b>Eglinton Avenue to Aldenham Road</b>	<b><u>Right turn</u></b>	
Grit:	Aldenham Road to junction Hutton Lane		<b>Left turn</b>
Grit:	Hutton Lane The Avenue to junction Farndale Drive		<b>Left turn</b>
Grit:	Farndale Driver to junction with Stokesley Road		<b>Right turn</b>
Grit:	Stokesley Road to junction The Avenue		<b>Right turn</b>
Grit:	The Avenue to junction Farndale Drive		<b>Straight on</b>
<b>Travel:</b>	<b>From Farndale Drive, The Avenue and Hutton Lane to junction with Aldenham Road</b>	<b><u>Straight on</u></b>	
Grit:	Hutton Lane junction Aldenham Road to junction Rectory Lane		<b>Right turn</b>
<b>Travel:</b>	<b>Rectory Lane to Junction Enfield Chase</b>	<b><u>Straight on</u></b>	
Grit:	Rectory Lane from Enfield Chase to junction Bow Street		<b>Left turn</b>
<b>Travel:</b>	<b>Bow Street to Westgate</b>	<b><u>Left turn</u></b>	
<b>Travel:</b>	<b>Westgate to junction Hutton Lane</b>	<b><u>Straight on</u></b>	
Grit:	From Hutton Lane junction West End to Woodhouse r/about A171		<b>Left turn</b>
<b>Travel:</b>	<b>A171 to Windle Bridge roundabout</b>	<b><u>Left turn</u></b>	
<b><u>PINCHINTHORP S's</u></b>			
Grit:	A173 to North Yorkshire boundary		<b>U-turn</b>
<b>Travel:</b>	<b>A173 to junction Stokesley Road</b>	<b><u>Right turn</u></b>	
Grit:	Stokesley Road to junction Farndale Drive		<b>Straight on</b>
<b>Travel:</b>	<b>Farndale Drive junction to The Avenue junction</b>	<b><u>Straight on</u></b>	
Grit:	Stokesley Road from The Avenue junction to traffic lights Middlesbrough Road		<b>Right turn</b>
<b>Travel:</b>	<b>Middlesbrough Road to junction Park Lane</b>	<b><u>Left turn</u></b>	
Grit:	Park Lane, Bolckow Street and Church Lane to entrance Laurence Jackson School		<b>Right turn</b>
Grit:	Access road to second roundabout		<b>U turn</b>
<b>Travel:</b>	<b>Return to Church Lane</b>	<b><u>Right turn</u></b>	
Grit:	Church Lane to North Lodge roundabout		<b>Right turn or Straight on</b>

### **RETURN VIA SKELTON OR MOOR ROAD**

**Travel:** A171 to Waterfall Farm roundabout **Straight On**

#### **BIRK BROW**

**Travel:** A171 to Junction with Grinkle Lane **Left turn**  
**Travel:** Grinkle Lane to Junction A174 Moor Road **Right Turn**  
**Travel:** A174 to Boulby Potash Entrance **Right Turn**

Gritting	Miles / 54.05 Km.
Travel	<u>Miles/ 54.13 Km.</u>
Total	Miles/ 108.18 Kilometres

**NOTE All Roundabouts should be gritted all the way round before continuing**




**Redcar & Cleveland Borough Council**  
**Highway Services Division**



**TITLE**  
**Route 6 Short (Guisborough) from Potash Depot**

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## **ROUTE 7 (SHORT) (Category A) (SKELTON)**

Revised 10<sup>th</sup> June 2011

### **FROM BOULBY POTASH ENTRANCE (LEFT TURN)**

**Travel:** A174 to junction Deepdale Road **Straight On**

### **LOFTUS BANK**

Grit: A174 Deepdale Road junc (Loftus Bank) to Gragghall r/about **Left turn**

Grit: A 174 Gragghall r/about to Millholme r/about **Left turn**

Grit: A173 Millholme r/about to Junction Stanghow Road **Left turn**

### **STANGHOW ROAD**

Grit: Stanghow Road to junction Lingdale High Street **Right turn**

**Travel:** Lingdale High Street junction Margrove Park Road **Straight On**

Grit: From Margrove Road junction Boosbeck High St, Boosbeck Road, Green Road to Junction A173 **Left turn**

### **SKELTON GREEN BANK**

Grit: At lights **Left turn, Left turn** return to traffic lights **Right turn**

Grit: B1267 Marske Lane to Skelton Castle roundabout **U turn**

**Travel:** Return to junction Coniston Road **Left turn**

Grit: Coniston Road to junction Windermere Drive **Left turn**

Grit: Windermere Rd, Church Hill to A174 Skelton By-Pass **Right turn**

**Travel:** A174 Skelton By-Pass to Skelton Castle roundabout **Left turn**

**Travel:** Marske Lane to junction Coniston Road **Left turn**

**Travel:** Coniston Road to junction Windermere Drive **Straight on**

### **SKELTON AREA**

Grit: Coniston Road to Skelton High Street **Right turn**

**Travel:** A173 to C1268 Upleatham Junction **Right turn**

### **UPLEATHAM (FOUR LANE ENDS)**

Grit: C1268 Upleatham Road to Four Lane Ends (traffic lights) **Straight across**

Grit: B1268 Hob Hill Lane Guisborough Road and Marske Mill Lane to junction (C174 Marske Road Saltburn) **Left turn**

**Travel:** C174 to Quarry Lane roundabout **Left turn**

### **APPLE ORCHARD BANK**

Grit: A174 Marske Lane to Skelton Castle roundabout **Left Turn Grit slip Road**

Grit: Skelton & Brotton By-pass Eastbound carriageway to Saltburn Lane Roundabout **U turn**

### **SKELTON / BROTTON BYPASS**

Grit: Skelton & Brotton By-Pass west bound carriageway back to Skelton Castle Roundabout **U turn (picking up wide section near slip road)**

**Travel:** Back to Saltburn Lane roundabout **Straight on**

Grit:	From Saltburn Lane r/about to Millholme r/about		<b>U turn</b>
<b><u>Travel:</u></b>	<b>Skelton &amp; Brotton By-pass Westbound to Industrial Estate</b>	<b><u>Left turn</u></b>	
Grit:	Industrial Estate Road to mini roundabout		<b>U turn</b>
<b><u>Travel:</u></b>	<b>Industrial Estate Road to Skelton &amp; Brotton Bye Pass</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>Skelton &amp; Brotton By-pass Westbound back to Saltburn Lane</b>	<b><u>Left turn</u></b>	
Grit:	Saltburn Lane to junction North Skelton Road		<b>Left turn</b>
Grit:	North Skelton Road to junction Byland Road		<b>Left turn</b>
Grit:	Byland Road to junction Station Road		<b>Right turn</b>
Grit:	Station Road to Skelton Industrial Estate		<b>U-turn</b>
<b><u>Travel:</u></b>	<b>Station Road to junction Byland Road</b>	<b><u>Straight On</u></b>	
Grit:	Station Road to junction Saltburn Lane		<b>Right turn</b>
<b><u>Travel:</u></b>	<b>Saltburn Lane to Saltburn Lane roundabout</b>	<b><u>Straight On</u></b>	
Grit:	Saltburn Lane to junction C174		<b>Right turn</b>

### **SALTBURN SHIP INN BANK**

Grit:	C174 Saltburn Road to junction Coach Rd, Brotton		<b>Right turn</b>
Grit:	Coach Road to Laburnum Road		<b>Right turn</b>
Grit:	Laburnum Road to Linden Road		<b>Left turn</b>

### **BROTTON AREA (FREEBROUGH SCHOOL)**

Grit:	Linden Road ( <b>Right turn</b> ), Willow Drive to junc Skelton Road		<b>Right turn</b>
Grit:	Skelton Road to Millholme roundabout		<b>Left turn</b>
Grit:	A174 east bound to Gragghall roundabout		<b>U turn</b>

### **SKELTON / BROTTON BYPASS**

<b><u>Travel:</u></b>	<b>A174 west bound to Millholme roundabout</b>	<b><u>Right turn</u></b>	
<b><u>Travel:</u></b>	<b>Skelton Road to junction Coach Road</b>	<b><u>Left turn</u></b>	
Grit:	Coach Road to Laburnum Road		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>Laburnum Road to Maple Road</b>	<b><u>Left turn</u></b>	
Grit:	Maple Road to Willow Drive		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>Willow Drive to Skelton Road</b>	<b><u>Left turn</u></b>	
Grit:	A173 Brotton High St to junction Chemist Corner, Saltburn Rd,		<b>Left turn</b>

### **BROTTON BANK**

Grit:	Saltburn Road to Coach Road junction		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>Coach Rd to junction with Marshall Driver</b>	<b><u>Right turn</u></b>	
Grit:	Marshall Dr, Linden Rd, junc Laburnum Road		<b>Straight on</b>
<b><u>Travel:</u></b>	<b>Linden Road Willow Drive to junction A173 Skelton Road</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>A173 from Willow Drive to Saltburn Road junction</b>	<b><u>Straight on</u></b>	
Grit:	A173 from junction Saltburn Road to junction Kilton Lane		<b>Right Turn</b>
Grit:	Kilton Lane to A174 Kilton Lane roundabout		<b>U turn</b>

**Travel:** Kilton Lane to junction Alford Road **Left turn**

**BROTTON HOSPITAL**

Grit: Alford Road to Brotton Hospital **U-turn**

**Travel:** Alford Rd to Kilton Lane **Left turn**

**Travel:** Kilton Lane to junc C174 Brotton High Street **Right turn**

Grit: C174 Brotton High Street to A174 Cragghall roundabout **Straight on**

**Travel:** A174 to Wesley Terrace **Left turn**

Grit: Wesley Terrace to B.S.C Steel Works Entrance **U-turn**

**Travel:** Back to A174 Carlin Howe Bank **Left turn**

**LOFTUS BANK**

Grit: A174 Carlin How Bank to junction Skinningrove Road **Left turn**

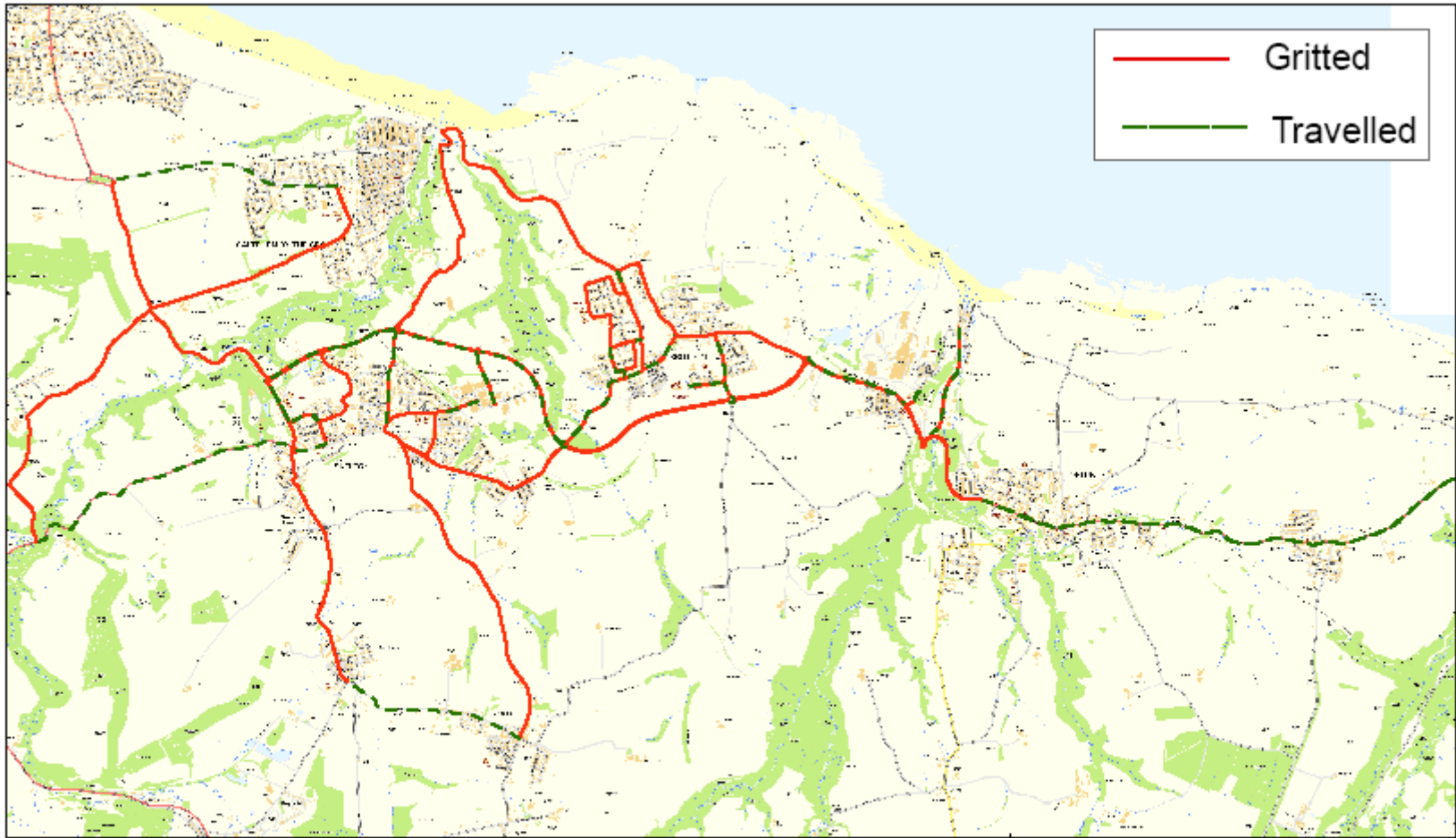
Grit: Skinningrove Road to The Square, Skinningrove **U-turn**

Grit: A174 Loftus Bank to Deepdale Road to Deepdale Road **Straight on**


**Travel:** A174 to Boulby Potash Entrance

Gritting	Miles / 45.02 Km.
Travel	<u>Miles/ 29.43 Km.</u>
Total	Miles/ 74.45 Kilometres


**NOTE All Roundabouts should be gritted all the way round before continuing**



— Gritted  
— Travelled



Redcar & Cleveland  
 Borough Council  
 Highway Services  
 Division



**TITLE**  
 Route 7 Short (Skelton) from Potash Depot

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Date: dd/mm/yyyy Drawn by: ABn Smuk  
 Scale = 1:43,763 DWG No: n/a

## PLOUGH ROUTE 5 (LOFTUS)

Revised 15<sup>th</sup> August 2011

### **FROM BOULBY POTASH ENTRANCE (LEFT TURN)**

#### **BOULBY BANK**

Grit: A174 (including wide section of carriageway outside potash entrance to Junction with Grinkle Lane) **Left Turn**

#### **EASINGTON AREA (GRINKLE LANE)**

Grit: Grinkle Lane to Junction A171 Moor Road **Left Turn**

#### **SCALING DAM**

Grit: A171 Moor Road to Scaling Dam to Boundary **Straight on**

**Travel/Plough: A171 to Scaling Car Park**

**U-turn**

**Travel/Plough: A171 to Junction with Grinkle Lane**

**Straight on**

Grit: A171 from Grinkle Lane to Junction Freebrough Road **Right turn**

#### **MOORSHOLME AREA**

Grit: Class III road into end of Moorsholm Village **U-turn**

**Travel/Plough: Return A171 Moor Road**

**Right turn**

#### **A 171 MOOR ROAD**

Grit: A171 Moor Road to junction C108 Smeathorns Road **Left turn**

Grit: C108 Smeathorns Road to White Cross our Boundary **U-turn**

**Travel/Plough: Back to A171 Moor Road**

**Left turn**

Grit: A171 Moor Road to junction Stanghow Road **Right turn**

Grit: Stanghow Road to junction Lingdale High Street **Right turn**

#### **LINGDALE AREA**

Grit: Kilton Lane to roundabout **U turn**

**Travel: Return to junction Stanghow Road**

**Straight Across**

Grit: Lingdale High St, to junction Margrove Road **Left turn**

Grit: Margrove Road to junction A171 **Left turn**

#### **BIRK BROW**

Grit: A171 Dual Carriageway Birk Brow (Uphill) **turn into car park**

Grit: A171 Dual Carriageway Birk Brow (Downhill) **to end of dual carriageway**

**Travel: A171 to Charltons Village**

**Left turn**

Grit: Charlton village back to A171 **Left turn**

Grit: A171 to North Lodge roundabout **U turn**

**Travel: A171 to Birk Brow car park**

**Straight on**



## **BIRK BROW**

<b><u>Travel / Plough:</u></b>	<b>A171 to Margrove Park Road</b>	<b><u>Left turn</u></b>
<b><u>Travel / Plough:</u></b>	<b>Margrove Park Road to Lingdale Road</b>	<b><u>Right turn</u></b>
<b><u>Travel / Plough:</u></b>	<b>Lingdale Rd, Lingdale High Street to Stanghow Rd</b>	<b><u>Right turn</u></b>
<b><u>Travel / Plough:</u></b>	<b>Stanghow Road to A171</b>	<b><u>Right turn</u></b>
<b><u>Travel / Plough:</u></b>	<b>A171 to Birk Brow car park</b>	<b><u>U turn</u></b>

Grit: From car park to Stanghow Road **Straight on**  
**Travel/Plough:** A171 Stanghow Road to B1386 junction Liverton Road, **Left turn**

Grit: Liverton Road, Station Road to junction near Station Hotel **Right turn**

Grit: Rosecroft Lane to junction Hillcrest Drive **U turn**  
**Travel:** **Return to Station Road** **Right turn**

Grit: Station Road to traffic lights junction Zetland Road **Straight across**

## **LOFTUS AREA**

Grit: Westfield Terrace to Junction with Coronation Road **Left turn**

Grit: Coronation Road to Junction with Deepdale Road **Left turn**

Grit: Deepdale Road to Junction with A174 West Road **Left turn**

Grit: West Road to traffic lights Station Road **Straight across**

Grit: West Road to traffic lights Station Road **Right turn**

<b><u>Travel / Plough:</u></b>	<b>Liverton Road to A171</b>	<b><u>Left turn</u></b>
<b><u>Travel / Plough:</u></b>	<b>A171 to Grinkle Lane</b>	<b><u>Left turn</u></b>
<b><u>Travel / Plough:</u></b>	<b>Grinkle Lane to A174</b>	<b><u>Right turn</u></b>
<b><u>Travel / Plough:</u></b>	<b>A174 to start of wide section Potash entrance</b>	<b><u>Straight on</u></b>

Grit: A174 Loftus High St to junction Grinkle Lane **Straight across**  
**Travel:** A174 Grinkle Lane to start of wide section of carriageway Potash entrance

## **BOULBY BANK**

Grit: A174 Potash entrance to Staithes Lane **U turn**  
**Travel/Plough:** **Return to Boulby Potash Depot** **Left Turn**

Gritting	Miles/ Km.
Travelling	<u>Miles/ Km.</u>
Total Mileage	Miles/ Km

**NOTE All Roundabouts should be gritted all the way round before continuing**

## PLOUGH ROUTE 6 (GUISBOROUGH)

Revised 15<sup>h</sup> August 2011

### FROM BOULBY POTASH ENTRANCE (LEFT TURN)

#### LOFTUS BANK

Travel/Plough: A174 to Cragghall r/about Left turn  
Travel/Plough: A174 to Millholme R/about A173 Skelton Road Left turn  
Travel/Plough: A173 Skelton Road to junction Stanghow Road Straight on

#### SKELTON ELLERS

Grit: A173 Stanghow Rd junc, (Skelton Ellers) to North Lodge R/about **Right turn**

#### GUISBOROUGH BYPASS

Grit: A171 Guisborough Bypass to Woodhouse roundabout **Left turn**  
Travel: Middlesbrough Road to entrance of petrol station Left turn

Grit: Petrol station Access Road to A171 Guisborough by-pass **Left turn**  
**turn**

Grit: A171 Guisborough Bypass Westbound to Swans Corner R/about **U Turn**

Grit: A171 Guisborough Bypass Eastbound to junction Flatts Lane **Left turn**

Grit: Flatts Lane to Bus turning area near Norman Conquest Pub **U turn**  
Travel/Plough: Back to A171 Guisborough Bypass Left turn

Grit: A171 Guisborough Bypass Eastbound to North Lodge r/about junction A173 **Left turn**

Travel/Plough: A173 to Cemetery Corner roundabout Left turn

#### YEARBY BANK

Grit: B1269 to A174 Fish pond roundabout **U-turn**  
Travel/ Plough: Back to Cemetery A173 Right turn  
Travel/Plough: To North Lodge Roundabout Left turn  
Travel/Plough: A171 to Waterfall Farm roundabout Right turn

Grit: Whitby Lane to junction Belmangate **Left turn**

Grit: Belmangate to jn with Egglinton Ave **Right turn**

Grit: Egglinton Ave to Lauderdale Drive **Left turn**

#### GUISBOROUGH AREA

Grit: Lauderdale Drive to junction Enfield Chase **Right turn**

Grit: Enfield Chase to junction with Egglinton Ave **Right turn**

Grit: Egglinton Ave to junction Lauderdale Drive  
Travel: Lauderdale Drive to Belmangate Left turn  
Travel: Belmangate to traffic lights junction A171 Right Turn  
Travel/Plough: Whitby Road to Waterfall farm roundabout U-Turn  
Travel: Whitby Road to Bow Street Right Turn

Grit:	Bow Street, Church Street and Redcar Road to junction Church Lane		<b>Left turn</b>
Grit:	Church Lane to junction Wilton Lane		<b>Right turn</b>
Grit:	Wilton Lane to Mount Pleasant		<b>U-turn</b>
<b><u>Travel/Plough:</u></b>	<b>Back to Church Lane</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>A173 to junction Redcar Road</b>	<b><u>Right turn</u></b>	
<b><u>Travel:</u></b>	<b>Redcar Road, Church Street to traffic lights</b>	<b><u>Straight across</u></b>	
Grit:	Westgate to junction Hutton Lane		<b>Left turn</b>
Grit:	Hutton Lane to junction Rectory Lane		<b>Left turn</b>
Grit:	Rectory Lane to junction Enfield Chase		<b>Right turn</b>
Grit:	Enfield Chase to junction Eglinton Ave		<b>Straight on</b>
<b><u>Travel:</u></b>	<b>Eglington Avenue to Aldenham Road</b>	<b><u>Right turn</u></b>	
Grit:	Aldenham Road to junction Hutton Lane		<b>Left turn</b>
Grit:	Hutton Lane The Avenue to junction Farndale Drive		<b>Left turn</b>
Grit:	Farndale Drive to junction with Stokesley Road		<b>Right turn</b>
Grit:	Stokesley Road to junction The Avenue		<b>Right turn</b>
Grit:	The Avenue to junction Farndale Drive		<b>Straight on</b>
<b><u>Travel:</u></b>	<b>From Farndale Drive, The Avenue and Hutton Lane to junction with Aldenham Road</b>	<b><u>Straight on</u></b>	
Grit:	Hutton Lane junction Aldenham Road to junction Rectory Lane		<b>Right turn</b>
<b><u>Travel:</u></b>	<b>Rectory Lane to Junction Enfield Chase</b>	<b><u>Straight on</u></b>	
Grit:	Rectory Lane from Enfield Chase to Fountain Street Car Park		<b>U Turn</b>
<b><u>Travel/Plough:</u></b>	<b>Rectory Lane to Hutton Lane</b>	<b><u>Left Turn</u></b>	
<b><u>Travel/Plough:</u></b>	<b>Hutton Lane to Aldenham Road</b>	<b><u>Left Turn</u></b>	
<b><u>Travel/Plough:</u></b>	<b>Aldenham Road to Enfield Chase</b>	<b><u>Left Turn</u></b>	
<b><u>Travel/Plough:</u></b>	<b>Enfield Chase to Rectory Lane</b>	<b><u>Right Turn</u></b>	
<b><u>Travel/Plough:</u></b>	<b>Rectory Lane to Bow Street</b>	<b><u>Left turn</u></b>	
<b><u>Travel:</u></b>	<b>Bow Street to Church Street / Redcar Lane</b>	<b><u>Right turn</u></b>	
<b><u>Travel:</u></b>	<b>Redcar Lane to Church Lane</b>	<b><u>Right Turn</u></b>	
<b><u>Travel/Plough:</u></b>	<b>Church Lane to North Lodge roundabout</b>	<b><u>U Turn</u></b>	
Grit:	Church Lane, Bolckow Street, Park Lane to West End		<b>Right Turn</b>
<b><u>Travel/Plough:</u></b>	<b>West End, Westgate to Bow Street</b>	<b><u>Right Turn</u></b>	
<b><u>Travel:</u></b>	<b>Bow Street to Rectory Lane</b>	<b><u>Right Turn</u></b>	
<b><u>Travel:</u></b>	<b>Rectory Lane to Hutton Lane</b>	<b><u>Right Turn</u></b>	
<b><u>Travel:</u></b>	<b>Hutton Lane to Westgate</b>	<b><u>Left Turn</u></b>	
Grit:	From Hutton Lane junction West End to Woodhouse r/about A171		<b>Left turn</b>
<b><u>Travel:</u></b>	<b>A171 to Windle Bridge roundabout</b>	<b><u>Left turn</u></b>	
<b><u>PINCHINTHORP S's</u></b>			
Grit:	A173 to North Yorkshire boundary		<b>U-turn</b>
<b><u>Travel/Plough:</u></b>	<b>A173 to junction Stokesley Road</b>	<b><u>Right turn</u></b>	
Grit:	Stokesley Road to junction Farndale Drive		<b>Straight on</b>
<b><u>Travel:</u></b>	<b>Farndale Drive junction to The Avenue junction</b>	<b><u>Straight on</u></b>	

