

PORTFOLIO HOLDER FOR ENVIRONMENT AND TRANSPORT

DATE	4 th October 2021
REPORT OF	Councillor Stewart Swinburn, Portfolio Holder Environment & Transport.
RESPONSIBLE OFFICER	Sharon Wroot, Executive Director for Environment, Economy and Resources
SUBJECT	Highway Winter Service Review – Highway Winter Service Policy and Operational Plan (2021-22)
STATUS	Open
FORWARD PLAN REF NO.	PHET 10/21/01

CONTRIBUTION TO OUR AIMS

The highway winter service policy and operational plan contributes to strengthening the local economy, providing the framework for delivery of the Council's highway winter service to ensure the safety of the travelling public and commercial transportation throughout the Borough during the winter season.

EXECUTIVE SUMMARY

This report deals with the annual review of the Council's highway winter service policy and operational plan. The policy and operational plan establish the framework for the provision of service to the travelling public on the highway network in North East Lincolnshire during the winter season

RECOMMENDATIONS

That the highway winter service policy and operational plan (2021-2022) be approved.

REASONS FOR DECISION

As a highway authority the Council is required to review its policy and operational plan for highway winter service on an annual basis.

1. BACKGROUND AND ISSUES

Introduction

- 1.1 The purpose of the winter service review is to ensure that the Council fulfils its statutory duties with regard to winter service provision. Moreover, by engaging with other bodies, the review seeks to complement Council led actions with those of others to deliver a coordinated response to adverse weather for the benefit of residents, visitors and businesses.

Summary of Weather 2020 - 21

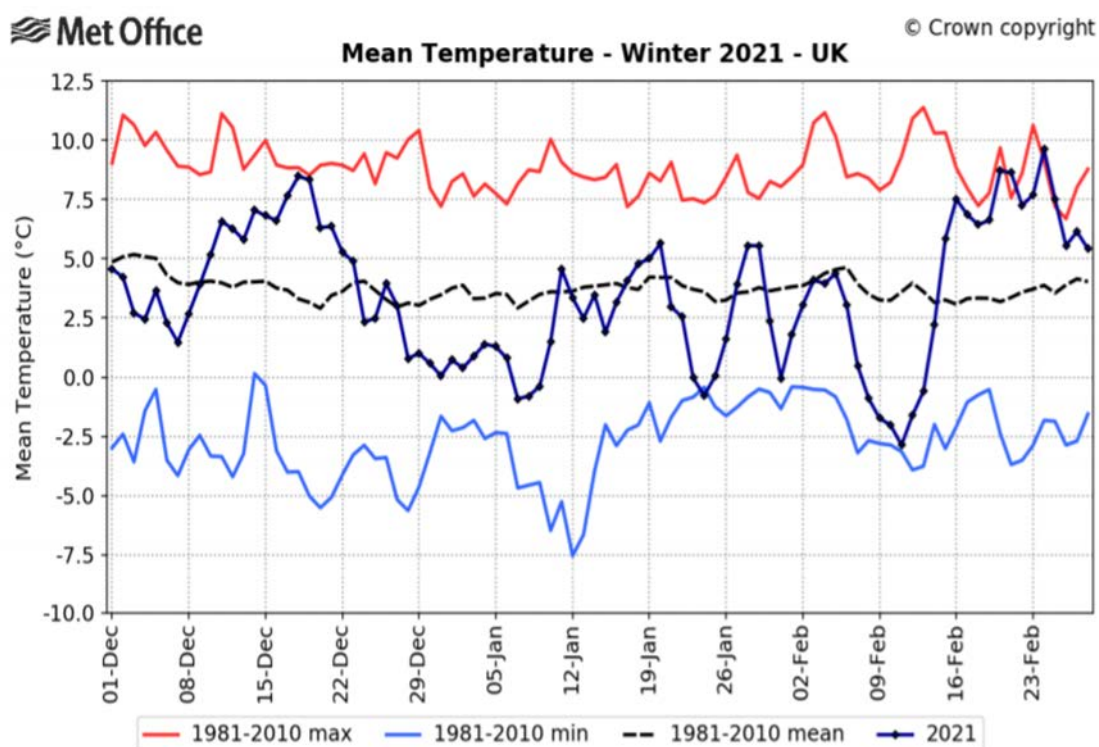
1.2 The Council's existing policy and operational plan approved in 2020 for 2020/21, provided the basis for the provision of highway winter service during last winter.

1.3 The following paragraphs provide an assessment of the weather experienced across the UK during winter 2020-21, based upon MET Office Statistics.

- The 2020/21 winter season was generally unsettled with frequent cold spells in between milder interludes. The season was typified by the month of February which saw some severe frosts, and snowfall in the first half of the month, but the second half was much milder, resulting in a monthly mean temperature of 0.4 °C above average. Overall Winter 2020-21 was slightly colder than average, but also wetter than average.
- The winter season began in October 2020, a month that saw temperatures a little below average, with the mean daily temperature around 0.5C below the long-term mean. However, Road Surface Temperatures (RST's) remained above zero throughout October 2020.
- The first precautionary salting for North East Lincolnshire was undertaken on the 3rd November 2020. However November was milder and much drier than average across the area, with temperatures around 1.5°C above average. Across the UK, it was the 6th warmest November on record, in a series dating back to 1884.
- December 2020 was milder and wetter than average across the local area with temperatures around 0.5 to 1°C above average. The opening days of the month were rather cold and unsettled, with heavy rain in places, although there were some chilly nights in this spell, with several frosts noted. It then turned milder through the middle of the month, with further spells of rain. From the 24th onwards, it turned somewhat colder again but as per the pattern of the winter, also remained unsettled. Storm Bella brought very strong winds on the 26th, with rain or showers, occasionally wintry, bringing the month to a close. This unsettled end to the month was also accompanied by a host of overnight frosts.
- January 2021 was a colder and slightly wetter than average month. The average temperature was around 1.3°C below normal, with precipitation around 150 to 175% of normal, resulting in more precautionary salting treatments being instructed in January than in any other month throughout the 2020/21 winter season. Across the UK as a whole, it was the coldest January since that of 2010. The opening days brought cold weather with wintry showers in places, and overnight frosts. Storm Christoph brought heavy rain and strong winds on the 19th - 20th and the second half of the month remained unsettled and, overall, rather cold.
- February 2021 was slightly milder and somewhat wetter than average. The overall monthly temperature anomaly masks the fact that a significant, if short-lived, cold easterly weather-type occurred within the first half of the month when

bitterly cold easterly winds saw frequent snow showers resulting in short lived accumulations. Temperatures remained below 0°C by day, with some