Grit: Stokesley Road from The Avenue junction to traffic lights Middlesbrough Road **Left turn**  
Travel: Middlesbrough Road to Woodhouse roundabout **U Turn**  
Travel: Middlesbrough Road to Stokesley Road **Right Turn**  
Travel/Plough: Stokesley Road to A173 **Right Turn**  
Travel/Plough: A173 to A171 Windelbridge roundabout **Right Turn**  
Travel: A171 to Woodhouse roundabout **Right Turn**  
Travel: Middlesbrough Road to junction Park Lane **Left turn**  
Travel/Plough: Park Lane, Bolckow Street and Church Lane to entrance Laurence Jackson school **Right turn**

Grit: Access road to second roundabout **U turn**  
Travel: Return to Church Lane **Right turn**

Grit: Church Lane to North Lodge roundabout **Straight on**  
Travel/Plough: A173 to A174 Millholme roundabout **Right Turn**  
Travel/Plough: A174 to Boulby Potash entrance **Right Turn**

Gritting	Miles / Km.
Travel	<u>Miles/ Km.</u>
Total	Miles/ Km

**NOTE All Roundabouts should be gritted all the way round before continuing**

## PLOUGH ROUTE 7 (SKELTON)

Revised 15<sup>th</sup> August 2011

### FROM BOULBY POTASH ENTRANCE (LEFT TURN)

Travel / Plough: A174 to junction Grinkle Lane

Straight On

Grit: A174 Grinkle Lane junc (Loftus Bank) to Gragghall r/about

Left turn

### LOFTUS BANK

Grit: A 174 Gragghall r/about to Millholme r/about

Left turn

Grit: A173 Millholme r/about to Junction Stanghow Road

Left turn

### STANGHOW ROAD

Grit: Stanghow Road to junction Lingdale High Street

Right turn

Travel: Lingdale High Street junction Margrove Park Road

Straight On

Grit: From Margrove Road junction Boosbeck High St, Boosbeck Road, Green Road to Junction A173

Left turn

### SKELTON GREEN BANK

Grit: At lights Left turn, Left turn return to traffic lights

Right turn

Grit: B1267 Marske Lane to Skelton Castle roundabout

U turn

Travel: Return to junction Coniston Road

Left turn

Grit: Coniston Road to junction Windermere Drive

Left turn

Grit: Windermere Rd, Church Hill (unadopted) to A174 Skelton By-Pass  
turn

Right

Travel: A174 Skelton By-Pass to Skelton Castle roundabout

Left turn

Travel: Marske Lane to junction Coniston Road

Left turn

Travel: Coniston Road to junction Windermere Drive

Straight on

### SKELTON AREA

Grit: Coniston Road to Skelton High Street

Right turn

Travel: A173 to C1268 Upleatham Junction

Right turn

### UPLEATHAM (FOUR LANE ENDS)

Grit: C1268 Upleatham Road to Four Lane Ends (traffic lights)

Straight across

Grit: B1268 Hob Hill Lane Guisborough Road and Marske Mill Lane to junction (C174 Marske Road Saltburn)

Left turn

Travel/Plough: C174 to Quarry Lane roundabout

Left turn

### APPLE ORCHARD BANK

Grit: A174 Marske Lane to Skelton Castle roundabout

Left Turn Grit slip Road

Grit: Skelton & Brotton By-pass Eastbound carriageway to Saltburn Lane Roundabout

U turn

## **SKELTON / BROTTON BYPASS**

Grit: Skelton & Brotton By-Pass back to Skelton Castle Roundabout **Right turn**  
**Travel / Plough:** A174 Marske Lane to Quarry Lane roundabout **U turn**  
**Travel / Plough:** A174 Marske Lane to A173 Skelton High Street **Straight on**  
**Travel / Plough:** Green Road, Boosbeck Road junc Margrove Rd **Straight on**  
**Travel / Plough:** Lingdale Rd, Lingdale High St junc Stanghow Rd **Left turn**  
**Travel / Plough:** Stanghow Road to A173 Skelton High Street **Left turn**

Grit: Skelton High Street to junc Marske Lane **Left turn**  
**Travel / Plough:** Marske Lane to Skelton Castle roundabout **Right turn**

Grit: Skelton & Brotton By-Pass west bound carriageway back to Skelton Castle Roundabout  
**Travel/Plough:** Back to Saltburn Lane roundabout **U turn (picking up wide section near slip road)**  
**Straight on**

Grit: From Saltburn Lane r/about to Millholme r/about **U turn**  
**Travel/Plough:** Skelton & Brotton By-pass Westbound to Industrial Estate **Left turn**

Grit: Industrial Estate Road to mini roundabout **U turn**  
**Travel/Plough:** Industrial Estate Road to Skelton & Brotton Bye Pass **Left turn**  
**Travel/Plough:** Skelton & Brotton By-pass Westbound back to Saltburn Lane **Left turn**

Grit: Saltburn Lane to junction Skelton High Street **Left turn**

Grit: North Skelton Road to junction Byland Road **Left turn**

Grit: Byland Road to junction Station Road **Right turn**

Grit: Station Road to mini roundabout on Industrial. Estate **U turn**  
**Travel:** Station Road to junction Byland Road **Straight On**

Grit: Station Road to junction Saltburn Lane **Right turn**  
**Travel:** Saltburn Lane to Saltburn Lane roundabout **Straight On**

Grit: Saltburn Lane to junction C174 **Right turn**

## **SALTBURN SHIP INN BANK**

Grit: C174 Saltburn Road to junction Coach Rd, Brotton **Right turn**

Grit: Coach Road to Laburnum Road **Right turn**

Grit: Laburnum Road to Linden Road **Left turn**

## **BROTTON AREA (FREEBROUGH SCHOOL)**

Grit: Linden Road (**Right turn**), Willow Drive to junc Skelton Road **Right turn**  
**Travel / Plough:** Skelton Road to Millholme roundabout **Left turn**

Grit: Skelton & Brotton Bye Pass to Cragghall roundabout **Left turn**  
**Travel / Plough:** C174, Brotton High Street to Millholme roundabout **U turn**

Grit: Skelton Road to junction Coach Road **Left turn**

Grit: Coach Road to Laburnum Road junction **Straight on**  
**Travel:** Coach Road / Laburnum Road to Marshall Drive **Left turn**

Grit: Marshall Dr, Linden Rd, junc Laburnum Road **Left turn**  
**Travel:** Laburnum Road to junction Willow Dr **Right turn**

Grit: Maple Road to Willow Drive **Left turn**  
**Travel: Willow Drive to A173 Skelton Road** **Left turn**

Grit: A173 Brotton High St to junction Chemist Corner, Saltburn Rd, **Left turn**

**BROTTON BANK**

Grit: Saltburn Road to junction Coach Road **Straight on**  
**Travel / Plough: Saltburn Road to Cat Nab car park** **U turn**  
**Travel / Plough: Saltburn Road to A173 Chemist Corner** **Left turn**

Grit: A173 from junction Saltburn Road to junction Kilton Lane **Right Turn**

Grit: Kilton Lane to A174 Kilton Lane roundabout **U turn**  
**Travel/Plough: Kilton Lane to junction Alford Road** **Left turn**

**BROTTON HOSPITAL**

Grit: Alford Road to Brotton Hospital **U-turn**  
**Travel/Plough: Alford Rd to Kilton La Left turn to junc C174 Brotton High St Right Turn**

Grit: C174 Brotton High Street to A174 Carlin How (Gragghall) r/about **Right turn**

**Grit / EXTRA** Brotton By-Pass to Millholme roundabout Westbound **U-turn**

**SKELTON / BROTTON BYPASS**

**Grit / EXTRA** Brotton By-Pass to (Gragghall) r/about Eastbound **Right turn**

**Travel: A174 to Wesley Terrace** **Left turn**

Grit: Wesley Terrace to B.S.C Steel Works Entrance **U-turn**  
**Travel: Back to A174 Carlin Howe Bank** **Left turn**

**LOFTUS BANK**

Grit: A174 Carlin How Bank to junction Skinningrove Road **Left turn**

Grit: Skinningrove Road to The Square, Skinningrove **U-turn**  
**Travel: Back to A174 Loftus Bank** **Left turn**  
**Travel: A174 to Boulby Potash Entrance**

Gritting	Miles / Km.
Travel	<u>Miles/ Km.</u>
Total	Miles/ Km

**NOTE All Roundabouts should be gritted all the way round before continuing**

**(Category B)**

**ROUTE 1 (RED) FROM BOULBY MINE**

**Travel to Whitwell Tce (Little Moorsholm)**

Straight on	<b><u>Grit</u></b> to roundabout, Balmoral Rd, Sandringham Rd to roundabout
Straight on	<b>Travel Lingdale High Street</b>
Straight on	<b>Travel Boosbeck High St to jn Oldham St</b>
Right Turn	<b><u>Grit</u></b> Oldham St Wandhill and return to Boosbeck High St
Right Turn	<b>Travel Boosbeck High St to Skelton Green</b>
Left Turn	<b><u>Grit</u></b> Back Lane, Dorset Road and Wilshire Rd back to Green Rd
Left Turn	<b>Travel Green Rd to junction A173</b>
Left Turn	<b>Travel to B1267 right turn down Marske Mill Lane to 4 Lane End</b>
Left Turn	<b>Travel B1268 to Upleatham Village</b>
Right Turn	<b><u>Grit</u></b> main access road to Upleatham Village U-turn return to B1268
Right Turn	<b>Travel B1268 right turn A173 to Bolckow St jn Wilton Lane, Guisborough</b>
Right Turn	<b>Travel Wilton Lane to junction Helmsley Drive</b>
Left Turn	<b><u>Grit</u></b> Helmsley Drive to Bus Turners Roundabout (end of Helmsley Drive) Return to Wilton Lane
Right Turn	<b>Travel Wilton Lane to junction Oak Road</b>
Right Turn	<b><u>Grit</u></b> Oak Road to junction Parkside
Left Turn	<b><u>Grit</u></b> Parkside to junction A173 Bolckow St
Right Turn	<b>Travel A173 Bolckow St and Park Lane to jn Howle Beck Rd</b>
Right Turn	<b><u>Grit</u></b> Howle Beck Rd to junction Woodhouse Rd
Left Turn	<b><u>Grit</u></b> Woodhouse Rd back to Howle Beck Rd



Right Turn                    **Travel Howle Beck Lane to A173 Park Lane**

Right Turn                    **Travel A173 Park Lane to A171 Middlesbrough Road traffic Lights**

Right Turn                    **Travel A171 Middlesbrough Rd to junction Stokesley Rd (traffic lights)**

Left Turn                     **Travel Stokesley Rd to junction Falcon Way**

Right Turn                    **Grit** Falcon Way to Heron Gate right turn Grit Heron Gate back to Stokesley Road

Right Turn                    **Travel Stokesley Rd to junction The Avenue**

Left Turn                     **Travel The Avenue, Hutton Lane to junction St Leonard's Road**

Left Turn                    **Grit** St Leonards Rd, Tidkin Lane to Thames Avenue, Return to Hutton Lane

Right Turn                    **Travel Hutton Lane, Rectory Lane A171 Whitby Lane jn with Belmangate**

Right Turn                    **Travel Belmangate to jn with Bolton Way**

Left Turn                     **Grit** Bolton Way, junction Whitby Avenue

Right Turn                    **Grit** Whitby Ave, junction Rievaulx Way

Left Turn                     **Grit** Rievaulx Way, junction Melrose Crescent

Right Turn                    **Grit** Melrose Crescent, junction Rievaulx Way

Light Turn                    **Travel Rievaulx Way, junction Whitby Avenue**

Left Turn                     **Grit** Whitby Ave, Butt Lane junc A171 Whitby Lane

Right Turn                    **Travel back to Salt Depot**

Gritting	Miles/ Km.
Travel	<u>Miles/ Km.</u>
Total	Miles/ Kilometres

**(Category B)**

**ROUTE 3 (BROWN) FROM BOULBY MINE**

**Travel A174 and C174 to Mcleans Road Brotton**

- Right Turn            **Grit** McLeans Rd right turn grit Ings Lane to jn with St Margaret's Way
- Left Turn             **Grit** St Margaret's Way to junction Saltburn Road
- Right Turn            **Travel Saltburn Rd, Saltburn Bank to jn Dundas St East**
- Right Turn            **Travel Dundas St East to Station Square**
- Left Turn             **Grit** both sections of dual carriageway Station St, return to Station Square
- Left Turn             **Grit** Dundas St West to Hilda Place
- Right Turn            **Grit** Hilda Place, Marine Parade, Milton St back to Hilda Place
- Left Turn             **Grit** Hilda Place (under Railway Bridge) to jn Windsor Rd
- Right Turn            **Travel Windsor Rd, Marske Rd to jn Wilton Bank**
- Left Turn             **Grit** Wilton Bank return to Marske Rd
- Left Turn             **Travel Marske Road to Quarry Lane roundabout**
- Left Turn             **Travel A174 through Skelton High Street**
- Straight on            **Travel North Skelton Rd to jn Byland Rd**
- Left turn             **Travel to Rievaulx Rd**
- Right Turn            **Grit** Rievaulx Rd back to jn Byland Rd
- Left Turn             **Travel Byland Rd to jn North Skelton Rd**
- Left Turn             **Travel A174 to traffic light junction Station Road, Loftus**
- Right Turn            **Travel B1366 Station Road to jn St Helen's Walk**
- Left Turn             **Grit** ST Helen's Walk and St Cuthbert's Walk back to B1366 Liverton Rd

Left Turn	<b>Travel B1366 Station Road, Cleveland Street to junction Lantsberry Drive (Industrial Estate)</b>
Left Turn	<b><u>Grit</u> Lantsberry Drive return to B1366</b>
Right Turn	<b>Travel B1366 to traffic lights West Road Loftus</b>
Left Turn	<b>Travel A174 West Road to junction Deepdale Road, Loftus</b>
Right Turn	<b>Travel Deepdale Road to junction Coronation Road</b>
Right Turn	<b>Travel Coronation Road to jn Rosedale Crescent</b>
Left Turn	<b><u>Grit</u> Rosedale Cres and Queen's Rd back to Coronation Rd</b>
Left Turn	<b>Travel Deepdale Road to A174</b>
Left Turn	<b>Travel A174 to jn Abingdon Rd (Easington)</b>
Left Turn	<b><u>Grit</u> Abingdon Rd and Barnard Rd back to A174 Whitby Road</b>
Right Turn	<b>Travel back to salt depot</b>

Gritting	Miles/ Km.
Travel	<u>Miles/ Km.</u>
Total	Miles/ Kilometres

**(Category B)**

**ROUTE 2 (BLUE) FROM CARGO FLEET**

**Travel to Marske, Gurney St junction with Pontac Rd**

Left Turn	<b><u>Grit</u></b> Pontac Road to junction Kingsdown Way
Right Turn	<b><u>Grit</u></b> Kingsdown Way to junction Birkdale Road
Left Turn	<b><u>Grit</u></b> Birkdale Road to Junction St Georges Crescent
Left Turn	<b><u>Grit</u></b> St Georges Cres to jn Walmer Crescent
Right Turn	<b><u>Grit</u></b> Walmer Cres to jn Sandmoor Road
Left Turn	<b><u>Grit</u></b> Small section of Sandmoor Rd to jn with Lindrick Rd
Right Turn	<b><u>Grit</u></b> Lindrick Rd to Longbeck Lane
Right Turn	<b>Travel Longbeck Lane and Longbeck Rd to jn Redcar Rd, Marske</b>
Straight Across	<b><u>Grit</u></b> Churchill Drive to A1085 High Street
Right Turn	<b>Travel High St to jn Church Lane</b>
Left Turn	<b><u>Grit</u></b> Church Lane and St Germain's Lane to jn Vicarage Drive
Straight on	<b>Travel rest of St Germain's Lane to Church Howle Crescent</b>
Straight on	<b>Travel Church Howle Cres to jn Windy Hill Lane</b>
Left Turn	<b><u>Grit</u></b> Windy Hill Lane, Howard Drive, Hambleton Cres and Moordales Drive back to Windy Hill Lane
Left Turn	<b>Travel Windy Hill Lane to A1085 Marske High St Roundabout</b>
Straight Across	<b>Travel Redcar Road to B1269 Redcar Lane</b>
Right Turn at	<b>Travel B1269 Redcar Lane Junction with Borough Road Roundabout</b>
Right Turn	<b><u>Grit</u></b> Borough Road to junction with Laburnum Road
Left Turn	<b><u>Grit</u></b> Laburnum Road to Junction Park Avenue

- Left Turn                    **Travel Park Avenue to junction Redcar Lane**
- Left Turn                    **Travel Redcar Lane to jn with Thrush Rd (over Railway Crossing)**
- Right Turn                  **Travel Thrush Road, Corporation Rd, A1085 Trunk Rd to Dormanstown Roundabout jn West Coatham Lane**
- Left Turn                    **Travel West Coatham Lane to jn Limerick Rd**
- Left Turn                    **Grit Limerick Rd to jn with Ennis Rd, U Turn, travel back to West Coatham Lane**
- Left Turn                    **Travel to Ennis Square**
- Left Turn                    **Grit Ennis Square and Ennis Rd, U Turn, travel back to jn with Broadway West**
- Left Turn                    **Travel Broadway West, Broadway East to jn with Kirkleatham Lane**
- Left Turn                    **Travel Kirkleatham Lane to Warrenby Rd Roundabout (Coatham Road)**
- Left Turn                    **Grit Warrenby Road to roundabout Todd Point Road**

**STOP GRITTING AND RETURN TO CARGO FLEET SALT DEPOT**

Gritting	6 Miles/ 9.65 Km.
Travel	<u>24 Miles/ 38.62 Km.</u>
Total	30 Miles/ 48.27 Kilometres

**(Category B)**

**ROUTE 4 (YELLOW) FROM CARGO FLEET DEPOT**

Right Turn	From Depot Cargo Fleet Lane travel A171 Cargo Fleet Lane to Ormesby Bank roundabout
Left Turn	<b>Travel B1380 Normanby Road to jn with Allendale Road</b>
Right Turn	<b><u>Grit</u></b> Allendale Road to jn with Ainstable Road
Right Turn	<b>Travel Ainstable Road to Sunnyfield (Ormesby Bank)</b>
Left Turn	<b>Travel Sunnyfield (Ormesby Bank) to jn West Bank Road</b>
Left Turn	<b><u>Grit</u></b> West Bank Road, Longbank Road, High Bank Road and Farm Bank Road
Return to	Longbank Road junction Spring Bank Road
Right Turn	<b>Travel Long Bank Road to A171, Ormesby Bank</b>
Left Turn	<b>Travel Ormesby Bank to junction with Fairfield Ave</b>
Right Turn	<b><u>Grit</u></b> Fairfield Ave, Premier Rd, Woodley Grove to jn Forrest Drive
Return to	A171 Ormesby Bank Gritting Spring Garden Lane and Fairfield Avenue
Right Turn	<b>Travel A171 Ormesby Bank to Swans Corner Roundabout</b>
Left Turn	<b>Travel A171 Dual Carriageway to junction Flatts Lane</b>
Left Turn	<b>Travel Flatts Lane to junction Guildford Road</b>
Left Turn	<b><u>Grit</u></b> Guildford Road to junction with Belgrave Drive
Right Turn	<b><u>Grit</u></b> Belgrave Drive to junction with Buckingham Drive
Right Turn	<b><u>Grit</u></b> Buckingham Drive to jn with Kensington Ave
Left Turn	<b><u>Grit</u></b> Kensington Ave with South Park Ave to jn with Flatts Lane
Left Turn	<b>Travel Flatts Lane to jn B1380 Normanby High St</b>
Right Turn	<b>Travel B1380 Normanby High St to jn Church Lane Eston</b>
Left Turn	<b>Travel Church Lane to jn Churchill Road</b>

Right Turn **Grit** Churchill Road to jn Fabian Road  
 Right Turn **Travel Fabian Rd to roundabout on Birchington Ave**

Right Turn **Travel Birchington Ave to jn B1380 Eston Rd**

Left Turn **Travel B1380 to jn Meadowgate**

Right Turn **Grit** Meadowgate and Wychgate back to Meadowgate jn

Left Turn **Travel Meadowgate to jn with B1380 Eston Rd**

Right Turn **Travel Church Lane junction Fabian Road**

Left Turn **Travel Fabian Road junc Tawney Road**

Right Turn **Grit** Tawney Road junc Barmouth Road

Right Turn **Grit** Barmouth Road junc Myrddin-Baker Road

Right Turn **Grit** Myrddin-Barker Road junc Fabian Road

Right Turn **Travel Fabian Road junc Tawney Road**

Right Turn **Grit** Tawney Road junction Church Lane

Right Turn **Travel Church Lane to A66 Traffic Lights**

Straight on **Grit** Eston Road to Middlesbrough Road East

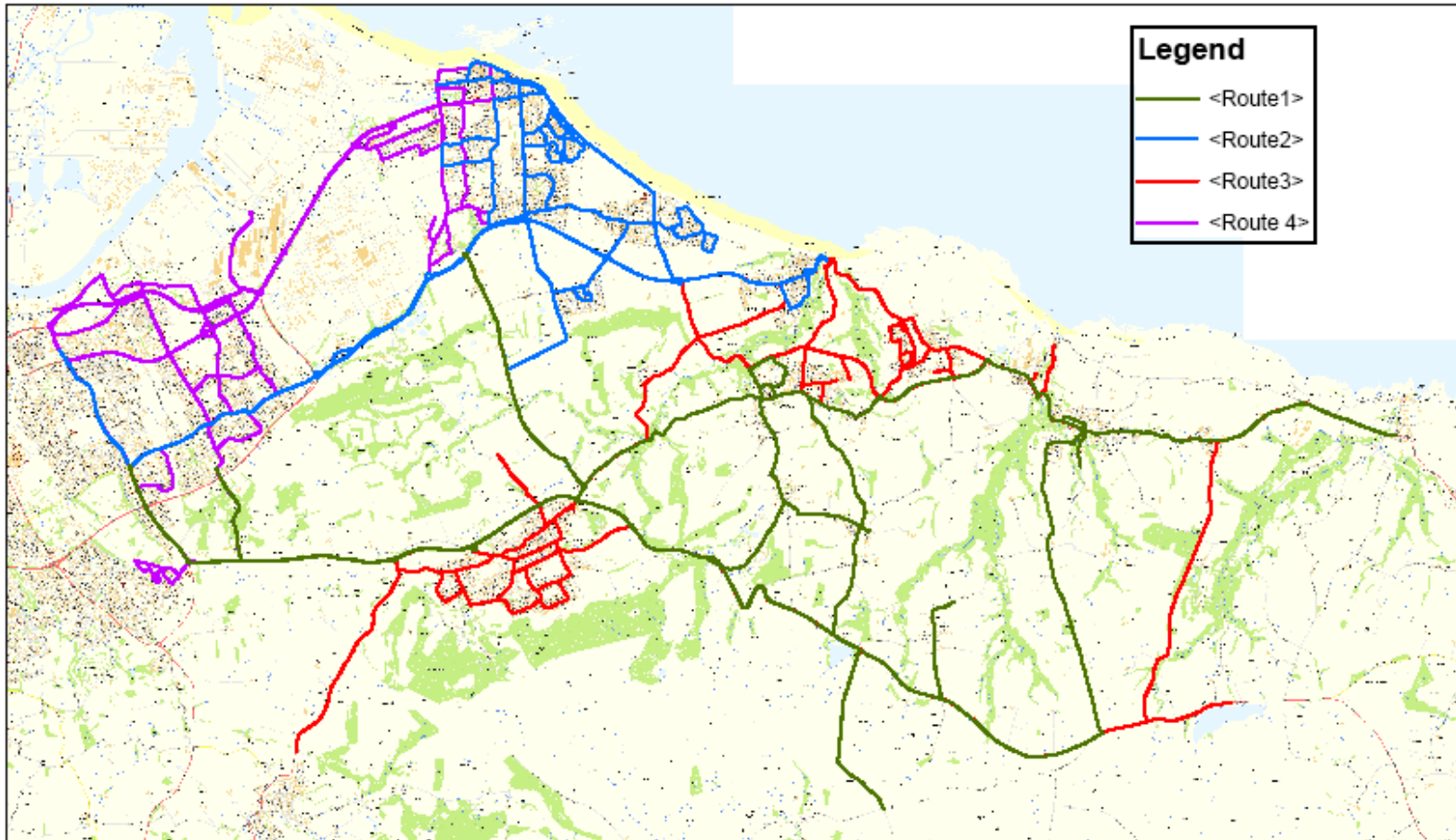
Left Turn **Grit** Middlesbrough Road East to Puddlers Road

Right Turn **Grit** Puddlers Road to Normanby Road

Left Turn **Travel Normanby Road to A66**

**RETURN TO CARGO FLEET DEPOT**

Gritting	6 Miles/ 9.65 Km.
Travel	<u>13 Miles/ 20.92 Km.</u>
Total	19 Miles/ 30.57 Kilometres



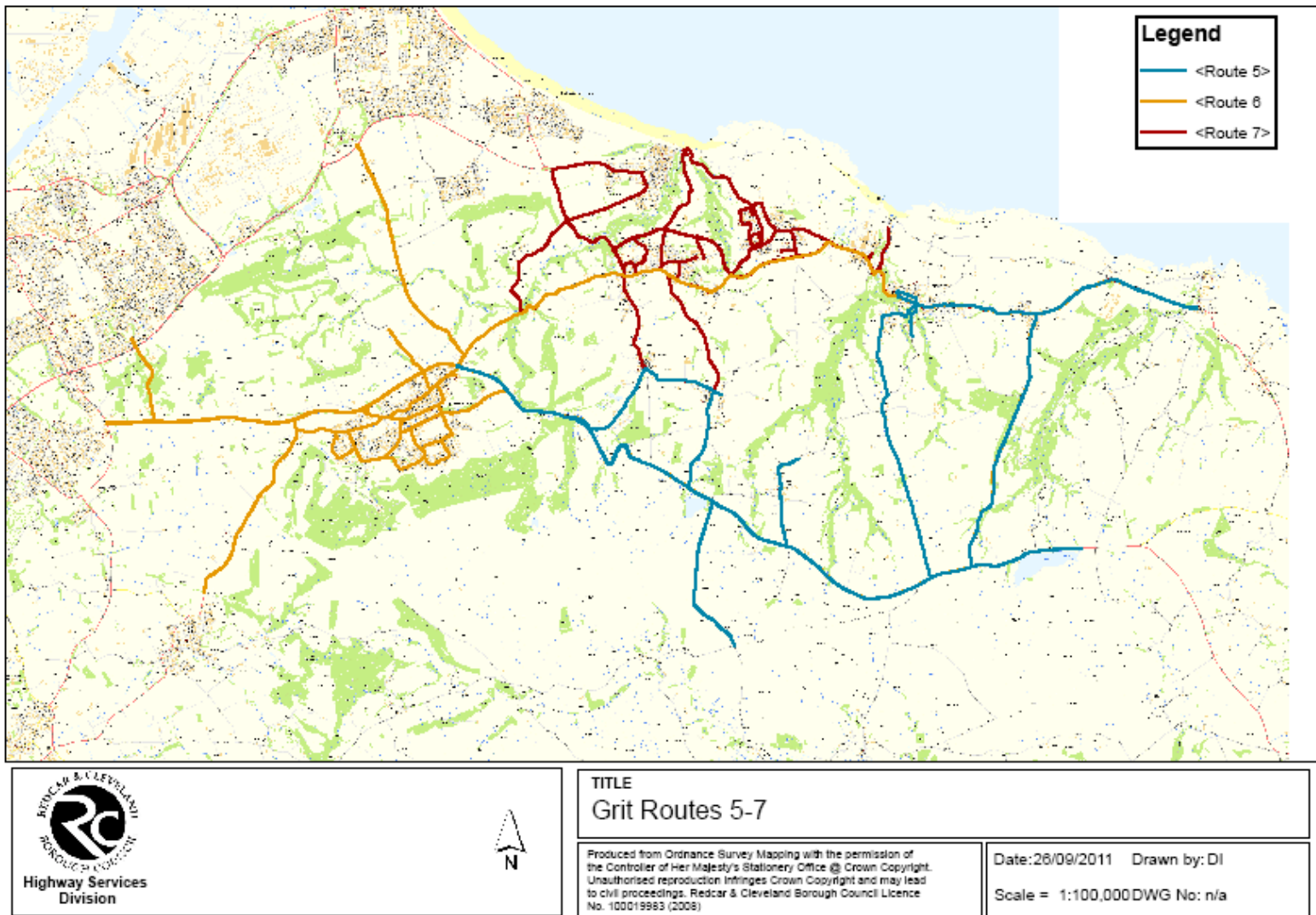
TITLE  
Grit Routes 1 to 4

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Scale = 1:100,000 DWG No: n/a

**Normal (Category A roads) pre-treatment ROUTES 2 & 4  
Operating from Cargo Fleet and ROUTES 1 & 3 Operating from Boulby Potash Mine**





**Snow Event ROUTES 5, 6 & 7 (Category A roads)  
Operating from Boulby Potash Mine**

**ARRANGEMENTS WITH NEIGHBOUR AUTHORITIES**

**NORTH YORKSHIRE COUNTY COUNCIL**

A173 Great Ayton to Newton under Roseberry – Redcar & Cleveland Borough Council and N.Y.C.C will both pre-salt to the County Boundary. (Thirsk)

A174 Staithes – Redcar & Cleveland Borough Council treats to Staithes Lane to the east of Borough boundary and turn at the junction of Staithes Lane. (Whitby)

A171 Scaling Dam – Redcar & Cleveland Borough Council treat to the Borough Boundary and turn through lay-by. (Whitby)

A171/ Danby Road, junction at Gerrick – Redcar & Cleveland Borough Council treats the A171 only, N.Y.C.C, treats the C21 Danby Road and the A171 junction. (Whitby)

C108 Smeathons Road, Comondale – Redcar & Cleveland Borough Council treat to the Borough Boundary at White Cross junction and return. (Whitby)

**MIDDLESBROUGH BOROUGH COUNCIL**

A1043 Nunthorpe By-pass – Middlesbrough Borough Council treat from Swans Corner Roundabout at the junction of the A171 to Poole Hospital Roundabout at the junction with the A172.

C114 Guisborough Road, Nunthorpe – Middlesbrough Borough Council treat from Railway Crossing to Swans Corner roundabout at the junction of the A171.

B1380 Normanby Road/ High Street, Ormesby – Redcar & Cleveland Borough Council treat east of Roundabout at the junction of the A171 Middlesbrough Borough Council treat west of the Roundabout.

A1085 Trunk Road Skippers Lane – Middlesbrough Borough Council treat east and west bound carriageway from Borough Boundary to the junction of Skippers Lane, turn into Skippers Lane and treat to Borough Boundary on Sotherby Road.

South Bank Road Skippers Lane – Redcar & Cleveland Borough Council treat from the Borough Boundary to the Roundabout at the junction of Cargo Fleet Lane.

A66 South Bank – Redcar & Cleveland Borough Council treat east and west bound from the Borough Boundary to the Roundabout at the junction of Cargo Fleet Lane.

C106 Dockside Spine Road South Bank – Redcar & Cleveland Borough Council treat from Roundabout at the junction of Old Station Road to the Roundabout at Cargo Fleet and return.

**Duty officers from each Authority to confirm No Actions on Neighbouring Authorities network (RCBC will do this via Meteogroup Message board e-mail system)**

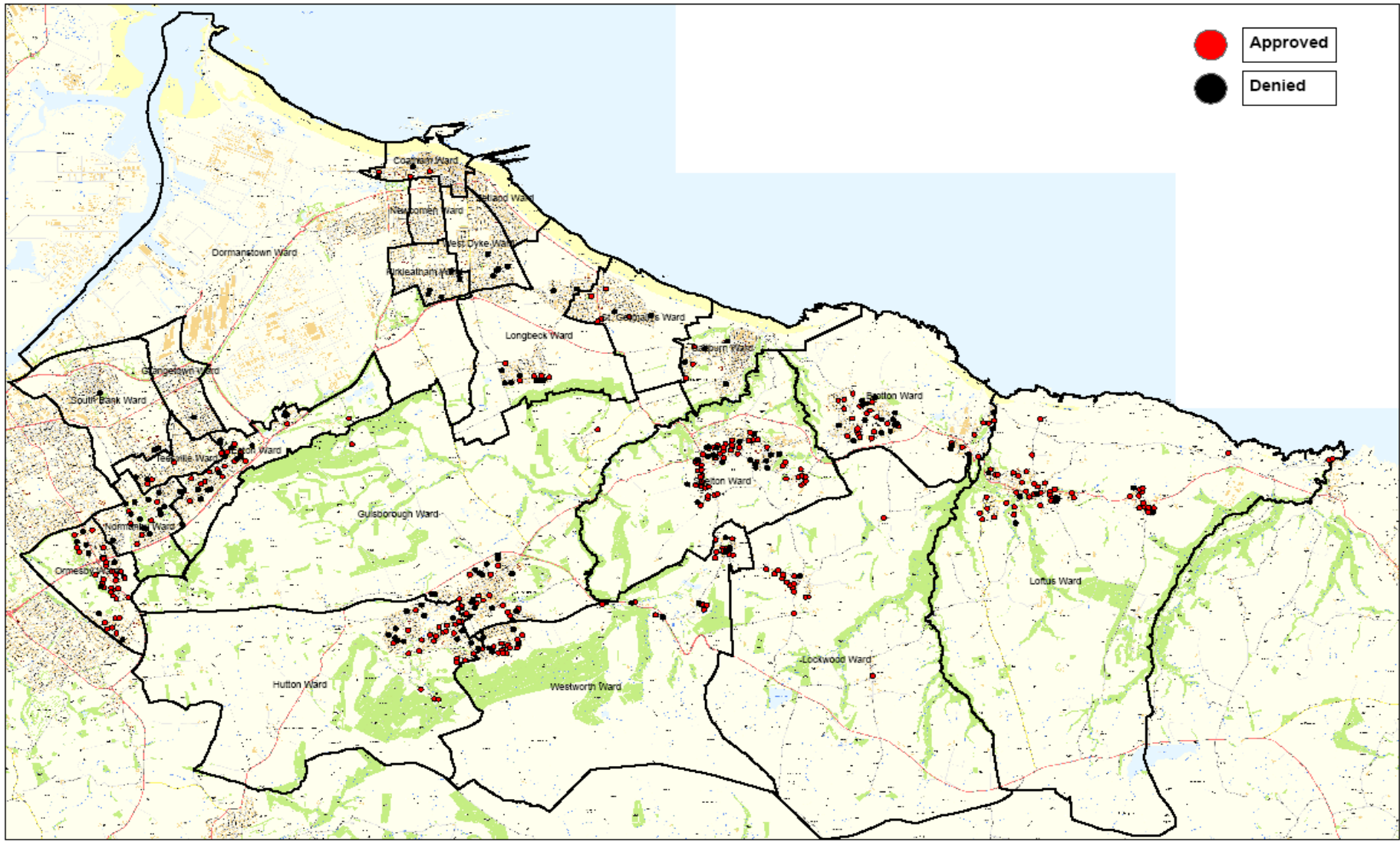
## RCBC WINTER MAINTENANCE DUTY OFFICE ROTA

2016/17

WEEK COMMENCING	DUTY OFFICER NAME
3 <sup>RD</sup> October 2016	Nigel Hill
10 <sup>th</sup> October 2016	Dave Slater
17 <sup>th</sup> October 2016	Russell Thompson
24 <sup>th</sup> October 2016	Nigel Hill
31 <sup>st</sup> October 2016	Dave Slater
7 <sup>th</sup> November 2016	Russell Thompson
14 <sup>th</sup> November 2016	Nigel Hill
21 <sup>st</sup> November 2016	Dave Slater
28 <sup>th</sup> November 2016	Russell Thompson
5 <sup>th</sup> December 2016	Nigel Hill
12 <sup>th</sup> December 2016	Dave Slater
<b>19<sup>th</sup> December 2016</b>	<b>Russell Thompson</b>
<b>26<sup>th</sup> December 2016</b>	<b>Nigel Hill</b>
2 <sup>nd</sup> January 2017	Dave Slater
9 <sup>th</sup> January 2017	Russell Thompson
16 <sup>th</sup> January 2017	Nigel Hill
23 <sup>rd</sup> January 2017	Dave Slater
30 <sup>th</sup> January 2017	Russell Thompson
6 <sup>th</sup> February 2017	Nigel Hill
13 <sup>th</sup> February 2017	Dave Slater
20 <sup>th</sup> February 2017	Russell Thompson
27 <sup>th</sup> February 2017	Nigel Hill
6 <sup>th</sup> March 2017	Dave Slater
13 <sup>th</sup> March 2017	Russell Thompson
20 <sup>th</sup> March 2017	Nigel Hill
27 <sup>th</sup> March 2017	Dave Slater
3 <sup>rd</sup> April 2017	Russell Thompson
10 <sup>th</sup> April 2017	Nigel Hill
17 <sup>th</sup> April 2017	Dave Slater
24 <sup>th</sup> April 2017	Russell Thompson

# SALT BIN LOCATIONS

# APPENDIX 7



● Approved  
● Denied

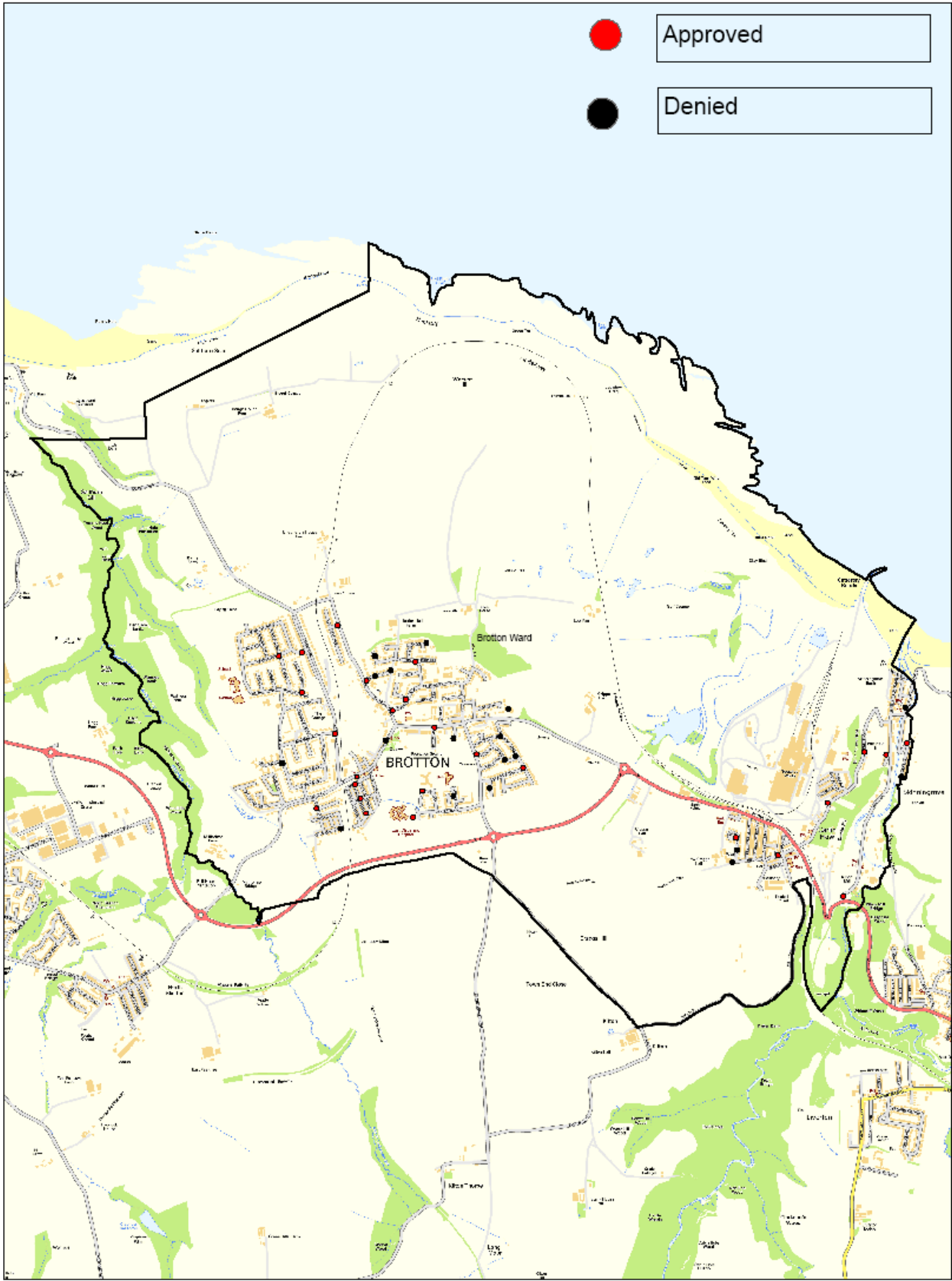


**Redcar & Cleveland**  
Simon Dale  
Director of Area Management

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Date: 23/08/2010  
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Scale = 1:68,808  
DWG No: N/A




Simon Dale  
Director of Area Management

**TITLE:**  
**Brottton Ward**  
**Salt Bins**

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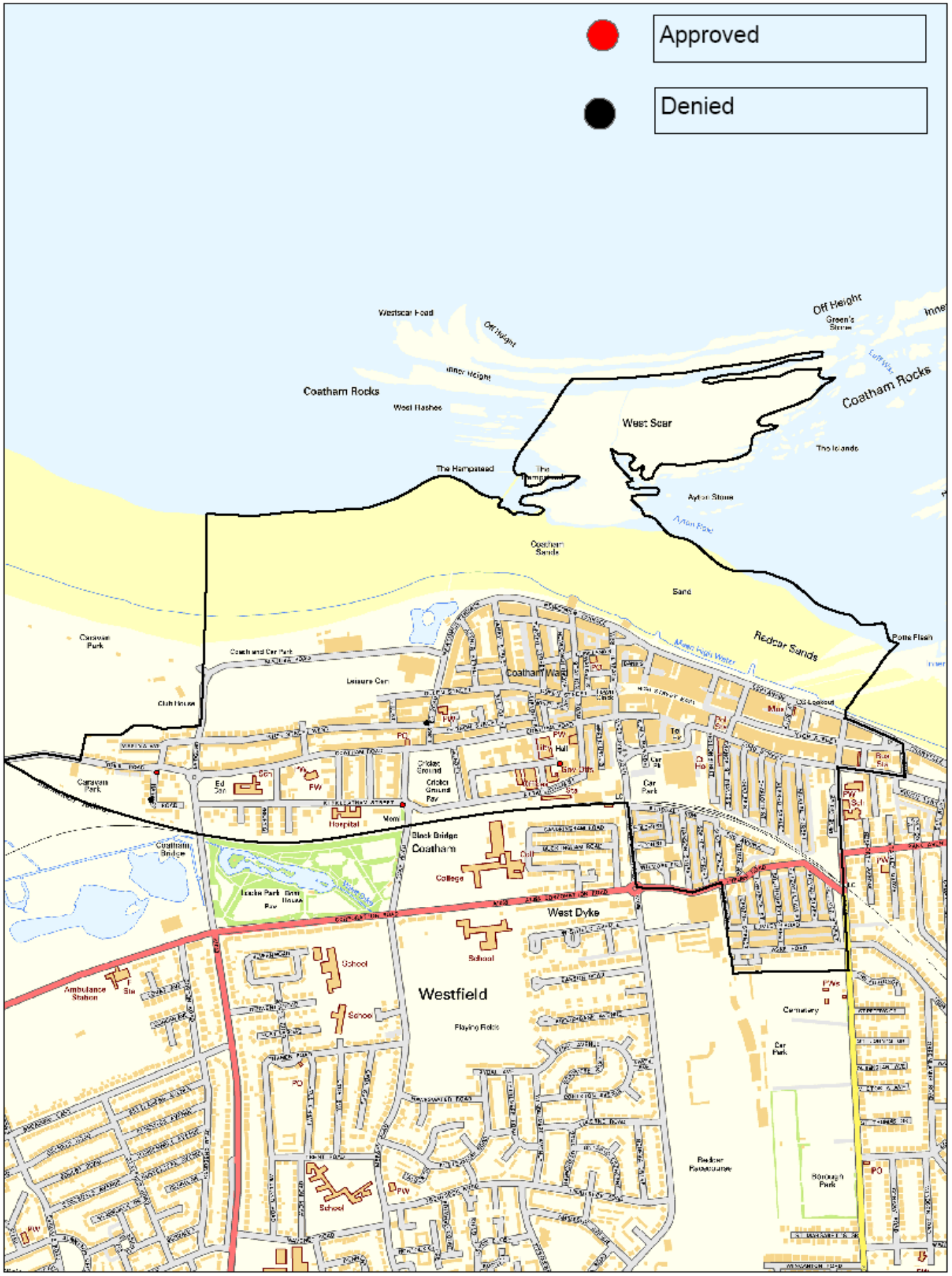


**BROTTON WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
13	BROTTON	BROTTON	Abbey Street	opp. s/o 40, Jackson Street, on grass verge	
14	BROTTON	BROTTON	Alford Road	By Hospital Entrance R/H side of entrance to car park	
15	BROTTON	BROTTON	Cattersty Way	Middle of verge, s/o 7, opp. Byron Close, 5m from lamp column	<b>S&amp;BPC</b>
16	BROTTON	BROTTON	Conyers Court	o/s 41, adjacent to street nameplate on f'way radius	
17	BROTTON	BROTTON	Errington Street	Junc High Street, s/o Railway Arms	
18	BROTTON	BROTTON	Hunley Avenue	Junc Saltburn Road, right hand verge, R/ H s/o nameplate	
19	BROTTON	BROTTON	Huntcliffe Drive	Junc Saltburn Road, left hand radius, R/H s/o nameplate	
20	BROTTON	BROTTON	Jackson Street	Junc Wilson Street, S/O No 4	<b>S&amp;BPC</b>
20A	BROTTON	BROTTON	Jackson Street	Side of No 74	
21	BROTTON	BROTTON	Kilton Lane	Junc Ripon Road, left hand radius on verge	<b>S&amp;BPC</b>
22	BROTTON	BROTTON	Laburnum Road	Junc Coach Rd, on verge L/S opp Community Centre next to column	
23	BROTTON	BROTTON	Linden Road	Junc Chestnut Close, left hand verge	
24	BROTTON	BROTTON	Marshall Drive	Near Coach Road, s/o 51, near NTL Box	<b>S&amp;BPC</b>
25	BROTTON	BROTTON	Marway Road	Junc Oak Road, right hand radius, next to BT box1	
30	BROTTON	BROTTON	Newbury Road	Bottom of street next to lamp column near allotments, opp no.11	
26	BROTTON	BROTTON	Park Road	Junc Springfield Avenue, grassed area near phone , opp no 3	<b>S&amp;BPC</b>
27	BROTTON	BROTTON	Poplar Grove	o/s 1,Beech Gr, junc Poplar Gr. right of disabled crossing	
28	BROTTON	BROTTON	St Margarets Way	Junc Saltburn Road, right hand radius, right of nameplate	
29	BROTTON	BROTTON	St Margarets Way	Junc Hummersea Close on wide f'way o/s 11 against wall	<b>S&amp;BPC</b>
31	BROTTON	BROTTON	The Avenue	Near High St, L/H verge between nameplate and lamp column DZA1	<b>S&amp;BPC</b>
32	BROTTON	CARLIN HOW	Cliffe Avenue	On Grass Area opp. No. 26/28	

**BROTTON WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
33	BROTTON	CARLIN HOW	Mount Pleasant	10m before Gable No.1 - not near BT pole	
34	BROTTON	CARLIN HOW	Stevenson Street	On corner near Pub wall at rear	
229	BROTTON	SKINNINGROVE	Grove Hill	Opposite 143 on grass on top bend	<b>LTC</b>
230	BROTTON	SKINNINGROVE	Mill Lane	Junc A174	
231	BROTTON	SKINNINGROVE	New Company Row	on grass verge next to telephone kiosk	<b>LTC</b>
232	BROTTON	SKINNINGROVE	Primrose Hill	RH side at junc of Grove Rd, avoid sightline obstruction next to BSB6	



Simon Dale  
Director of Area Management

**TITLE:**  
**Coatham Ward**  
**Salt Bins**

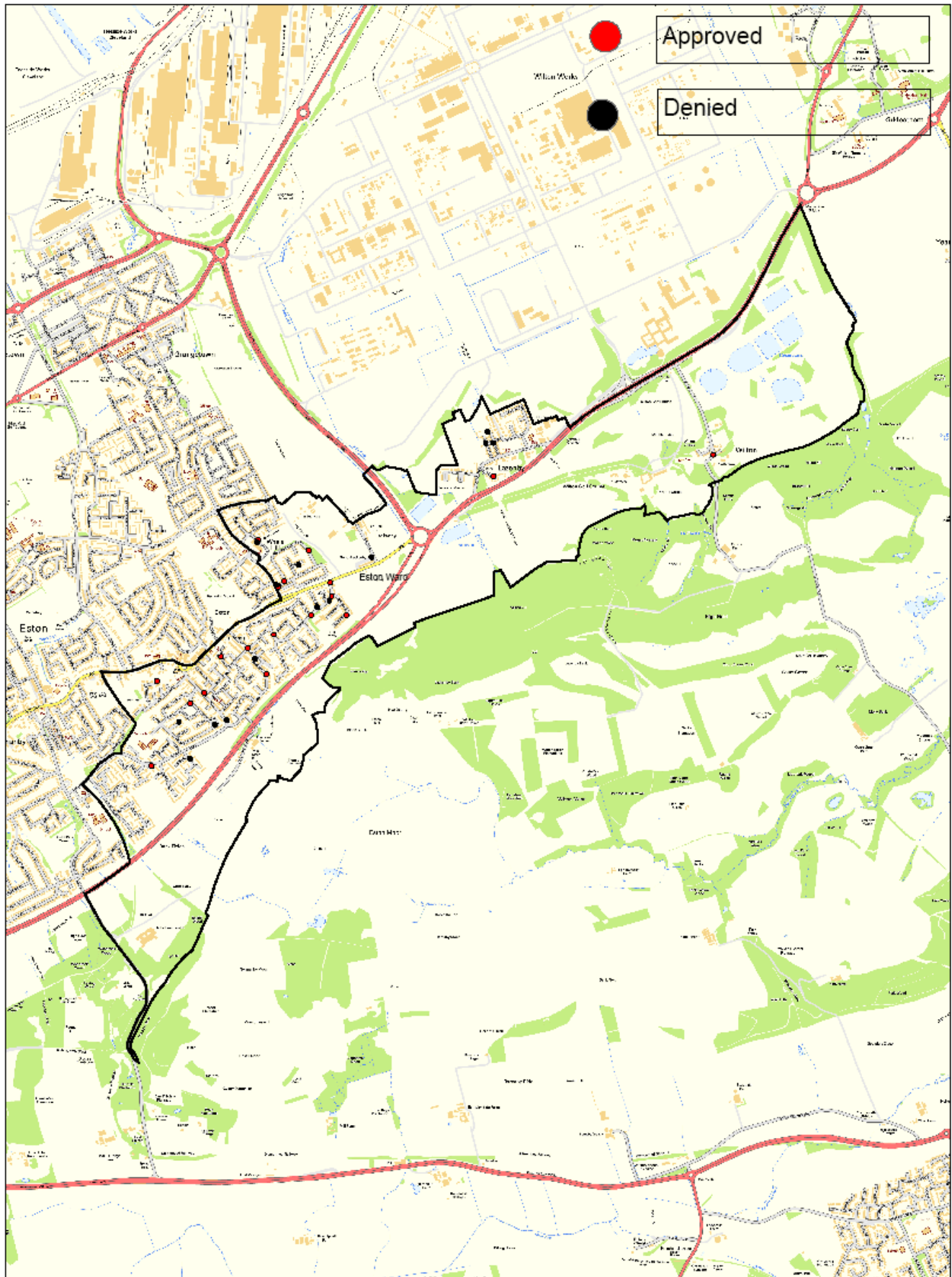
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**COATHAM WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
197	COATHAM	REDCAR	Black Bridge/ Kirkleatham St	Red Barns corner, on grass next to zone sign	
197A	COATHAM	REDCAR	Harwal Road	Junction with York road	
197B	COATHAM	REDCAR	Ridley Street	Side of Entrance to Grenfell Club	



Simon Dale  
Director of Area Management

**TITLE:**  
**Eston Ward**  
**Salt Bins**

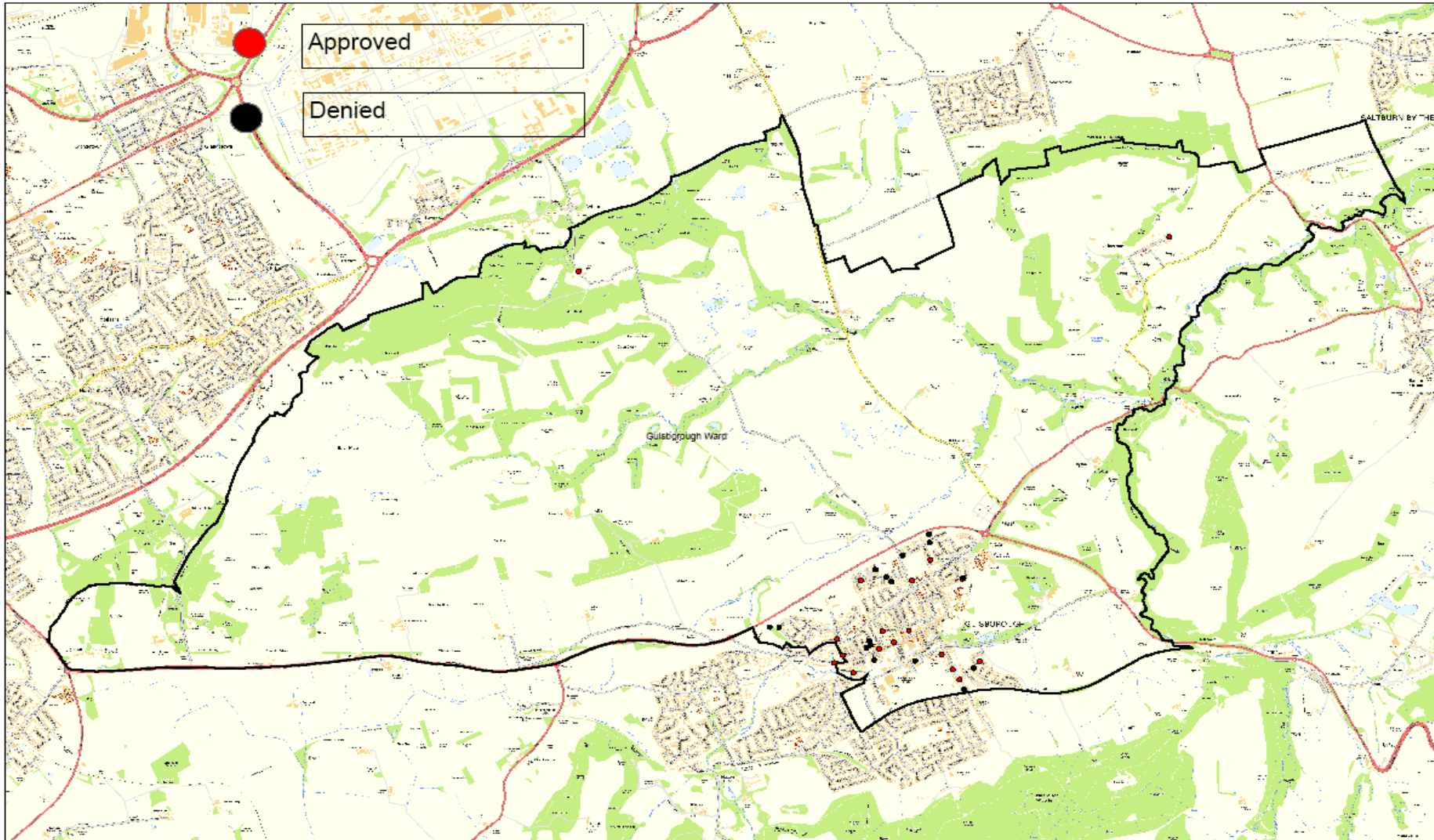
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**ESTON WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
47	ESTON	ESTON	B1380	Junc Meadowgate	
48	ESTON	ESTON	Bankfields Road	In Bus Turning Circle near Shops	
48B	ESTON	ESTON	Birkdale Drive	Side of no 25	
50	ESTON	ESTON	California Road	Junc Cleveland Street, right of telecom cabinet	
55B	ESTON	ESTON	Goathland Road	Side of No 1 Ainthorpe Place	
48A	ESTON	ESTON	Guisborough Street	2m from junc with Jubilee Rd Left hand side against garden wall	
50C	ESTON	ESTON	Hills View Road	O/s No 28	
50A	ESTON	ESTON	Hutton Road	Junc Birchington Avenue	
50B	ESTON	ESTON	Mansfield Road	Opp No 11 At Rear of F'way	
51	ESTON	ESTON	Meadowgate	Grassed area between 24-28	
52	ESTON	ESTON	Meadowgate	Verge opp. Whychgate	
55A	ESTON	ESTON	Roseberry Crescent	Opp No 74 on grass verge N/R Fence	<b>EGATES</b>
55B	ESTON	ESTON	Roseberry Crescent	Side of No 11	
53	ESTON	ESTON	Rothwell Mews	Opp No 16 at rear of footpath <b>NOT TO BE PUT ON GRASS</b>	
54	ESTON	ESTON	Southgate	o/s 2 on radius at junc Meadowgate	
55	ESTON	ESTON	Southgate	Near Street Nameplate s/o 1 Sunnygate	
105	ESTON	LAZENBY	Chestnut Close	On grass next to BT Manhole, 10m to right of seat	
237	ESTON	WILTON VILLAGE	Wilton Lane	On sharp bend, o/s Castle Dene	




Simon Dale  
Director of Area Management

**TITLE:**  
**Guisborough Ward**  
**Salt Bins**

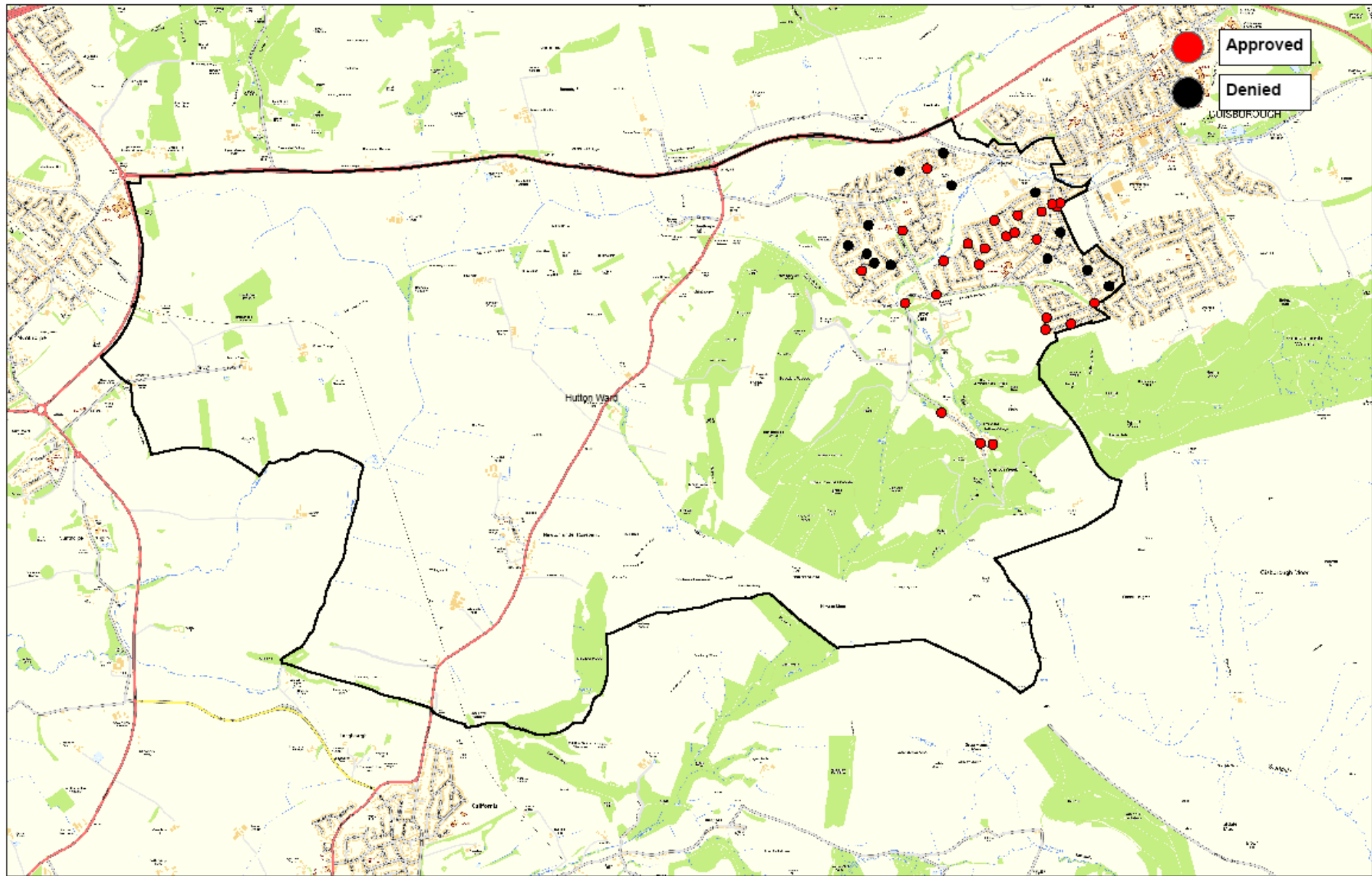
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**GUIBOROUGH WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
75A	GUIBOROUGH	GUIBOROUGH	Allerston Way	At lamp col no FBO 14	
57	GUIBOROUGH	GUIBOROUGH	Baysdale Close	In turning head o/s 21 in hammerhead	
58	GUIBOROUGH	GUIBOROUGH	Belmangate	Junc Bolton Way, right radius between nameplate & cabinet	<b>GTC</b>
60	GUIBOROUGH	GUIBOROUGH	Belmangate	on yellow lines opp. End of Belmont Terrace, opp Rita's Hair Salon	<b>GTC</b>
66	GUIBOROUGH	GUIBOROUGH	Chapel Beck Bungalows	Between No.1 & 24 right side of lamp column ARP2	<b>GTC</b>
67	GUIBOROUGH	GUIBOROUGH	Cobble Carr	o/s no 9 on footpath	
68	GUIBOROUGH	GUIBOROUGH	De Brus	On grass next to BAL13	<b>GTC</b>
73	GUIBOROUGH	GUIBOROUGH	Fountains Close	Next to small brick structure opp No 2	<b>GTC</b>
75	GUIBOROUGH	GUIBOROUGH	Helmsley Drive	5m to left of BVX13 at wall	
92	GUIBOROUGH	GUIBOROUGH	Stump Cross	on grass o/s Community Centre (No 40)	<b>GTC</b>
93	GUIBOROUGH	GUIBOROUGH	Sunnyfield House, Westgate Rd	Car Park	<b>GTC</b>
99	GUIBOROUGH	GUIBOROUGH	Upper Garth Gardens	5m to right of APB1 at wall	
61	GUIBOROUGH	GUIBOROUGH	Westgate	In front of Registry Office, next to wall	
100	GUIBOROUGH	GUIBOROUGH	Westgate	Junc Cleveland St on cobbles by plinth but away from tree	
236	GUIBOROUGH	UPLEATHAM	Village Road	Turning head at east end	
238	GUIBOROUGH	WILTON VILLAGE	Wilton Lane Bank	Bank Top Farm, near fence	



Approved  
Denied



**Hutton Ward  
Salt bins**  
Simon Dale  
Director of Area Management

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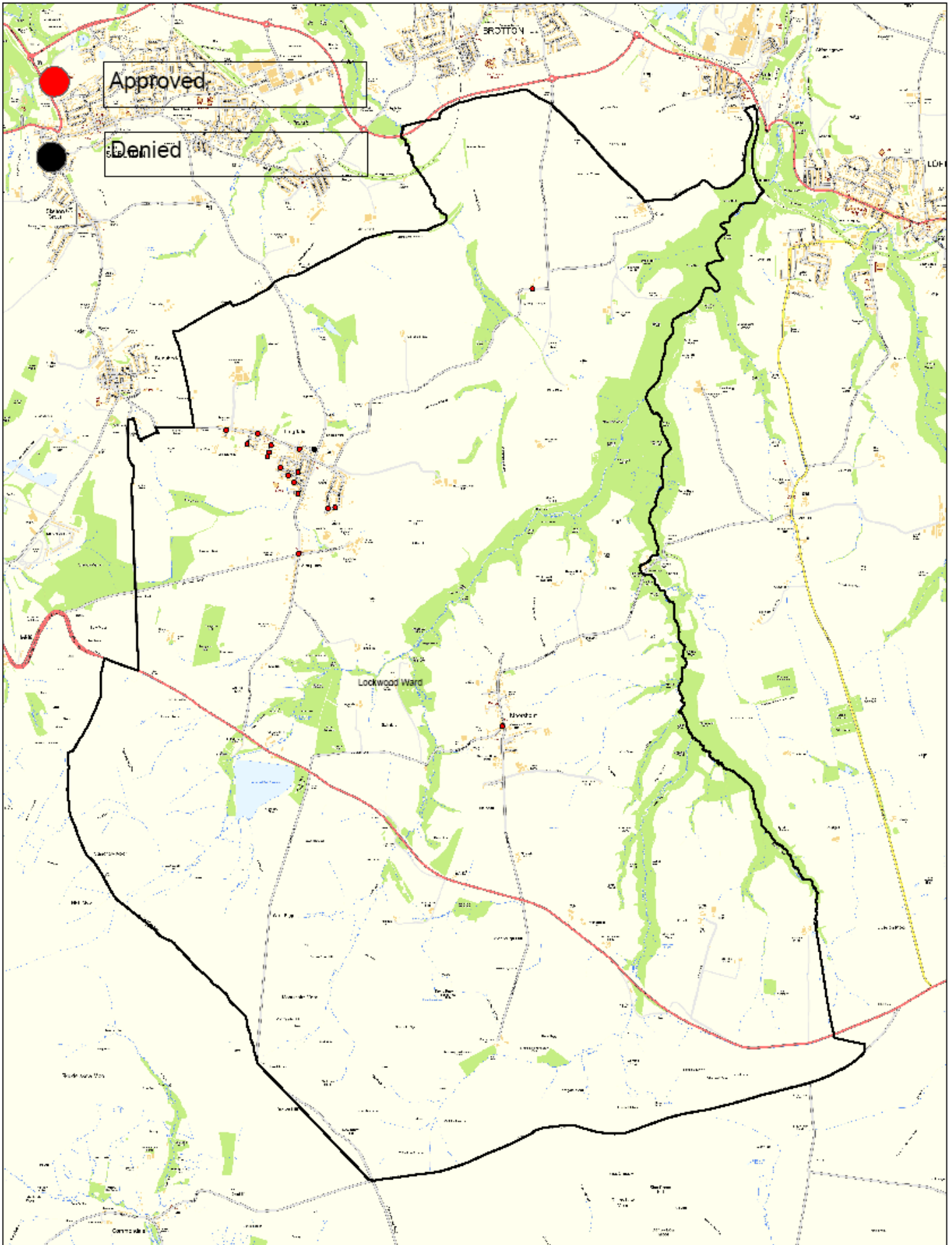
**HUTTON WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
56	HUTTON	GUISBOROUGH	Askewdale	Junc Overdale, on left side of nameplate on verge	<b>GTC</b>
90	HUTTON	GUISBOROUGH	Campion Drive	opp no 1 Campion Drive (left side of NTL box)	
69	HUTTON	GUISBOROUGH	Derwent Avenue	o/s 8, 6m left of BBB4	
70	HUTTON	GUISBOROUGH	Dorset Road	Junc Rectory Lane, left radius to right of nameplate	<b>GTC</b>
72	HUTTON	GUISBOROUGH	Esk Close	Shops, gable end Bells Store, Thames Avenue side	<b>GTC</b>
74	HUTTON	GUISBOROUGH	Goathland Road	o/s 17/18 at end of lay-by	
78	HUTTON	GUISBOROUGH	Hutton Lane	Junc West End on radius o/s 'The Corners' wall	
82	HUTTON	GUISBOROUGH	Hutton Village Road	opp Lamp Column CAN12 (on verge North of County Road)	
81	HUTTON	GUISBOROUGH	Hutton Village Road	opp 1-12 on verge, opp kink in f'way, on triangular grassed area	
80	HUTTON	GUISBOROUGH	Hutton Village Road	On F'way s/o 24, 4m left of double garage	
79	HUTTON	GUISBOROUGH	Hutton Village Road	opp junc Sandwood Park next to lamp column CAN8	
91A	HUTTON	GUISBOROUGH	Latimer Lane	Side of No 2	
83	HUTTON	GUISBOROUGH	Ledbury Way	Near Junc Aldenham Road, left radius, to left of nameplate	
83A	HUTTON	GUISBOROUGH	Little Crake	o/s Lamp Column BPG3 (Great Auk nameplate)	
84	HUTTON	GUISBOROUGH	Lucia Lane	Junc Bernalby Avenue, o/s 1, 10m left of CKN6	
85	HUTTON	GUISBOROUGH	Maynell Avenue	Front of Lamp Column CPV1 and street nameplate	
87A	HUTTON	GUISBOROUGH	Rectory Lane	s/o 14	
89B	HUTTON	GUISBOROUGH	Rectory Lane	Junction Hutton Lane	
91	HUTTON	GUISBOROUGH	St Leonards Road	Junc Fancourt Road, 2m right of nameplate	
95	HUTTON	GUISBOROUGH	Tees Road	Junc Thames Avenue, 4m left of green post box	<b>GTC</b>
96	HUTTON	GUISBOROUGH	Tees Road	Corner 47 Severn Drive, to left of gate	

**HUTTON WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
97	HUTTON	GUISBOROUGH	Thames Avenue	Opp 170, on grassed verge right side of nameplate	
98	HUTTON	GUISBOROUGH	Thames Avenue	o/s 58, 2m right of BT cover against wall on radius	
94	HUTTON	GUISBOROUGH	The Grove	Near Junc Hutton Lane, left radius, near Mail Store box	
102	HUTTON	GUISBOROUGH	Wykeham Avenue	Junc Aldenham Road, right radius on grass, right of nameplate	
103	HUTTON	GUISBOROUGH	Wykeham Avenue	On grass between 12 & 14	<b>GTC</b>






Simon Dale  
Director of Area Management

**TITLE:**  
**Lockwood Ward**  
**Salt Bins**

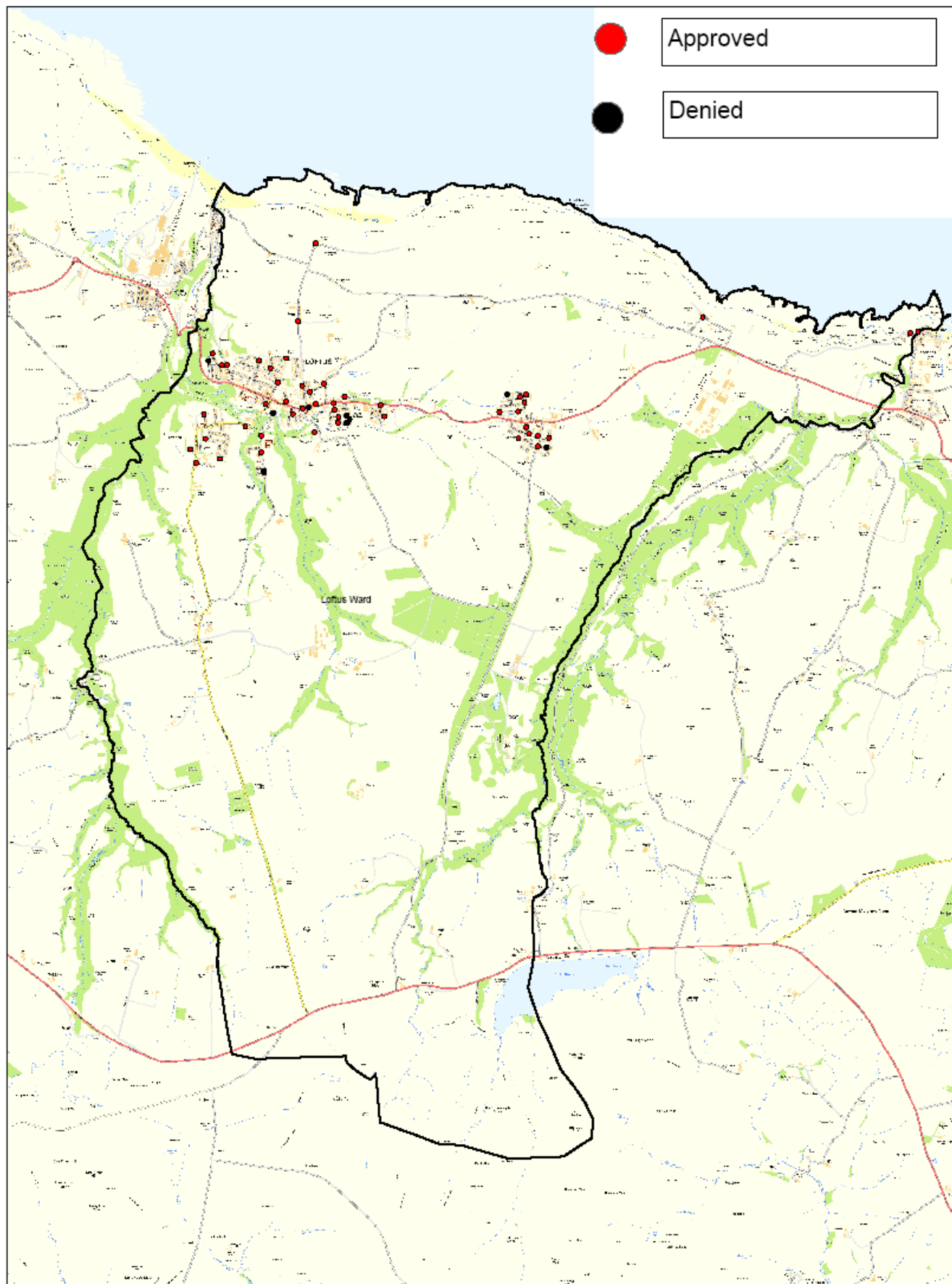
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**LOCKWOOD WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
104	LOCKWOOD	KILTONTHORPE	Kilton Lane	opp Gable end No.1 Kiltonthorpe Cottages, on grass	<b>LPC</b>
106	LOCKWOOD	LINGDALE	Balmoral Road	opp. 38	<b>LPC</b>
107	LOCKWOOD	LINGDALE	Beechcroft Close	Next to Lamp Column AGF8	<b>LPC</b>
108	LOCKWOOD	LINGDALE	Bellwood Avenue	corner at junc Moorcock Row, near hydrant marker	<b>LPC</b>
109	LOCKWOOD	LINGDALE	Busky Field Allotments	Access road on left	
110	LOCKWOOD	LINGDALE	Catherine Street	Near No. 18 on open land to right - avoid tree/footway	<b>LPC</b>
111	LOCKWOOD	LINGDALE	Cedarhurst Drive	Near 33 - gable, on grass	<b>LPC</b>
112	LOCKWOOD	LINGDALE	Cedarhurst Drive	Near 59 - in shrubbery	<b>LPC</b>
113	LOCKWOOD	LINGDALE	Cockburn Street	Junc Davison Street against wall Moordale Court	<b>LPC</b>
114	LOCKWOOD	LINGDALE	Farndale Gardens	Gable end of 1, near allotment entrance	<b>LPC</b>
115	LOCKWOOD	LINGDALE	High Street	o/s Lingdale Club	<b>LPC</b>
116	LOCKWOOD	LINGDALE	Rosedale Gardens	Left of Lamp Column DJF4	
117	LOCKWOOD	LINGDALE	Sandringham Road	o/s58	<b>LPC</b>
118	LOCKWOOD	LINGDALE	Village Notice Board	On verge next to board	<b>LPC</b>
117B	LOCKWOOD	LINGDALE	Wilkinson Street	Opp No 1 on grass verge	
155	LOCKWOOD	MOORSHOLM	Guisborough Road	Bus turning Circle, Near Shelter	<b>LPC</b>
235	LOCKWOOD	STANGHOW	Stanghow Crossroads	Near Phone Box	<b>LPC</b>




Simon Dale  
Director of Area Management

**TITLE:**  
**Loftus Ward**  
**Salt Bins**

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**LOFTUS WARD**

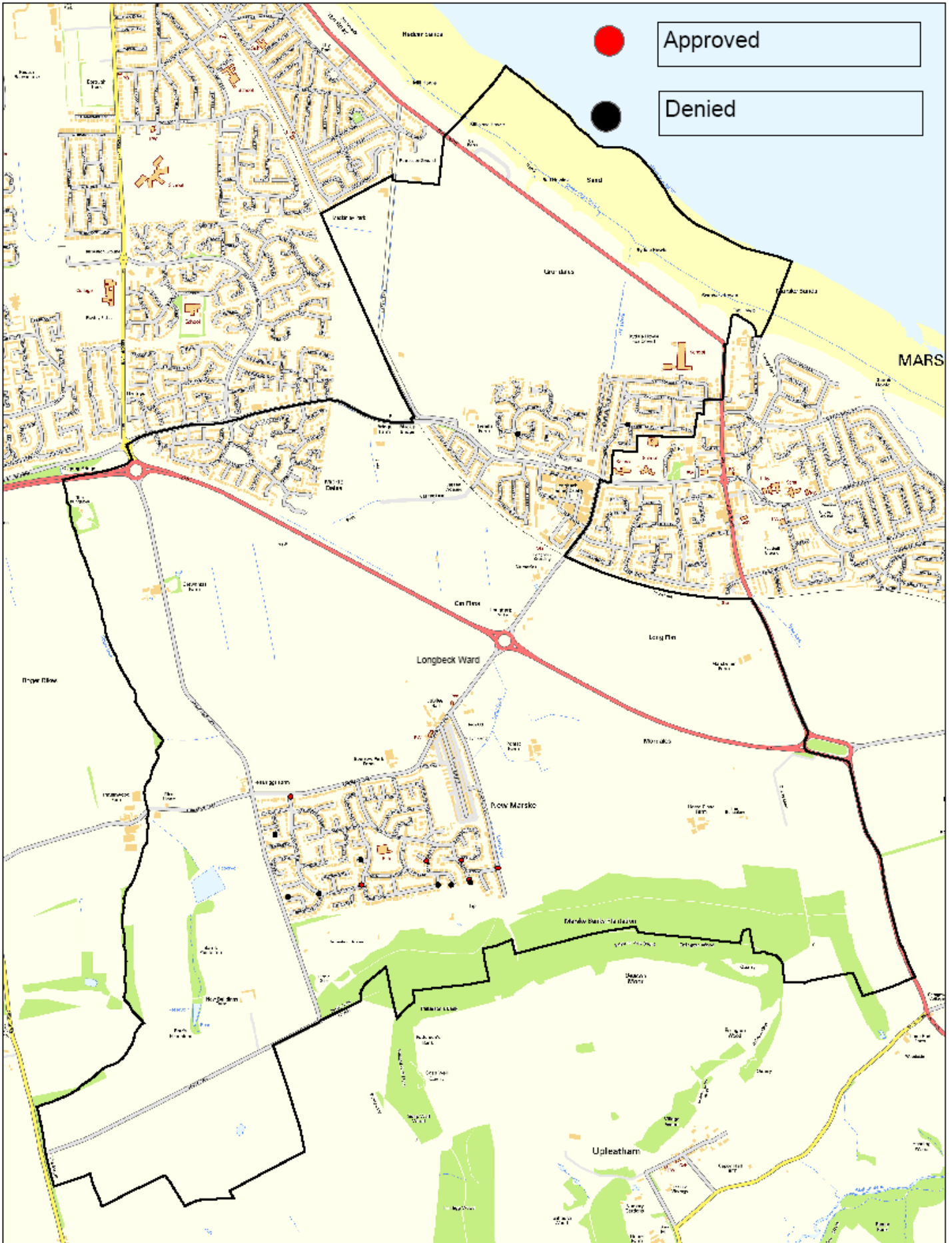
<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
12	LOFTUS	BOULBY VILLAGE	Village	Near Cottages on grass	
55C	LOFTUS	COWBAR	Cowbar Lane	Opp No 2	
55D	LOFTUS	COWBAR	Cowbar Lane	Opp No 8	
38	LOFTUS	EASINGTON	Abingdon Road	o/s Shops on radius	<b>LTC</b>
37	LOFTUS	EASINGTON	Abingdon Road	Top Junction Barnard Road, R/H side next to telephone kiosk	
39	LOFTUS	EASINGTON	Abingdon Road	Gable end of 40	<b>LTC</b>
40	LOFTUS	EASINGTON	Colchester Road	opp 24, next to lamp Column AWM 6	<b>LTC</b>
41	LOFTUS	EASINGTON	Glebe Gardens	Near Junction, Lamp Column BMP 12	<b>LTC</b>
41A	LOFTUS	EASINGTON	Glebe Gardens	s/o 47	
42	LOFTUS	EASINGTON	Glebe Gardens	Turning head, far end	
43	LOFTUS	EASINGTON	Park Lane	Back of F'way alongside gable end of 13	<b>LTC</b>
44	LOFTUS	EASINGTON	Ryelands Park	At bottom, near opening to field	
45	LOFTUS	EASINGTON	The Close	Near 12, on grass	
46	LOFTUS	EASINGTON	Twizziegill View	Junction on right (L/C ECT 1)	
119	LOFTUS	LIVERTON MINES	B1366	Opposite Lamp Column CHW3 (on bank)	
120	LOFTUS	LIVERTON MINES	Graham Street	North end of street on grass verge, to left of street nameplate	
121	LOFTUS	LIVERTON MINES	Lantsbery Drive	Past first gate on right, on concrete road	<b>LTC</b>
122	LOFTUS	LIVERTON MINES	St Helens Walk	Near 46 on grass	<b>LTC</b>
123	LOFTUS	LIVERTON MINES	St Helens Walk	o/s 16, next to telegraph pole near pensioners bungalows	
123A	LOFTUS	LIVERTON MINES	St Martins Close	On verge opp. 13	
124	LOFTUS	LOFTUS	Boulby Drive	Junc. Arlington Street A 174 in front of NTL box	

**LOFTUS WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
125	LOFTUS	LOFTUS	Boulby Drive	Junc. Cromwell Avenue, near street nameplate	
126	LOFTUS	LOFTUS	Cleveland Street	Junc. John Street o/s No 1/2 on Blocks	
127	LOFTUS	LOFTUS	Cleveland Street	Junc. Springhead Terrace against sandstone wall	
128	LOFTUS	LOFTUS	Cowscote Crescent	Grassed area (Lamp Column AYG 5)	<b>LTC</b>
129	LOFTUS	LOFTUS	Cowscote Crescent	Next to Fish Shop on bank, opp. Deepdale Road	
125C	LOFTUS	LOFTUS	Cromwell Avenue	Outside 51	
130	LOFTUS	LOFTUS	Deepdale Road	Between Mars Inn and Leisure Centre (L/C BAT 6)	
130A	LOFTUS	LOFTUS	Derwent Park	o/s 15 side of dropped kerbs	
131	LOFTUS	LOFTUS	East Crescent	Opposite 21/22, next to street nameplate	<b>LTC</b>
132	LOFTUS	LOFTUS	Glenfield Terrace	Gable end of 1, next to BT pole FCS 1 on tweed street	<b>LTC</b>
125A	LOFTUS	LOFTUS	Grendale Court	O/s No 12	<b>LTC</b>
125B	LOFTUS	LOFTUS	Grendale Court	Outside 20	
146B	LOFTUS	LOFTUS	Hummersea lane	Right Hand Side of Gate to Warset Farm See Map	
133	LOFTUS	LOFTUS	Lime Walk	Gable end of 1, in recess near post box	<b>LTC</b>
134	LOFTUS	LOFTUS	Liverton Road	Near Lamp Column CHX4 on bend, L/H side	<b>LTC</b>
135	LOFTUS	LOFTUS	Market Place	In recess, o/s Town Hall	<b>LTC</b>
136	LOFTUS	LOFTUS	Market Place	Past Presbytery, along high path, in front of RC Church	<b>LTC</b>
138	LOFTUS	LOFTUS	Newcommen Terrace	Opposite 11 on footway	
137	LOFTUS	LOFTUS	North Terrace	Opposite 1, left side of telephone kiosk	<b>LTC</b>
139	LOFTUS	LOFTUS	Robinson Terrace	North End Car Park - next to lamp column DAC 3, facing North Rd	
140	LOFTUS	LOFTUS	Rosecroft Lane	opp. Freeborough College Entrance, left side of lamp column DJC 9	<b>LTC</b>

**LOFTUS WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
141	LOFTUS	LOFTUS	Rosecroft Lane	o/s St. Josephs RC School ( to left on grass)	<b>LTC</b>
142	LOFTUS	LOFTUS	Rosecroft Lane	junc Hillcrest Drive near Lamp Column DJC 20, just in front of column	
143	LOFTUS	LOFTUS	Rosedale Crescent	o/s 61/63, on grass verge	<b>LTC</b>
135A	LOFTUS	LOFTUS	South Town Lane	Next to Railway Bridge	<b>LTC</b>
145	LOFTUS	LOFTUS	Westfield Way	Junc. Ash Grove alongside high wall, next to lamp column & Bus Stop	<b>LTC</b>
144	LOFTUS	LOFTUS	Westfield Way	Bus turning Circle, between concrete bollards	
146	LOFTUS	LOFTUS	Woodview	Junc Hall Grounds between nameplate & NTL box	
146A	LOFTUS	LOFTUS	Zetland Terrace	Rear of No 1( Put out 26/01/07 )	<b>LTC</b>



Simon Dale  
Director of Area Management

**TITLE:**  
**Longbeck Ward**  
**Salt Bins**

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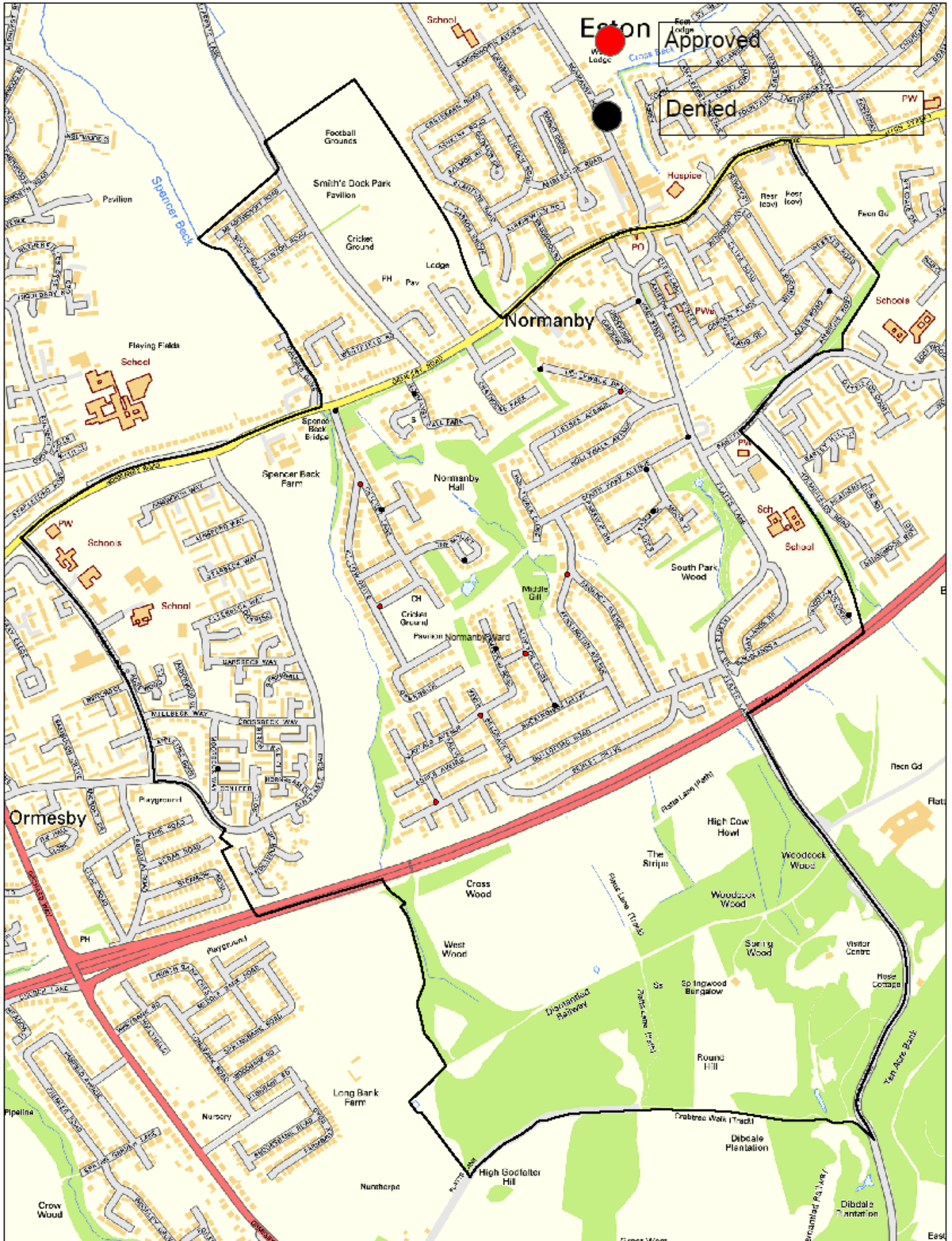
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Scale = 1:13,617  
DWG No: N/A



**LONGBECK WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
157	LONGBECK	NEW MARSKE	Carnoustie Road	Junction with Hoylake Close	
156	LONGBECK	NEW MARSKE	Harlech Grove	between no 1 & 8	
158	LONGBECK	NEW MARSKE	Longbeck Lane	Junc Lindrick Road, 2m to L/H side of nameplate on corner	
159	LONGBECK	NEW MARSKE	Parkstone Close	On verge right hand radius, 3m to R/H side of nameplate	
160	LONGBECK	NEW MARSKE	Pontac Road	Junc Kingsdown Way, R/H side of column no. DCF22 on grass	
161	LONGBECK	NEW MARSKE	Sandmoor Road	Junc Rosemount Road, right side radius	<b>SM&amp;NMPC</b>





Simon Dale  
Director of Area Management

**TITLE:**  
**Normanby Ward**  
**Salt Bins**

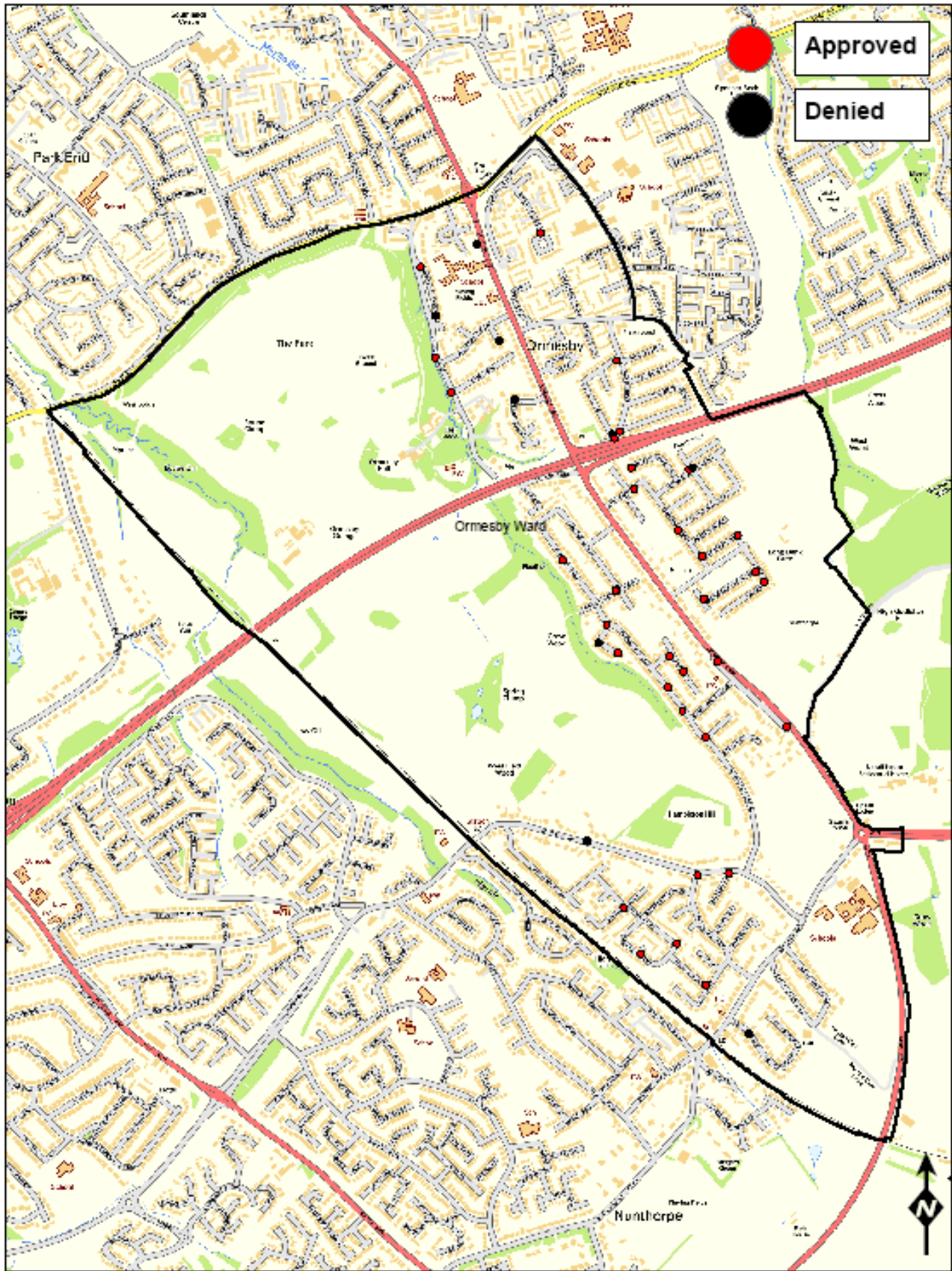
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**NORMANBY WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
162	NORMANBY	NORMANBY	Aldwych Close	Junc Hampstead Road, left hand radius s/o 23	
163A	NORMANBY	NORMANBY	Cricket Lane	Jun Willow Drive	
163	NORMANBY	NORMANBY	Guilford Road	Junc Spring Rise, left side between cabinet & nameplate	
164C	NORMANBY	NORMANBY	Hollywalk Drive	Junction Firtree Avenue	
164B	NORMANBY	NORMANBY	Mayfair Avenue	Junction Belgrave Drive	
164	NORMANBY	NORMANBY	Regency Avenue	In dip, to left of DGD 5	
163B	NORMANBY	NORMANBY	Willow Drive	Opposite 60	



**Ormesby Ward  
Salt Bins**  
Simon Dale  
Director of Area Management

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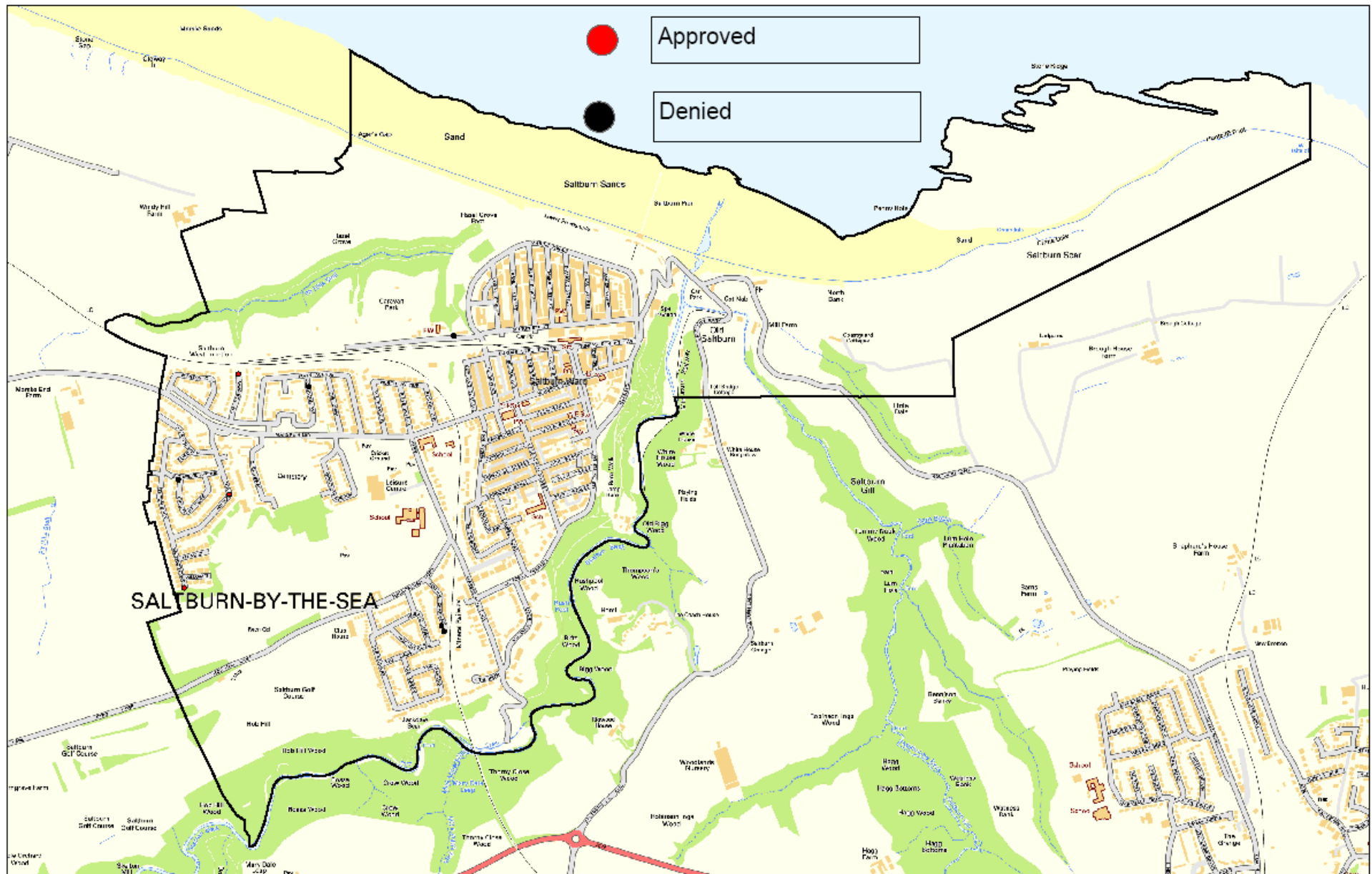
Date: 23/08/2010  
Drawn by: DI  
Scale = 1:14,290  
DWG No: N/A

**ORMESBY WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
173	ORMESBY	NUNTHORPE	Beadlam Avenue	Top of Bank on left, right of cabinet M29 - 206	
174	ORMESBY	NUNTHORPE	Gypsy lane	Junc Beverly Road, left side against top fence	
175	ORMESBY	NUNTHORPE	Kirkham Road	Against garden wall of 34 Farndale Rd	
176	ORMESBY	NUNTHORPE	Kirkham Road	o/s Community Centre, Rosedale House	
177	ORMESBY	NUNTHORPE	Rosedale Road	o/s 14 on corner	
179	ORMESBY	NUNTHORPE	Rothsay Grove	Side of No 52	
178	ORMESBY	NUNTHORPE	York Road	Junc Byland Road, right radius	
185A	ORMESBY	ORMESBY	Brooksbank Close	Side of 22	
192	ORMESBY	ORMESBY	Church Lane	Opp No 30 on Grass	
181	ORMESBY	ORMESBY	Dew Lane	opp. Junc Church Lane to right of Lamp Column AS217	
188C	ORMESBY	ORMESBY	Eastbank Road	Corner No 8 Middlebank Rd	<b>Eston A.C</b>
182	ORMESBY	ORMESBY	Farmbank Road	At bottom , 5m to right of nameplate	
183	ORMESBY	ORMESBY	Farmbank Road	Junc Brooksbank Road o/s 11, to left of cabinet M29-203	
184	ORMESBY	ORMESBY	Farmbank Road	opp.28, against wall around top bend	
185	ORMESBY	ORMESBY	Forest Drive	o/s 25, 3m right of BKH 6	
185B	ORMESBY	ORMESBY	Forest Drive	Corner of NO 8	<b>Eston A.C</b>
186	ORMESBY	ORMESBY	Jubilee Bank	High Street End, opp. 24 on grass	
187	ORMESBY	ORMESBY	Laburnum Road	Junc Lilac Road, half way along splay o/s49	
187A	ORMESBY	ORMESBY	Laburnum Road	O/S 77 Sycamore Road	
187B	ORMESBY	ORMESBY	Laburnum Road	Next to Lamp Column CEH2	
188	ORMESBY	ORMESBY	Longbank Road	o/s 48 on corner	

**ORMESBY WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
188A	ORMESBY	ORMESBY	Longbank Road	o/s 31	
188B	ORMESBY	ORMESBY	Northbank Crescent	o/s No 30	<b>Eston A.C</b>
189	ORMESBY	ORMESBY	Old Ormesby Bank	opp. 117 on grass (Slip Road)	
189A	ORMESBY	ORMESBY	Old Ormesby Bank	Opposite 147A on grass (Slip Road)	
190	ORMESBY	ORMESBY	Premier Road	o/s 28	
191	ORMESBY	ORMESBY	Spring Garden Lane	side of 1A Fairfield Avenue	
181A	ORMESBY	ORMESBY	Tebay Close	Opp No 24	<b>Eston A.C</b>
193	ORMESBY	ORMESBY	Westbank Road	opp. 12/14 to right of Westbank Rd nameplate	
194	ORMESBY	ORMESBY	Woodley Grove	o/s 47/49, left of EMZ 12	
180	ORMESBY	ORMESBY	Woodley Grove	o/s 72	
195	ORMESBY	ORMESBY	Wycherley Close	Junc Woodley Grove on right radius	
196	ORMESBY	ORMESBY	Wycherley Close	o/s 28/30	



Simon Dale  
Director of Area Management

**TITLE:**  
Saltburn Ward  
Salt Bins

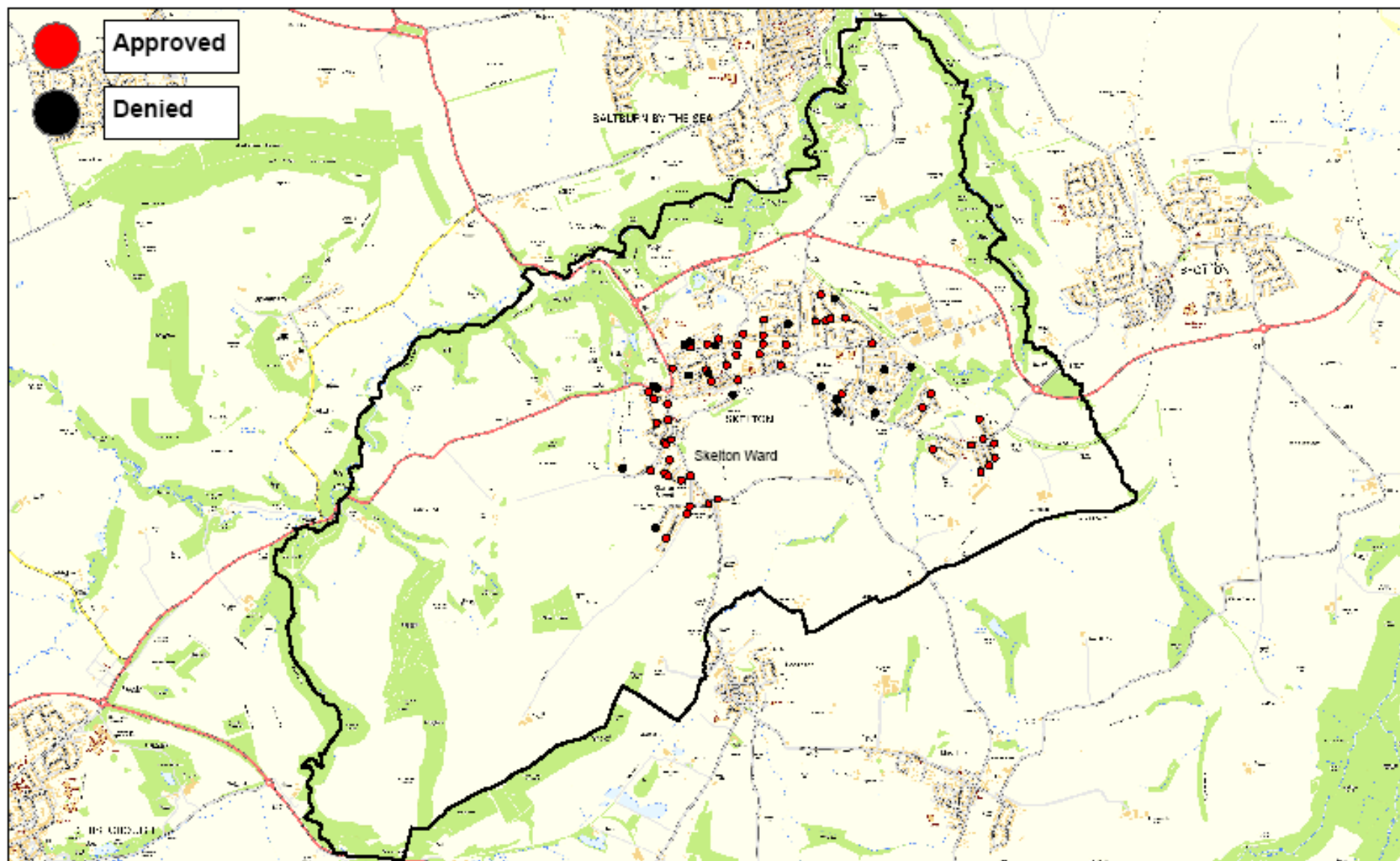
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**SALTBURN WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
198	SALTBURN	SALTBURN	Parkway	Far end of turning head, on grass to right of path to cattle arch	
199	SALTBURN	SALTBURN	Redwood Drive	At Top on right	
200	SALTBURN	SALTBURN	Wilton Bank	o/s 123	



**Skelton Ward  
Salt Bins**

Simon Dale  
Director of Area Management

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**SKELTON WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
168A	SKELTON	NORTH SKELTON	Layland Road	O/S No 33 near lamp col No CFZ 10	
168B	SKELTON	NORTH SKELTON	Warset Crescent	Side of No 23 near lamp col No EFJ 6	
165	SKELTON	NORTH SKELTON	Bolckow Street	Top end, near Factory Entrance on right	<b>S&amp;NSRA</b>
166	SKELTON	NORTH SKELTON	Cenotaph	o/s	<b>S&amp;NSRA</b>
167	SKELTON	NORTH SKELTON	Day Centre	o/s	<b>S&amp;NSRA</b>
168	SKELTON	NORTH SKELTON	Harebell Close	o/s 2, on radius	
169	SKELTON	NORTH SKELTON	Railway Terrace	On grass, rear of Band Hut	
170	SKELTON	NORTH SKELTON	Richard Street	Top end away from main road, next to telegraph pole	<b>S&amp;NSRA</b>
171	SKELTON	NORTH SKELTON	Wharton Street	Top end Car Park	<b>S&amp;NSRA</b>
172	SKELTON	NORTH SKELTON	William Street	Top end on left	<b>S&amp;NSRA</b>
206C	SKELTON	SKELTON	Ambleside	Side of no 5	
201	SKELTON	SKELTON	East Parade	Gable no 7, by nameplate	<b>S&amp;BPC</b>
222B	SKELTON	SKELTON	Ennerdale Crescent	Side of No 7 Ullswater Drive	
217A	SKELTON	SKELTON	Grampian Road	Junction Hambledon Road	
222A	SKELTON	SKELTON	Green Road	O/S No 4	
202A	SKELTON	SKELTON	Rydal Road	Opp no 19 on Grass verge near BT pole	
209A	SKELTON	SKELTON	The Hills	Junction High Street	
206A	SKELTON	SKELTON	Windermere Drive	Next to L/C No ELZ 17	
206B	SKELTON	SKELTON	Windermere Drive	Next to L/C No ELZ 13	
202	SKELTON	SKELTON	Back Lane	Opp. Junction Dorset Road, REMOVED 26/01/07	
203	SKELTON	SKELTON	Coniston Road	On bend opp 38-50, near bungalows, next to lamp column	<b>S&amp;BPC</b>

**SKELTON WARD**

<b>Bin No.</b>	<b>WARD</b>	<b>TOWN</b>	<b>LOCATION</b>	<b>POSITION</b>	<b>P/C</b>
204	SKELTON	SKELTON	Coniston Road	Adjacent to upper Civic Centre Car Park, on verge	
205	SKELTON	SKELTON	Coniston Road	Civic Centre lower car Park, bottom of steps near recycling bins	<b>S&amp;BPC</b>
205A	SKELTON	SKELTON	Derwent Road	Junc Ullswater Drive, s/o 21	
206	SKELTON	SKELTON	Derwent Road	Verge opposite 16	
207	SKELTON	SKELTON	Dorset Road	Junc. Back Lane, right hand side at end of footway	
208	SKELTON	SKELTON	Grampian Road	Junc Cheviot Drive, next to seat in stub end, next to nameplate	
209	SKELTON	SKELTON	Grampian Road	Junc Cotswold Drive, right side radius, next to NTL box	<b>S&amp;NSRA</b>
211	SKELTON	SKELTON	Greta Road	Junc Waveney Grove, left side radius	
212	SKELTON	SKELTON	Greta Road	Junc Eden Road	
213	SKELTON	SKELTON	Greta Road	Junc Severn Grove	
213A	SKELTON	SKELTON	Greta Road	o/s 109	<b>S&amp;BPC</b>
210	SKELTON	SKELTON	Greta Road	o/s 40, junc Thames Road	
214	SKELTON	SKELTON	Lawns Gill	Near bend on grass	
217	SKELTON	SKELTON	Marlborough Road	On grass opp 58-60 next to lamp column	
215	SKELTON	SKELTON	Marlborough Road	Junc Malvern Avenue, right side radius, on grass verge	
216	SKELTON	SKELTON	Marlborough Road	Junc Pentland Avenue, right side radius, next to NTL box and sign	
218	SKELTON	SKELTON	Severn Grove	Junc Thames Road, right side radius	<b>S&amp;BPC</b>
219	SKELTON	SKELTON	Somerset Crescent	15m down on right (stone wall)	
220	SKELTON	SKELTON	South Terrace	Junc Lawns Gill, left side radius	
221	SKELTON	SKELTON	Whitby Close	In hammerhead (OAP Bungalows)	
222	SKELTON	SKELTON	Wiltshire Road	Opp 40 Green Road, against Fence	

**SKELTON WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
225A	SKELTON	SKELTON GREEN	Boosbeck Road	Junc Manless Terrace, side of No. 1	<b>S&amp;BPC</b>
224	SKELTON	SKELTON GREEN	Castle Grange	To right of EYW 10	
223	SKELTON	SKELTON GREEN	Castle Grange	To right of EYW 11	
225	SKELTON	SKELTON GREEN	Castle Grange	By wall o/s No 55 ( avoid drive)	<b>S&amp;BPC</b>
225C	SKELTON	SKELTON GREEN	Castle Grange	Front No 30, in turning head	
225B	SKELTON	SKELTON GREEN	Green Road	Junc Castle Grange	
226	SKELTON	SKELTON GREEN	Newlands Road	Next to CATV box at entrance, 10m apart (two boxes)	<b>S&amp;BPC</b>
226B	SKELTON	SKELTON GREEN	Newlands Road	O/S No 40	
226C	SKELTON	SKELTON GREEN	Newlands Road	Top of Manless Terrace, grassed area	
227	SKELTON	SKELTON GREEN	Prospect Place	opp. Gable no 1, in side street	
228	SKELTON	SKELTON GREEN	Trout Hall Lane	opp Junc Elliott Street, on verge right of BT Pole	<b>S&amp;BPC</b>



**St Germain's Ward  
Salt Bins**  
Simon Dale  
Director of Area Management

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Date: 23/08/2010  
Drawn by: DI  
Scale = 1:15,688  
DWG No: N/A

**ST GERMAINS WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
150	ST GERMAINS	MARSKE	Hall Close	o/s Health Centre, opp flower bed against stone wall	
151	ST GERMAINS	MARSKE	Hambleton Crescent	Between 8/10 on grass	
152	ST GERMAINS	MARSKE	Meadow Road	Near junc High Street, 2m on R/H side next to BT box	
153	ST GERMAINS	MARSKE	Station Close	o/s 22 L/H side of road, 5m before notice board against fence	
154	ST GERMAINS	MARSKE	The Headlands	Junc Church Ln, near nameplate on grass by Give Way sign	



**Teesville Ward  
Salt bins**  
Simon Dale  
Director of Area Management

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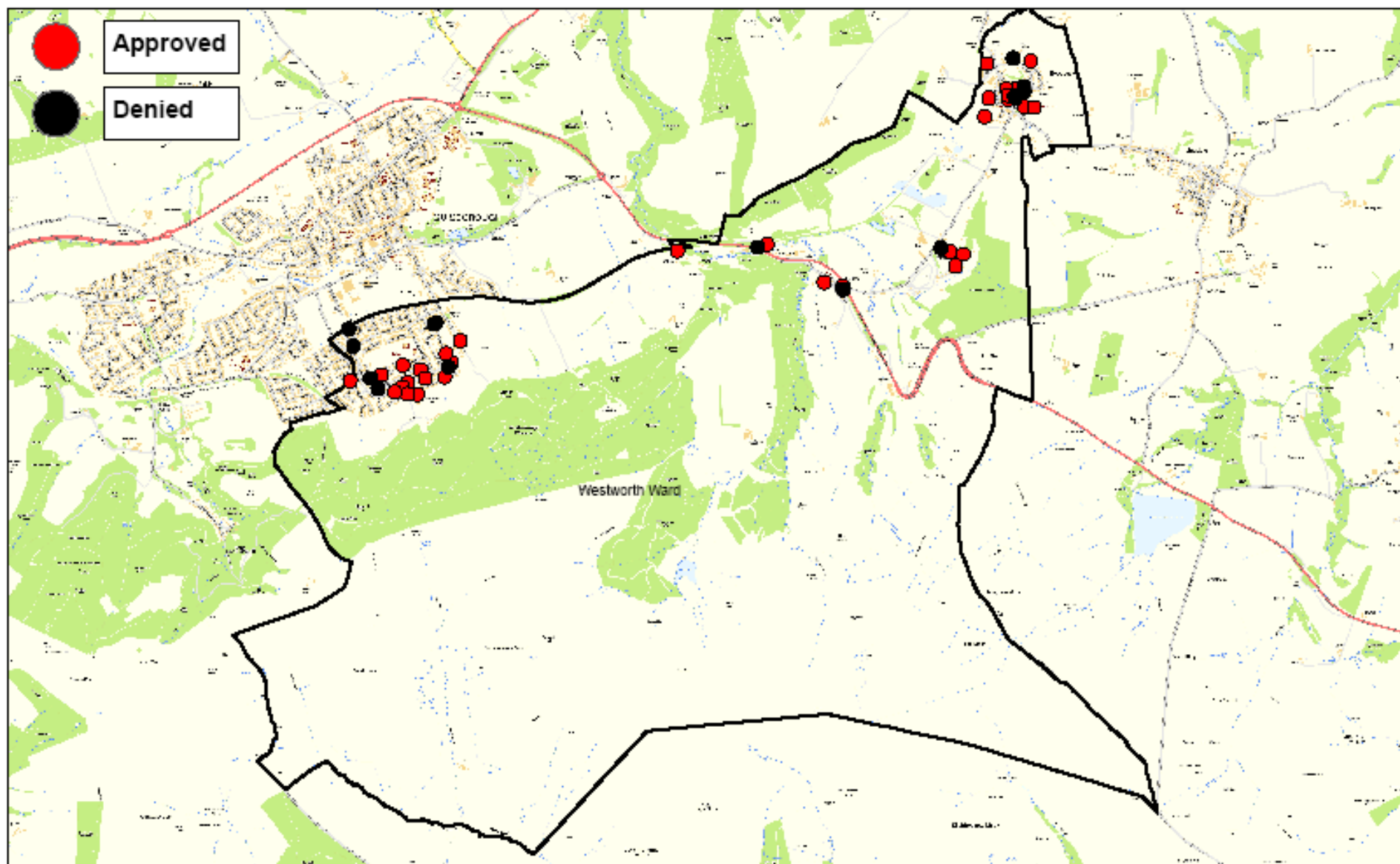
Date: 23/08/2010  
Drawn by: DI  
Scale = 1:7,160  
DWG No: N/A

**TEESVILLE WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
49	TEESVILLE	ESTON	Bylands Road	Junc Church Lane	
55C	TEESVILLE	ESTON	Sleight Crescent	Junction Runswick Road near no 8	
162B	TEESVILLE	NORMANBY	Ambleside Road	S/O 17	
162A	TEESVILLE	NORMANBY	Braidwood Road	O/S No 10 Jun Kirknewton Rd	







**Westworth Ward**  
**Salt Bins**  
 Simon Dale  
 Director of Area Management

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Date: 23/08/2010  
 Drawn by: DI  
 Scale = 1:38,433  
 DWG No: N/A

**WESTWORTH WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
1	WESTWORTH	BOOSBECK	Albion Street	Top end, at brow of hill, o/s 12 Oakley Road on wide verge	<b>LPC</b>
2	WESTWORTH	BOOSBECK	Brookside	In front of 17, against fence R/H side of walkway	<b>LPC</b>
3	WESTWORTH	BOOSBECK	Carney Street	On grass verge opp. No.10	<b>LPC</b>
4	WESTWORTH	BOOSBECK	High Street	Rear Cath Jacksons Shop on verge	<b>LPC</b>
5	WESTWORTH	BOOSBECK	High Street	In front of St Aidan's Church, R/H s/o bench at wall	<b>LPC</b>
8	WESTWORTH	BOOSBECK	Lockwood School	Bottom end, near School side entrance	
6	WESTWORTH	BOOSBECK	Oldham St/ Chadderton Cl	L/H verge next to telegraph pole - 4m from telephone kiosk	
7	WESTWORTH	BOOSBECK	Oldham St/ Oldham Cl	Grass verge, on corner right hand side	<b>LPC</b>
9	WESTWORTH	BOOSBECK	Queen Street	Rear 14 near BT Pole and concrete bollards	<b>LPC</b>
10	WESTWORTH	BOOSBECK	Shepherds Ct/ Fenton St	On corner, left hand side, against wall s/o 1	<b>LPC</b>
11	WESTWORTH	BOOSBECK	Wandhill Gardens	Near Car Park, opp.22 on verge	<b>LPC</b>
35	WESTWORTH	CHARLTONS VILLAGE	Back Street	Next to gate opp.2	<b>LPC</b>
36	WESTWORTH	CHARLTONS VILLAGE	Front Street	On Grass at Main entrance opp.53/55, 3m right of wooden litter bin	<b>LPC</b>
59	WESTWORTH	GUISBOROUGH	Belmangate	Opp ent. to Gracelands Nursing Home	<b>GTC</b>
62	WESTWORTH	GUISBOROUGH	Berkley Drive	Junc Enfield Chase, left radius to right of nameplate	<b>GTC</b>
63	WESTWORTH	GUISBOROUGH	Berkley Drive	On radius side of No. 24	
64	WESTWORTH	GUISBOROUGH	Blackmore Close	Against garage of No. 15 on grass verge	<b>GTC</b>
65	WESTWORTH	GUISBOROUGH	Brocklesby Road	Junc Aldenham Rd, right radius, to right of nameplate	
71	WESTWORTH	GUISBOROUGH	Enfield Chase	Junc Whaddon Chase, left radius, to right of nameplate	<b>GTC</b>
89A	WESTWORTH	GUISBOROUGH	Enfield Chase	o/s 17 Enfield Close Jun Buccleugh Close	
71A	WESTWORTH	GUISBOROUGH	Enfield Chase	Junction Oakley Close	

**WESTWORTH WARD**

<b><u>Bin No.</u></b>	<b><u>WARD</u></b>	<b><u>TOWN</u></b>	<b><u>LOCATION</u></b>	<b><u>POSITION</u></b>	<b><u>P/C</u></b>
76	WESTWORTH	GUISBOROUGH	High Peak	left radius, to right of nameplate	
77	WESTWORTH	GUISBOROUGH	High Peak	On radius, side of 28	<b>GTC</b>
86	WESTWORTH	GUISBOROUGH	Oakley Close	On radius side of No.21, against small wall	<b>GTC</b>
87	WESTWORTH	GUISBOROUGH	Quorn Close	On Radius corner of 41 Fernie Road	
88	WESTWORTH	GUISBOROUGH	Silverton Road	Junc Enfield Chase, left radius to right of nameplate	
89	WESTWORTH	GUISBOROUGH	Silverton Road	On grass at side of 13, avoid tree	<b>GTC</b>
101	WESTWORTH	GUISBOROUGH	Whaddon Chase	Junc Wheatlands Close, left radius, to left of nameplate	
147	WESTWORTH	MARGROVE PARK	Margrove Park	Side of 40 against fence	<b>LPC</b>
148	WESTWORTH	MARGROVE PARK	Margrove Park	opp. 75 near Lamp Column CLZ 39 on cobbles	<b>LPC</b>
149	WESTWORTH	MARGROVE PARK	Margrove Park Road	opposite 21 on grass verge	
233	WESTWORTH	SLAPEWATH		In recess between Pub and Cottages	<b>GTC</b>
234	WESTWORTH	SPAWOOD COTTAGES		Along track under Bridge on right below Cottages	<b>GTC</b>

## **APPENDIX 8**

### **Schedule of Category 1 and 1a Footways**

#### **Redcar**

High Street  
Regents Walk  
Esplanade  
West Dyke Road (Thrush Road – West Terrace)  
Thames Road Shops

#### **Dormanstown**

Ennis Square  
Farndale Square

#### **Marske**

High Street  
The Wynd  
Redcar Road (Churchill Drive – High Street)  
Windy Hill Lane (High Street – South Field Road)

#### **Skelton**

High Street

#### **Brotton**

High Street

#### **Loftus**

Zetland Road  
Market Place  
High Street

#### **South Bank**

Normanby Road (Hampden Street – A66)

#### **Eston**

High Street  
Jubilee Road (High Street – Station Road)

#### **Normanby**

Normanby Top

#### **Saltburn**

Station Street  
Station Square  
Milton Street

#### **Guisborough**

Westgate  
Bow Street (Westgate – Rectory Lane)  
Church Street

**Schedule of Off-Street Car Parks  
Appendix 9**

Name of Car Park	Location
Belmont House	Guisborough
Cat Nab	Saltburn
<b>Church Square</b>	<b>Guisborough</b>
Fisherman's Square	Redcar
Fountains Street East	Guisborough
Fountains Street West	Guisborough
<b>Graffenberg Street</b>	<b>Redcar</b>
<b>King Street</b>	<b>Redcar</b>
Kirkleatham Street	Redcar
Majuba	Redcar
<b>Muriel Street</b>	<b>Redcar</b>
Patten Lane (Northgate)	Guisborough
<b>Pier</b>	<b>Saltburn</b>
Redcar and Cleveland House	Redcar
Reid Terrace	Guisborough
Seafield House	Redcar
Turner Street	Redcar
Walkers Row	Guisborough
West Dyke Road North	Redcar
West Dyke Road South	Redcar
<b>Literary Institute</b>	<b>Redcar</b>

**GREATER ESTON**

**NEIGHBOURHOOD WINTER SERVICE PLAN**

# Contents

1.0 Summary of Arrangements

2.0 Routes/Site Treatment

3.0 Footway Hierarchy

4.0 Neighbourhood Services Operational Plan

5.0 Roles and Responsibilities of the Neighbourhood Management Team

6.0 Communications

7.0 Partner Organisations

8.0 Snow Code

9.0 Elected Members

10.0 Community Resilience Message

11.0 Contact Details

## **1.0 SUMMARY OF ARRANGEMENTS**

### **1.1 Arrangements for 2015/2016**

All Neighbourhood Winter Service Plans have been prepared and will be delivered at the Neighbourhood level as a more local approach, which supplements and directly supports the Corporate Winter Service Plan for the Borough.

Each year, the Greater Eston Neighbourhood Winter Service Plan will be updated to take account of any changes that have been identified, with the aim of providing Winter Maintenance Services in the most efficient way possible, throughout all relevant wards.

### **1.2 What We Do**

The Council's corporate aim is to provide an effective and efficient winter maintenance service within the Borough boundaries, with the resources available, which means:

- helping to ensure the safe passage of vehicles and pedestrians
- aiming to minimise delays due to winter weather
- ensuring winter maintenance operations are undertaken safely
- maintaining robust and continuous communication channels for local residents and Members

At the Neighbourhood Level, this service is prepared from October through to mid April – However, this can be longer if forecasts indicate that cold weather will continue. The Neighbourhood Team delivers supplementary services which include:

- clearing/salting/gritting prioritised footways
- assisting waste and cleansing operations where access is restricted
- information hub for overall operations and weather conditions
- providing and maintaining salt bins
- salting/gritting prioritised estate roads



## 2.0 Route/Site Treatment

The treatment routes and priority areas for Winter Maintenance should take as a starting point the hierarchy developed for other maintenance purposes but this is likely to require extensive modification to consider:

- Special requirements of footways, cycle routes and pedestrian/shopping areas
- Routes to school
- Safe and reliable access to emergency facilities including Fire and Rescue, Police, Ambulance Services and hospitals
- Other public services access needs and specific infrastructure where the maintenance of access may be critical
- Safe and reliable access to main business centres (large or small) of key importance to the local residents and local economy
- The special needs of disabled people or older people particularly where they can be effectively targeted
- Known problems, including significant gradients, exposed areas and other topological factors

The Neighbourhood Team will also be responsible for the following local actions:

- Providing a list of local routes and sites for treatment during prolonged extreme, or severe weather conditions
- Monitoring level of salt within salt bins
- Scrutinising the weather forecasts to assess the winter service required at a Neighbourhood level
- Storing electronically, all decisions taken in terms of winter maintenance service at the Neighbourhood level
- Collection of data for performance measurement
- Establishing a list of partners or contractors with suitable plant for snow clearing purposes

## 2a. Salt Bins

This season all existing salt bins will be deployed as they were last year, the bins will then be classified as either **Operational, Neighbourhood** or **Community bins**. The Winter Maintenance Engineer will determine which salt bins will be classified as **Operational Bins** and they will be determined on the severity of the following hazards: - (steep gradient, dangerous bend, water runoff, proximity of hazard to our Category A & B salting routes).

1. **Operational Salt Bins** – these are bins that support the main winter service operations and will take priority over all other salt bins in respect of refills. These bins will be provided to deal specifically with the following hazards; very steep gradient, dangerous bends, difficult junctions, water runoff, proximity to Category A & B salting routes, and will be managed and maintained by operational resources within Area Management.

2. **Neighbourhood Salt Bins** - will be all remaining salt bins that do not meet the criteria for an operational bin. These will be managed by the Neighbourhood teams who will arrange all requests for refills. During extreme snow fall events Neighbourhood resources will fill these bins with Neighbourhood staff, so that operational staff can concentrate on re-filling the Boroughs priority bins and dealing with Category A & B salting routes.

3. **Community Salt Bins** – Community bins will be filled by Neighbourhood resources during prolonged periods of snow fall. These bins will be central to the local communities and will be identified and managed by the Neighbourhood teams and residents will be able to collect salt from these bins to treat areas of the road network they have cleared of snow. These bins will be kept filled if there are no resources available to fill Neighbourhood Salt Bins and these bins will be filled by Neighbourhood staff and resources.

### **3.0 FOOTWAY HIERARCHY (including combined footway/cycleways)**

Footway maintenance standards, unlike carriageway maintenance standards are not necessarily reflected by road classification; standards being determined by pedestrian usage and not the importance of the road in the network. Local factors such as the age, distribution of the population, proximity of schools and other establishments attracting higher than normal numbers of pedestrians to the area are taken into account. The hierarchy for footways is broadly as follows:

#### **Category Number, Name and Brief Description**

**1 Primary Walking Route** - Busy urban shopping and business areas, main pedestrian routes and routes to school.

**2. Secondary Walking Route** - Medium usage routes through local areas feeding into primary routes, local shopping centres, etc.

**3. Link Footway** - Linking local access footways through urban areas and busy rural footways.

**4. Local Access Footway** - Footways associated with low usage, short estate roads to the main routes and cul de sacs.

At times of severe weather, Neighbourhood Teams will prioritise treatment of footpaths in accordance with the above hierarchy/priority ratings in the following locations across Greater Eston:

- Category 1 Footpaths etc (Shopping Areas)
- Salt Bin filling
- Community Centres/Leisure Centres
- Doctors Surgery
- Sheltered Accommodation
- Care homes
- Public Buildings
- Priority Routes to School

## **4.0 Neighbourhood Services Operational Plan**

### **4.1 Implementation Prior to a Winter Weather Event**

The following actions may be carried out in advance of the winter weather:

- Put out general community resilience messages to the public through relevant media around being prepared for bad weather
- Communicate with schools, advising head teachers to consider preparations for winter weather
- Identify source of physical resources required – e.g., 4x4 vehicles, making initial contact or putting on standby
- Consider which critical Neighbourhood Services may be affected and arrangements that could be put in place in advance to mitigate the impact
- If appropriate, make contact with community representatives to advise them of the potential for severe weather.

### **4.2 Implementation during a Winter Weather Event**

The following actions may be carried out during a winter weather event:

- Identify the impact of the winter weather on critical services
- Identify priority Neighbourhood sites affected by the winter weather and divert resources if necessary to assist these sites
- Ensure that the public, staff and partner organisations are kept updated on any changes to snow clearance patterns and the impact of the winter weather on Neighbourhood Services and any other relevant information
- Liaise with partner organisations regarding the identification of vulnerable people and how to meet their needs
- Contact community representatives to ensure coordination with any local response to the winter weather (this may depend on how widespread the winter weather is)
- Respond to requests for support or resources from wider R&C BC service groups, partner organisations and communities
- Coordinate redeployment of staff if this is required

### 4.3 Recovery

- The Recovery Process may take much longer than the response. The Neighbourhood Team should consider if they will need to make further and specific plans prior to the stand down in order to coordinate recovery arrangements

### 4.4 Stand Down

- The Neighbourhood Team will take the decision locally, to stand down once it is clear that the weather event is over, and the incident is now in its recovery phase
- This decision should be communicated to all those involved in the response to the winter weather, including community representatives
- One or more debriefs should be held following the stand down to identify lessons from the response. These ideally should include:
  - Neighbourhood Team
  - Corporate Winter Service Management
  - Neighbourhood Partners

## 5.0 Roles and Responsibilities of the Neighbourhood Team

The role of the Neighbourhood Team is to lead and coordinate the work undertaken by front line staff at a neighbourhood level in response to a winter weather event.

This may involve:

- Ensuring that clear aims and objectives are set to give direction and priority to Neighbourhood Service response to the winter weather event
- Liaising with Operation's Emergency Winter Maintenance Planning Team (Redcar & Cleveland House)
- Leading the overall response of the Neighbourhood Team to the adverse conditions
- Facilitating Risk, local Safety and Emergency Management arrangements and meetings
- Activating / requesting call out for other service group staff, to assist in the Neighbourhood Response to the winter weather event

- Representing on the Central Coordinating Group if required
- Sharing information and co-operating with partner agencies
- Ensuring continuation of critical Neighbourhood Services throughout the weather event
- Liaising with the Corporate Leadership Team and elected members regarding the Neighbourhood response to the winter weather locally
- Taking the decision, in consultation with the above, to stand down the response
- Ensuring a record is kept of key decisions and actions

## 6.0 Communications

A member of the Neighbourhood Team will be selected to manage the communications role, dealing with any media related enquiries, managing the warning and informing response and information gathering and reporting.

This may involve:

- Updating the Council's website/intranet Team with up to date information regarding the local neighbourhood response to the winter weather
- **Calling out**/Mobilising key personnel
- Liaising with officers from other agencies (Police, Fire etc.)
- Liaising with Corporate Communications staff
- Providing information to libraries and/or the Customer Contact Centre as appropriate
- Maintaining a log of actions taken and requests received

## **7.0 Partner Organisations**

Although this is a Local Authority plan, partner organisations may be affected by the Neighbourhood Services response to a winter weather event, with regard to snow clearance and maintenance of local routes.

Partner organisations should:

- Ensure they are aware of this plan and its contents, particularly the information relating to salting routes
- Have arrangements in place as part of their own business continuity plans, if necessary, to obtain salt stocks and salt access routes to key sites.

## **8.0 Snow Code**

- The public has a perception that there are legal implications if they try to help themselves and their communities by clearing paths and driveways etc. This fear has prevented people from taking self-help action
- National guidance has been developed to address this issue and a Snow code has been written to advise the public over the legal position of clearing snow and ice. The advice is available on [www.Directgov.com](http://www.Directgov.com).

## **9.0 Elected Members**

- During an adverse weather event, the Neighbourhood Manager will ensure that the Leader, Portfolio Holder for Neighbourhoods, Portfolio Holder for Highways, Planning and Transport, and relevant Ward Member(s) are kept informed of events
- Centrally, the Council's intranet site will be updated as frequently as practicable with information about the adverse weather event. Other methods of keeping Elected Members informed, such as emails, text messages and briefings, will be used as appropriate

### **Portfolio Holder for Neighbourhoods (Health and Housing)**

- Councillor Lynn Pallister – 07765 897339

### **Portfolio Holder for Neighbourhoods**

- Councillor Helen McLuckie – 07825 228012

### **Eston Ward Members**

- Councillor Christopher Massey ..... 07557 540627
- Councillor Geraldine Williams ..... 07789 922822
- Councillor Ann Higgins ..... 01642 452329

### **Grangetown Ward Members**

- Councillor Jade Stainthorpe ..... 07771 345336
- Councillor Lynn Pallister ..... 07765 897339

### **Normanby Ward Members**

- Councillor Billy Ayre ..... 01642 469423
- Councillor Brian Dennis ..... 07557 540640
- Councillor Chris Foley-McCormack ..... 07557 540641

### **Ormesby Ward Members**

- Councillor Ann Wilson ..... 01642 281268
- Councillor Glyn Nightingale ..... 01642 315565
- Councillor Irene Nightingale ..... 01642 315565

### **South Bank Ward Members**

- Councillor Sue Jeffrey ..... 01642 465796
- Councillor Ian Jeffrey ..... 01642 465796
- Councillor Neil Bendelow ..... 07825 228005

### **Teesville Ward Members**

- Councillor Robert Hodgson ..... 07825 231051
- Councillor Bob Norton ..... 07825 228014
- Councillor Leanne Reed ..... 07584 703081



## **10.0 COMMUNITY RESILIENCE MESSAGE**

### **10.1 Clearing Snow and Ice**

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

If an accident did happen, it's highly unlikely that you would be sued as long as you:

- are careful
- use common sense to make sure that you don't make the pavement or pathway clearly more dangerous than before

People using areas affected by snow and ice also have responsibility to be careful themselves.

### **10.2 Tips and Advice on Clearing Snow and Ice**

- Start early - it's much easier to clear fresh, loose snow compared to compacted ice that has been compressed by people walking on it
- Don't use hot water - this will melt the snow, but may replace it with black ice, increasing the risk of injury
- Be a good neighbour - some people may be unable to clear snow and ice on paths from their property
- If shovelling snow, think where you are going to put it so that it doesn't block people's paths or drainage channels
- Make a pathway down the middle of the area to be cleared first, so you have a clear surface to walk on
- Spreading some salt on the area you have cleared will help stop ice forming - table salt or dishwasher salt will work, but avoid spreading on plants or grass as they may be damaged by it
- Pay particular care and attention to steps and steep gradients
- Use the sun to your advantage - removing the top layer of snow will allow the sun to melt any ice beneath; however you will need to cover any ice with salt to stop it refreezing overnight
- If there's no salt available, sand or ash are good alternatives

### 10.3 Be Prepared for Winter Weather

- Have you checked if your house is on a salting route?
- Plan where you will park your car
- Have you got sturdy footwear for walking in snow? Do you own any Wellington boots?
- Have a week's worth of food and safety supplies, including bread in the freezer, long life milk and non-cook foods. If you live far from other people, have more supplies on hand.
- Keep a water supply. Extreme cold can cause water pipes in your home to freeze and sometimes break
- Learn how to shut off water valves (in case a pipe bursts)
- Have a supply of your prescription drugs and other medicine
- Have a wind up torch and radio, in case of power cuts
- Have you thought about producing a household emergency plan?
- Add the following supplies in preparation for winter weather to your emergency kit:-
  - **Rock salt or table salt** to melt ice on walkways
  - **Snow shovels** and other snow removal equipment
  - **Adequate clothing** and blankets to keep you warm
- If you become housebound you might find the following advice useful:
  - Have regular hot drinks and at least one hot meal a day if possible, eating regularly helps to keep energy levels up during winter
  - Wear several light layers of warm clothes
  - Keep as active as possible

## **10.4 Be a Good Neighbour**

- Elderly and vulnerable people are particularly at risk during times of cold weather. Ask in advance of bad weather if there is anything, you might be able to do to help friends or relatives
- During bad weather, be a good neighbour and check they have enough food, water, medical supplies, heating and adequate clothing. You could offer to do their shopping or you might offer to clear driveways or pathways so that they or their carers can move about more easily
- It might also be a good idea to set up a “buddy” system for people making essential journeys, so you can let people know you’ve got to your destination safely

## **11.0 Greater Eston Neighbourhood Team Contact Details**

### **Neighbourhood Officer**

- Billy Kemp.....Tel. Office 01642 459035, Mobile 07766 205 361

### **Neighbourhood Safety Officer (Grangetown and Teesville)**

- Andrew Crook.....Tel. Office 01642 459035, Mobile 07795 305 953

### **Neighbourhood Team Leader (Grangetown and Teesville)**

- Tim Greaves.....Mobile 07890 561 899

### **Neighbourhood Safety Officer (Ormesby and Nunthorpe)**

- Paul Reekie .....Tel. Office 01642 459035, Mobile 07733 002 709

### **Neighbourhood Safety Officer (Eston)**

- Kevin Waller .....Tel. Office 01642 459035, Mobile 07771 886 110

### **Neighbourhood Team Leader (Ormesby, Nunthorpe and Eston)**

- Alan Ferrier.....Mobile 07584 140 563

### **Neighbourhood Safety Officer (South Bank and Normanby)**

- David Simpson ...Tel. Office 01642 459035, Mobile 07771 834 475

### **Neighbourhood Team Leader (South Bank and Normanby)**

- Julie Lodge .....Mobile 07909 906 322

## ESTON

<ul style="list-style-type: none"> <li>• Category 1a and 1 Footpaths etc. (Town Centres)</li>   <li>• Salt Bin filling</li>   <li>• Public Transport Interchanges</li>   <li>• Community Centres/Leisure Centres</li>   <li>• Doctors Surgery</li>   <li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li>   <li>• Sheltered Accommodation / Care homes</li> </ul>	<p>Eston Square shops, Mansfield Road shops, Banksfields shops, pavement to front Whale Hill shops, Lazenby shops.</p> <p>Whale Hill Community Centre, California Community Centre Guisborough Road, Lazenby Church Hall.</p> <p>Jubilee Road.</p> <p>Grosmont Place/Road/Granwood.</p>
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## GRANGETOWN

<ul style="list-style-type: none"> <li>• Category 1a and 1 Footpaths etc. (Town Centres)</li>   <li>• Salt Bin filling</li>   <li>• Public Transport Interchanges</li>   <li>• Community Centres/Leisure Centres</li>   <li>• Doctors Surgery</li>   <li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li> </ul>	<p>St Georges Road past Primary School</p> <p>Outside Caedamon School on Attlee Road, St Marys School on Tennyson Avenue, Pathways School on Tennyson Avenue.</p> <p>Neighbourhood Centre car park and front on Bolckow Road.</p> <p>Bolckow Road.</p> <p>Bolckow Road shops, Birchington Avenue shops and library, Slater Road shops.</p>
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<ul style="list-style-type: none"> <li>• Sheltered Accommodation / Care homes</li> </ul>	<p>Martindale Road/Place, St Andrews Road, St Georges.</p>
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**NORMANBY**

<ul style="list-style-type: none"> <li>• Category 1a and 1 Footpaths etc. (Town Centres)</li> <li>• Salt Bin filling</li> <li>• Public Transport Interchanges</li> <li>• Community Centres/Leisure Centres</li> <li>• Doctors Surgery</li> <li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li> <li>• Sheltered Accommodation / Care homes</li> </ul>	<p>Normanby High Street.</p> <p>George Sickling Centre on Allendale Road.</p> <p>Hollywalk shops.</p>
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**ORMESBY**

<ul style="list-style-type: none"> <li>• Category 1a and 1 Footpaths etc. (Town Centres)</li> <li>• Salt Bin filling</li> <li>• Public Transport Interchanges</li> <li>• Community Centres/Leisure Centres</li> <li>• Doctors Surgery</li> <li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li> <li>• Sheltered Accommodation / Care homes</li> </ul>	<p>Allendale Road shops and past school.</p> <p>Library Ormesby Bank.</p> <p>Shops on Ormesby Bank, Long Bank, Nunthorpe, road past Nunthorpe Schools, Ormesby Primary.</p>
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## SOUTH BANK

<ul style="list-style-type: none"> <li>• Category 1a and 1 Footpaths etc. (Town Centres)</li> </ul>	<p>Normanby Road St Peters School, Gillbrook School Middlesbrough Road.</p>
<ul style="list-style-type: none"> <li>• Salt Bin filling</li> </ul>	
<ul style="list-style-type: none"> <li>• Public Transport Interchanges</li> </ul>	
<ul style="list-style-type: none"> <li>• Community Centres/Leisure Centres</li> </ul>	<p>Golden Boy Green, Womens' Centre, City Learning Centre, road past Middlesbrough Football Academy, Eston Leisure Centre/Library.</p>
<ul style="list-style-type: none"> <li>• Doctors Surgery</li> </ul>	<p>Health Village, Trunk Road.</p>
<ul style="list-style-type: none"> <li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li> </ul>	<p>Middlesbrough Road, Lower Normanby Road, Kingsway Avenue shops.</p>
<ul style="list-style-type: none"> <li>• Sheltered Accommodation / Care homes</li> </ul>	<p>Normanby Road, St Margaret's, Briarwood.</p>

## TEESVILLE

<ul style="list-style-type: none"> <li>• Category 1a and 1 Footpaths etc. (Town Centres)</li> </ul>	<p>Teesville Primary School on Ravensworth Road, Lime Road, Whale Hill Primary on Sandsend Road.</p>
<ul style="list-style-type: none"> <li>• Salt Bin filling</li> </ul>	
<ul style="list-style-type: none"> <li>• Public Transport Interchanges</li> </ul>	
<ul style="list-style-type: none"> <li>• Community Centres/Leisure Centres</li> </ul>	
<ul style="list-style-type: none"> <li>• Doctors Surgery</li> </ul>	<p>Eston Clinic Fabian Road.</p>
<ul style="list-style-type: none"> <li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li> </ul>	<p>Eston Precinct, Fabian Court shops.</p>
<ul style="list-style-type: none"> <li>• Sheltered Accommodation / Care homes</li> </ul>	<p>Zoë's place Consett Dryden Close, Grosmont Road/Place, Mooredale Court Fabian Road.</p>

**GUISBOROUGH & EAST CLEVELAND**

**NEIGHBOURHOOD WINTER SERVICE PLAN**

**2015 - 2016**

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**1.0 Summary of Arrangements**

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**9.0 Elected Members**

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**11.0 Contact Details**



## **1.0 SUMMARY OF ARRANGEMENTS**

### **1.2 Arrangements for 2015/2016**

All Neighbourhood Winter Service Plans have been prepared and will be delivered at the Neighbourhood level as a more local approach, which supplements and directly supports the Corporate Winter Service Plan for the Borough.

Each year, the Guisborough & East Cleveland Neighbourhood Winter Service Plan will be updated to take account of any changes that have been identified, with the aim of providing Winter Maintenance Services in the most efficient way possible, throughout all relevant wards.

#### **1.2 What We Do**

The Council's corporate aim is to provide an effective and efficient winter maintenance service within the Borough boundaries, with the resources available, which means:

- helping to ensure the safe passage of vehicles and pedestrians
- aiming to minimise delays due to winter weather
- ensuring winter maintenance operations are undertaken safely
- maintaining robust and continuous communication channels for local residents

At the Neighbourhood Level, this service is prepared from October through to mid-April – However, this can be longer if forecasts indicate that cold weather will continue. The Neighbourhood Team delivers supplementary services which include:

- clearing/salting/gritting footways
- assisting waste and cleansing operations where access is restricted
- information hub for overall operations and weather conditions
- providing and maintaining salt bins
- salting/gritting estate roads

## 2.0 Route/Site Treatment

The treatment routes and priority areas for Winter Maintenance should take as a starting point the hierarchy developed for other maintenance purposes but this is likely to require extensive modification to consider:

- Special requirements of footways, cycle routes and pedestrian/shopping areas
- Routes to school
- Safe and reliable access to emergency facilities including Fire and Rescue, Police, Ambulance Services and hospitals
- Other public services access needs and specific infrastructure where the maintenance of access may be critical
- Safe and reliable access to main business centres (large or small) of key importance to the local residents and local economy
- Accessibility dependencies of remote communities e.g. individual villages such as Moorsholm, Liverton, Boulby
- The special needs of disabled people or older people particularly where they can be effectively targeted
- Known problems, including significant gradients, exposed areas and other topological factors

The Neighbourhood Team will also be responsible for the following local actions:

- Providing a list of local routes and sites for treatment during prolonged extreme, or severe weather conditions
- Monitoring level of salt within salt bins
- Scrutinising the weather forecasts to assess the winter service required
- Storing electronically, all decisions taken in terms of winter maintenance service at the Neighbourhood level
- Collection of data for performance measurement
- Establishing a list of partners or contractors with suitable plant for snow clearing purposes

### **3.0 FOOTWAY HIERARCHY (including combined footway/cycleway)**

Footway maintenance standards, unlike carriageway maintenance standards are not necessarily reflected by road classification; standards being determined by pedestrian usage and not the importance of the road in the network. Local factors such as the age, distribution of the population, proximity of schools and other establishments attracting higher than normal numbers of pedestrians to the area are taken into account. The hierarchy for footways is broadly as follows:

#### **Category Number, Name and Brief Description**

**1a. Prestige Walking Zone** - Very busy areas of towns and cities with high public space and street care contribution.

**1. Primary Walking Route** - Busy urban shopping and business areas, main pedestrian routes and routes to school.

**2. Secondary Walking Route** - Medium usage routes through local areas feeding into primary routes, local shopping centres, etc.

**3. Link Footway** - Linking local access footways through urban areas and busy rural footways.

**4. Local Access Footway** - Footways associated with low usage, short estate roads to the main routes and cul de sacs.

At times of severe weather, Neighbourhood Teams will undertake treatment of footpaths in accordance with the above hierarchy/priority ratings in the following locations across East Cleveland:

- Category 1a and 1 Footpaths etc. (Town Centres)
- Salt Bin filling
- Public Transport Interchanges
- Community Centres/Leisure Centres
- Doctors Surgery
- Selected Category 1 Footpaths (Small Village Shopping Streets)
- Sheltered Accommodation
- Care homes

### **4.0 Neighbourhood Services Operational Plan**

The operational footway snow clearance plan gives details of the actions required by Neighbourhood Services, partners and associated services in the event of snow or frost/ice formation, communication that is required and liaison arrangements that need to be in place. Reference to this Operational Plan can be found in the Winter Service Plan.

#### **4.1 Implementation Prior to a Winter Weather Event**

The following actions may be carried out in advance of the winter weather:

- Put out general community resilience messages to the public through relevant media around being prepared for bad weather

- Communicate with schools, advising head teachers to consider preparations for winter weather
- Identify source of physical resources required – e.g., 4x4 vehicles, making initial contact or putting on standby
- Consider which critical Neighbourhood Services may be affected and arrangements that could be put in place in advance to mitigate the impact
- If appropriate, make contact with community representatives to advise them of the potential for severe weather.

## **4.2 Implementation during a Winter Weather Event**

The following actions may be carried out during a winter weather event:

- Identify the impact of the winter weather on critical services
- Identify priority Neighbourhood sites affected by the winter weather and divert resources if necessary to assist these sites
- Ensure that the public, staff and partner organisations are kept updated on any changes to snow clearance patterns and the impact of the winter weather on Neighbourhood Services and any other relevant information
- Liaise with partner organisations regarding the identification of vulnerable people and how to meet their needs
- Contact community representatives to ensure coordination with any local response to the winter weather (this may depend on how widespread the winter weather is)
- Respond to requests for support or resources from wider R&C BC service groups, partner organisations and communities
- Coordinate redeployment of staff if this is required

## **4.3 Recovery**

- The Recovery Process may take much longer than the response. The Neighbourhood Team should consider if they will need to make further and specific plans prior to the stand down in order to coordinate recovery arrangements

## **4.4 Stand Down**

- The Neighbourhood Team will take the decision locally, to stand down once it is clear that the emergency response is over, and the incident is now in its recovery phase

- This decision should be communicated to all those involved in the response to the winter weather, including community representatives
- One or more debriefs should be held following the stand down to identify lessons from the response. These ideally should include:
  - Neighbourhood Team
  - Corporate Winter Service Management
  - Neighbourhood Partners

## **5.0 Roles and Responsibilities of the Neighbourhood Management Team**

The role of the Neighbourhood Management Team is to lead and coordinate the work undertaken by front line staff at a neighbourhood level in response to a winter weather event.

This may involve:

- Ensuring that clear aims and objectives are set to give direction and priority to Neighbourhood Service response to the winter weather event
- Liaising with Central Management/Emergency Winter Maintenance Planning Team (Belmont House)
- Leading the overall response of the Neighbourhood Team to the adverse conditions
- Facilitating Risk, local Safety and Emergency Management arrangements and meetings
- Activating / requesting call out for other service group staff, to assist in the Neighbourhood Response to the winter weather event
- Representing on the Central Coordinating Group if required
- Sharing information and co-operating with partner agencies
- Ensuring continuation of critical Neighbourhood Services throughout the emergency response
- Liaising with the Corporate Leadership Team and elected members regarding the Neighbourhood response to the winter weather locally
- Taking the decision, in consultation with the above, to stand down the response
- Ensuring a record is kept of key decisions and actions

## 6.0 Communications

A member of the Neighbourhood Team will be selected to manage the communications role, dealing with any media related enquiries, managing the warning and informing response and information gathering and reporting.

This may involve:

- Updating the Council's website/intranet Team with up to date information regarding the local neighbourhood response to the winter weather
- Calling out/mobilising key personnel
- Liaising with officers from other agencies (Police, Fire etc.)
- Liaising with Corporate Communications staff
- Providing information to libraries and/or the Customer Contact Centre as appropriate
- Maintaining a log of actions taken and requests received

## 7.0 Partner Organisations

Although this is a Local Authority plan, partner organisations may be affected by the Neighbourhood Services response to a winter weather event, with regard to snow clearance and maintenance of local routes.

Partner organisations should:

- Ensure they are aware of this plan and its contents, particularly the information relating to salting routes
- Have arrangements in place as part of their own business continuity plans, if necessary, to obtain salt stocks and salt access routes to key sites.

## 8.0 Snow Code

- The public have a perception that there are legal implications if they try to help themselves and their communities by clearing paths and driveways etc. This fear has prevented people from taking self-help action
- National guidance has been developed to address this issue and a Snow code has been written to advise the public over the legal position of clearing snow and ice. The advice is available on [www.Directgov.com](http://www.Directgov.com).

## **9.0 Elected Members**

- During an emergency, the Neighbourhood Manager will ensure that the Leader, Portfolio Holder for Neighbourhoods, and relevant Ward Member(s) are kept informed of events
- Centrally, the Council's intranet site will be updated as frequently as practicable with information about the emergency. Other methods of keeping Elected Members informed, such as emails, text messages and briefings, will be used as appropriate

### **9.1 Portfolio Holder for Neighbourhoods**

- Councillor Helen McLuckie

### **9.2 Portfolio Holder for Economic Growth**

- Councillor Dale Quigley

### **9.3 Loftus Ward Members**

- Councillor Wayne Davies
- Councillor Eric Jackson
- Councillor Mary Lanigan

### **9.4 Lockwood Ward Member**

- Councillor Steve Kay

### **9.5 Skelton Ward Members**

- Councillor Cliff Foggo
- Councillor Dave Walsh
- Councillor Helen McLuckie

### **9.6 Brotton Ward Members**

- Councillor Michael Dick
- Councillor Malcolm Griffiths
- Councillor Barry Hunt

### **9.7 Guisborough Ward Members**

- Councillor Bill Clarke
- Councillor Shelagh Holyoake
- Councillor Dennis Teasdale

### **9.8 Hutton Ward Members**

- Councillor Valerie Halton
- Councillor Peter Spencer
- Councillor Graham Jeffery

### **9.9 Westworth Ward Members**

- Councillor Anne Watts
- Councillor Carol Jeffery

## **10.0 COMMUNITY RESILIENCE MESSAGE**

### **10.1 Clearing Snow and Ice**

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

If an accident did happen, it's highly unlikely that you would be sued as long as you:

- are careful
- use common sense to make sure that you don't make the pavement or pathway clearly more dangerous than before

People using areas affected by snow and ice also have responsibility to be careful themselves.

### **10.2 Tips and Advice on Clearing Snow and Ice**

- Start early - it's much easier to clear fresh, loose snow compared to compacted ice that has been compressed by people walking on it
- Don't use hot water - this will melt the snow, but may replace it with black ice, increasing the risk of injury
- Be a good neighbour - some people may be unable to clear snow and ice on paths from their property
- If shovelling snow, think where you are going to put it so that it doesn't block people's paths or drainage channels
- Make a pathway down the middle of the area to be cleared first, so you have a clear surface to walk on
- Spreading some salt on the area you have cleared will help stop ice forming - table salt or dishwasher salt will work, but avoid spreading on plants or grass as they may be damaged by it
- Pay particular care and attention to steps and steep gradients
- Use the sun to your advantage - removing the top layer of snow will allow the sun to melt any ice beneath; however you will need to cover any ice with salt to stop it refreezing overnight
- If there's no salt available, sand or ash are good alternatives



### 10.3 Be Prepared for Winter Weather

- Have you checked if your house is on a salting route?
- Plan where you will park your car
- Have you got sturdy footwear for walking in snow? Do you own any Wellington boots?
- Have a week's worth of food and safety supplies, including bread in the freezer, long life milk and non-cook foods. If you live far from other people, have more supplies on hand.
- Keep a water supply. Extreme cold can cause water pipes in your home to freeze and sometimes break
- Learn how to shut off water valves (in case a pipe bursts)
- Have a supply of your prescription drugs and other medicine
- Have a wind up torch and radio, in case of power cuts
- Have you thought about producing a household emergency plan?
- Add the following supplies in preparation for winter weather to you emergency kit:
  - **Rock salt or table salt** to melt ice on walkways
  - **Snow shovels** and other snow removal equipment
  - **Adequate clothing** and blankets to keep you warm
- If you become housebound you might find the following advice useful:
  - Have regular hot drinks and at least one hot meal a day if possible, eating regularly helps to keep energy levels up during winter
  - Wear several light layers of warm clothes
  - Keep as active as possible

### 10.4 Be a Good Neighbour

- Elderly and vulnerable people are particularly at risk during times of cold weather. Ask in advance of bad weather if there is anything, you might be able to do to help friends or relatives
- During bad weather, be a good neighbour and check they have enough food, water, medical supplies, heating and adequate clothing. You could offer to do their shopping or you might offer to clear driveways or pathways so that they or their carers can move about more easily

- It might also be a good idea to set up a “buddy” system for people making essential journeys, so you can let people know you’ve got to your destination safely

## **11.0 Guisborough & East Cleveland Contact Details**

### **11.1**

**Neighbourhood Officer** – Andy Roberts – 01287 612562 – Mobile 07710821568

**Neighbourhood Inspector (Skelton & Brotton Wards)** – Jacob Thomson – Mobile – 07584480406

**Neighbourhood Inspector (Loftus Ward)** – Bryan Lofthouse – 01287 642762 – Mobile – 07710821569

**Neighbourhood Inspector (Lockwood Ward)** – Marc Hodgson – 01287 284273 – Mobile – 07795305901

**Neighbourhood Inspector (Guisborough, Hutton & Westworth Wards)** – Steve Housam – 01287 612608 – Mobile 07909906250

**Clean & Green Team Leader** —Trev Thompson - Mobile - 07771843119

**Clean & Green Team Leader** – Peter Dale – Mobile – 07771841269

**Clean & Green Team Leader** – Phil Cuthbert – Mobile - 07909906458

**Skelton Depot** – 01287 651961

**Loftus library** – 01287 640582

**Guisborough Library** – Jackie Severs – 01287 632668

**Skelton library** – 01287 650487

**Brotton Library** – 01287 676342

**Guisborough Forest & Walkway** – Neil Thirkell – 01287 631132

### **11.2 Key Local Partners & Contact Details**

**Coast & Country Housing** - 01642 771300

**Neighbourhood Police Team** – 01642 302929

**Loftus Town Council** - 01287 641000

**Lockwood Parish Council** - 01287 659908

**North York Moors National Park Authority** – 01439 770657

**Tees Valley Wildlife Trust** – 01287 636382

**Loftus Community Forum** – (Tony Leonard) – 01287 643282

**Lingdale Lift off** – (Mike Jefferson) - 07817729278

**Moorsholm Residents Association** – (Ken Gillance) – 01287 660661

**APPENDIX**  
**Neighbourhood**  
**Winter Maintenance Plan**

**1a. Prestige Walking Zone** - Very busy areas of towns and cities with high public space and street care contribution.

**1. Primary Walking Route** - Busy urban shopping and business areas, main pedestrian routes and routes to school.

**2. Secondary Walking Route** - Medium usage routes through local areas feeding into primary routes, local shopping centres, etc.

**3. Link Footway** - Linking local access footways through urban areas and busy rural footways.

**1. Local Access Footway** - Footways associated with low usage, short estate roads to the main routes and cul de sacs

## **GUISBOROUGH:**

<ul style="list-style-type: none"><li>• Category 1a and 1 Footpaths etc. (Town Centres)</li><li>• Salt Bin filling</li><li>• Public Transport Interchanges</li><li>• Community Centres/Leisure Centres</li><li>• Doctors Surgery</li><li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li><li>• Sheltered Accommodation / Care homes</li></ul>	Westgate, Bow Street, Church Street, Fountain Street & Chaloner Street.  Westgate  King George V, Howbeck Road  Rectory Lane  Howbeck Road, Enfield Chase  Rectory Lane, Bolckow Street  Other areas as requested: churches etc (need notice of funerals)
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## **WESTWORTH**

<ul style="list-style-type: none"><li>• Category 1a and 1 Footpaths etc (Town Centres)</li><li>• Salt Bin filling</li><li>• Public Transport Interchanges</li><li>• Community Centres/Leisure Centres</li><li>• Doctors Surgery</li><li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li><li>• Sheltered Accommodation / Care Homes</li></ul>	High Street, Boosbeck.  High Street, Boosbeck  Oakley Road, Boosbeck Front Row, Charltons Margrove Park  Oldham Street, St Aidens View, Church Drive, Boosbeck.  Belmangate Guisborough, Margrove Road Boosbeck  Other areas as requested: churches etc (need notice of funerals)
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## **HUTTON**

<ul style="list-style-type: none"><li>• Category 1a and 1 Footpaths etc. (Town Centres)</li><li>• Salt Bin filling</li></ul>	Hutton Lane,
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## LOCKWOOD

<ul style="list-style-type: none"> <li>• Category 1a and 1 Footpaths etc (Town Centres)</li> <li>• Salt Bin filling</li> <li>• Public Transport Interchanges</li> <li>• Community Centres/Leisure Centres</li> <li>• Doctors Surgery</li> <li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li> <li>• Sheltered Accommodation / Care Homes</li> </ul>	<p>High Street, Lingdale.</p> <p>High Street, Lingdale</p> <p>Meadowdale Court, Lingdale.</p> <p>High Street, Lingdale.</p> <p>High Street, Moorsholm. Stanghow Road.</p> <p>Prospect Place, Rosedale &amp; Farndale Gardens, Lingdale. Manor Court, Moorsholm.</p>
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## BROTTON

<ul style="list-style-type: none"> <li>• Category 1a and 1 Footpaths etc. (Town Centres)</li> <li>• Salt Bin filling</li> <li>• Public Transport Interchanges</li> <li>• Community Centres/Leisure Centres</li> <li>• Doctors Surgery</li> <li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li> <li>• Sheltered Accommodation</li> <li>• Care homes</li> </ul>	<p>Brotton High Street Brotton Hospital – Alford Road St Margarets Way Linden Road Huntcliff Drive</p> <p>Brotton High Street Coach Road</p> <p>Laburnham Road</p> <p>Skinningrove Link Up Grove Hill Skinningrove Brotton Library (on Saturdays &amp; if school closed)</p> <p>Carlin How High St &amp; Front Street Outside Skinningrove shop</p> <p>Other areas as requested: churches etc. (need notice of funerals)</p>
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## SKELTON

<ul style="list-style-type: none"><li>• Category 1a and 1 Footpaths etc. (Town Centres)</li><li>• Salt Bin filling</li><li>• Public Transport Interchanges</li><li>• Community Centres/Leisure Centres</li><li>• Doctors Surgery</li><li>• Selected Category 1 Footpaths (Small Village Shopping Streets)</li><li>• Sheltered Accommodation (C&amp;C?)</li><li>• Care homes</li></ul>	<p>Skelton High Street</p> <p>Skelton High Street Vaughan Street</p> <p>Skelton Civic Centre</p> <p>Windermere Drive Bylands Road</p> <p>Coniston Road OAP areas</p> <p>Steep areas: Skelton Green, Derwent Rd, Grampian Rd</p> <p>Bus stops</p> <p>Sk library (not weds)</p> <p>Other areas as requested: steps, medical centres, churches etc. (need notice of funerals)</p> <p>Road to depot needs clearing so teams can get in/out to do this work</p>
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**COASTAL**  
**NEIGHBOURHOOD WINTER SERVICE PLAN**



## Contents

1.0 Summary of Arrangements

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6.0 Communications

7.0 Partner Organisations

8.0 Snow Code

9.0 Elected Members

10.0 Community Resilience Message

11.0 Ward Contact Details

12.0 Key Local Partners & Contact Details

## **1.0 SUMMARY OF ARRANGEMENTS**

### **1.1 Arrangements for 2016/2017**

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### **1.2 What We Do**

The Council's corporate aim is to provide an effective and efficient winter maintenance service within the Borough boundaries, with the resources available, which means:

- helping to ensure the safe passage of vehicles and pedestrians
- aiming to minimise delays due to winter weather
- ensuring winter maintenance operations are undertaken safely
- maintaining robust and continuous communication channels for local residents and Members

At the Neighbourhood Level, this service is prepared from October through to mid-April however, this can be longer if forecasts indicate that cold weather will continue. The Neighbourhood Team delivers supplementary services which include:

- clearing/salting/gritting footways
- assisting waste and cleansing operations where access is restricted
- information hub for overall operations and weather conditions
- providing and maintaining salt bins
- salting/gritting estate roads

## **2.0 Route/Site Treatment**

The treatment routes and priority areas for Winter Maintenance should take as a starting point the hierarchy developed for other maintenance purposes but this is likely to require extensive modification to consider:

- Special requirements of footways, cycle routes and pedestrian/shopping areas
- Routes to school
- Safe and reliable access to emergency facilities including Fire and Rescue, Police, Ambulance Services and hospitals
- Other public services access needs and specific infrastructure where the maintenance of access may be critical

- Safe and reliable access to main business centres (large or small) of key importance to the local residents and local economy
- Accessibility dependencies of remote communities e.g. individual villages such as Coastguard cottages Saltburn, outlying farms.
- The special needs of disabled people or older people particularly where they can be effectively targeted
- Known problems, including significant gradients, exposed areas and other topological factors including Yearby Bank, Saltburn Bank, Shipping Bank, Saltburn Lane Bank, Dunsdale depot.

The Neighbourhood Team will also be responsible for the following local actions:

- Providing a list of local routes and sites for treatment during prolonged extreme, or severe weather conditions
- Monitoring level of salt within salt bins
- Scrutinising the weather forecasts to assess the winter service required
- Storing electronically, all decisions taken in terms of winter maintenance service at the Neighbourhood level
- Collection of data for performance measurement
- Establishing a list of partners or contractors with suitable plant for snow clearing purposes

### **3.0 FOOTWAY HIERARCHY (including combined footway/cycle ways)**

Footway maintenance standards, unlike carriageway maintenance standards are not necessarily reflected by road classification; standards being determined by pedestrian usage and not the importance of the road in the network. Local factors such as the age, distribution of the population, proximity of schools and other establishments attracting higher than normal numbers of pedestrians to the area are taken into account. The hierarchy for footways is broadly as follows:

#### **Category Number, Name and Brief Description**

**1a. Prestige Walking Zone** - Very busy areas of towns and cities with high public space and street care contribution.

**1. Primary Walking Route** - Busy urban shopping and business areas, Hospitals, Doctors, pensioners/OAP/ venerable residential areas, main pedestrian routes and routes to school.

**2. Secondary Walking Route** - Medium usage routes through local areas feeding into primary routes, local shopping centres, etc.

**3. Link Footway** - Linking local access footways through urban areas and busy rural footways.

**4. Local Access Footway** - Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.

At times of severe weather, Neighbourhood Teams will undertake treatment of footpaths in accordance with the above hierarchy/priority ratings in the following locations across all Coastal Wards:

- Category 1a and 1 Footpaths etc. (Town Centres)

- Salt Bin filling
- Public Transport Interchanges
- Community Centres/Leisure Centres
- Doctors Surgery
- Selected Category 1 Footpaths (Small Village Shopping Streets)
- Sheltered Accommodation
- Care homes
- Public buildings
- Priority routes to school

#### **4.0 Neighbourhood Services Operational Plan**

The operational footway snow clearance plan gives details of the actions required by Neighbourhood Services, partners and associated services in the event of snow or frost/ice formation, communication that is required and liaison arrangements that need to be in place. Reference to this Operational Plan can be found in the Winter Service Plan.

##### **4.1 Implementation Prior to a Winter Weather Event**

The following actions may be carried out in advance of the winter weather:

- Put out general community resilience messages to the public through relevant media around being prepared for bad weather
- Communicate with schools, advising head teachers to consider preparations for winter weather
- Identify source of physical resources required – e.g., 4x4 vehicles, making initial contact or putting on standby
- Consider which critical Neighbourhood Services may be affected and arrangements that could be put in place in advance to mitigate the impact
- If appropriate, make contact with community representatives to advise them of the potential for severe weather.

##### **4.2 Implementation during a Winter Weather Event**

The following actions may be carried out during a winter weather event:

- Identify the impact of the winter weather on critical services
- Identify priority Neighbourhood sites affected by the winter weather and divert resources if necessary to assist these sites
- Ensure that the public, staff and partner organisations are kept updated on any changes to snow clearance patterns and the impact of the winter weather on Neighbourhood Services and any other relevant information

- Liaise with partner organisations regarding the identification of vulnerable people and how to meet their needs
- Contact community representatives to ensure coordination with any local response to the winter weather (this may depend on how widespread the winter weather is)
- Respond to requests for support or resources from wider R&C BC service groups, partner organisations and communities
- Coordinate redeployment of staff if this is required

#### **4.3 Recovery**

- The Recovery Process may take much longer than the response. The Neighbourhood Team should consider if they will need to make further and specific plans prior to the stand down in order to coordinate recovery arrangements

#### **4.4 Stand Down**

- The Neighbourhood Team will take the decision locally, to stand down once it is clear that the emergency response is over, and the incident is now in its recovery phase
- This decision should be communicated to all those involved in the response to the winter weather, including community representatives
- One or more debriefs should be held following the stand down to identify lessons from the response. These ideally should include:
  - Neighbourhood Team
  - Corporate Winter Service Management
  - Neighbourhood Partners

#### **5.0 Roles and Responsibilities of the Neighbourhood Management Team**

The role of the Neighbourhood Management Team is to lead and coordinate the work undertaken by front line staff at a neighbourhood level in response to a winter weather event.

This may involve:

- Ensuring that clear aims and objectives are set to give direction and priority to Neighbourhood Service response to the winter weather event
- Liaising with Central Management/Emergency Winter Maintenance Planning Team (R&C House)
- Leading the overall response of the Neighbourhood Team to the adverse conditions
- Facilitating Risk, local Safety and Emergency Management arrangements and meetings
- Activating / requesting call out for other service group staff, to assist in the Neighbourhood Response to the winter weather event
- Representing on the Central Coordinating Group if required
- Sharing information and co-operating with partner agencies

- Ensuring continuation of critical Neighbourhood Services throughout the emergency response
- Liaising with the Corporate Leadership Team and elected members regarding the Neighbourhood response to the winter weather locally
- Taking the decision, in consultation with the above, to stand down the response
- Ensuring a record is kept of key decisions and actions

## **6.0 Communications**

A member of the Neighbourhood Team will be selected to manage the communications role, dealing with any media related enquiries, managing the warning and informing response and information gathering and reporting.

This may involve:

- Updating the Council's website/intranet Team with up to date information regarding the local neighbourhood response to the winter weather
- Calling out/mobilising key personnel
- Liaising with officers from other agencies (Police, Fire etc.)
- Liaising with Corporate Communications staff
- Providing information to libraries and/or the Customer Contact Centre as appropriate
- Maintaining a log of actions taken and requests received

## **7.0 Partner Organisations**

Although this is a Local Authority plan, partner organisations may be affected by the Neighbourhood Services response to a winter weather event, with regard to snow clearance and maintenance of local routes.

Partner organisations should:

- Ensure they are aware of this plan and its contents, particularly the information relating to salting routes
- Have arrangements in place as part of their own business continuity plans, if necessary, to obtain salt stocks and salt access routes to key sites.

## **8.0 Snow Code**

- The public have a perception that there are legal implications if they try to help themselves and their communities by clearing paths and driveways etc. This fear has prevented people from taking self-help action
- National guidance has been developed to address this issue and a Snow code has been written to advise the public over the legal position of clearing snow and ice.

The advice is available on [www.Directgov.com](http://www.Directgov.com).

## **9.0 Elected Members**

- During an emergency, the Neighbourhood Manager will ensure that the Leader, Portfolio Holder for Neighbourhoods, and relevant Ward Member(s) are kept informed of events
- Centrally, the Council's intranet site will be updated as frequently as practicable with information about the emergency. Other methods of keeping Elected Members informed, such as emails, text messages and briefings, will be used as appropriate

### **9.1 Saltburn Ward Members**

- Councillor Craig Hannaway
- Councillor Stuart Smith
- Councillor Philip Thompson

### **9.2 Longbeck Ward Members**

- Councillor Norah Cooney
- Councillor Steve Turner
- Councillor Mike Findley

### **9.3 St Germain's Ward Members**

- Councillor Karen King
- Councillor Madge Moses
- Councillor Margaret Wilson

### **9.4 West Dyke**

- Councillor Mary Ovens
- Councillor Chris Jones
- Councillor Lisa Harding

### **9.5 Newcomen**

- Councillor Chris Abbott
- Councillor Billy Wells

### **9.6 Kirkleatham**

- Councillor Dale Quigley
- Councillor Brenda Forster
- Councillor Kevin Firman

### **9.7 Coatham**

- Councillor Carl Quartermain

- Councillor Neil Baldwin

### **9.8 Dormanstown**

- Councillor Ceri Cawley
- Councillor Ray Goddard
- Councillor Alec Brown

### **9.9 Zetland**

- Councillor Neil O'Brien
- Councillor Josh Mason

## **10.0 COMMUNITY RESILIENCE MESSAGE**

### **10.1 Clearing Snow and Ice**

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

If an accident did happen, it's highly unlikely that you would be sued as long as you:

- are careful
- use common sense to make sure that you don't make the pavement or pathway clearly more dangerous than before. People using areas affected by snow and ice also have responsibility to be careful themselves.

### **10.2 Tips and Advice on Clearing Snow and Ice**

- Start early - it's much easier to clear fresh, loose snow compared to compacted ice that has been compressed by people walking on it
- Don't use hot water - this will melt the snow, but may replace it with black ice, increasing the risk of injury
- Be a good neighbour - some people may be unable to clear snow and ice on paths from their property
- If shovelling snow, think where you are going to put it so that it doesn't block people's paths or drainage channels
- Make a pathway down the middle of the area to be cleared first, so you have a clear surface to walk on
- Spreading some salt on the area you have cleared will help stop ice forming – table salt or dishwasher salt will work, but avoid spreading on plants or grass as they may be damaged by it
- Pay particular care and attention to steps and steep gradients
- Use the sun to your advantage - removing the top layer of snow will allow the sun to melt any ice beneath; however you will need to cover any ice with salt to stop it refreezing overnight
- If there's no salt available, sand or ash are good alternatives



### 10.3 Be Prepared for Winter Weather

- Have you checked if your house is on a salting route?
- Plan where you will park your car
- Have you got sturdy footwear for walking in snow? Do you own any Wellington boots?
- Have a week's worth of food and safety supplies, including bread in the freezer, long life milk and non-cook foods. If you live far from other people, have more supplies on hand.
- Keep a water supply. Extreme cold can cause water pipes in your home to freeze and sometimes break
- Learn how to shut off water valves (in case a pipe bursts)
- Have a supply of your prescription drugs and other medicine
- Have a wind up torch and radio, in case of power cuts
- Have you thought about producing a household emergency plan?
- Add the following supplies in preparation for winter weather to your emergency kit:

\_ **Rock salt or table salt** to melt ice on walkways

\_ **Snow shovels** and other snow removal equipment

\_ **Adequate clothing** and blankets to keep you warm

- If you become housebound you might find the following advice useful:

\_ Have regular hot drinks and at least one hot meal a day if possible, eating regularly helps to keep energy levels up during winter

\_ Wear several light layers of warm clothes

\_ Keep as active as possible

### 10.4 Be a Good Neighbour

- Elderly and vulnerable people are particularly at risk during times of cold weather.

Ask in advance of bad weather if there is anything, you might be able to do to help friends or relatives

- During bad weather, be a good neighbour and check they have enough food, water, medical supplies, heating and adequate clothing. You could offer to do their shopping or you might offer to clear driveways or pathways so that they or their carers can move about more easily
- It might also be a good idea to set up a "buddy" system for people making essential journeys, so you can let people know you've got to your destination safely.

## **11.0 Contact Details**

### **11.1 Neighbourhood Team**

**Neighbourhood Manager - Saltburn, Longbeck, St Germain's, West Dyke, Newcomen, Kirkleatham, Coatham, Dormanstown & Zetland.**

Gary Cummins Mobile 07710821561

#### **Neighbourhood Officer**

Rob Watts 07717715444

#### **Neighbourhood Safety Officer**

Gary Dale Mobile 07909906214

Bob Wymer Mobile 07771841744

Will Topham 07909906468

#### **Clean & Green Team Leader**

Colin Tinkler 07795305939

Mick Donnelly mobile 07795305940

Keith Evans mobile 07909906249

## **12.0 Key Local Partners & Contact Details**

**Coast & Country Housing - 01642 771300**

**Neighbourhood Police Team – 01642 302929**

**Saltburn, Marske, New Marske Parish Council - 01287 623477**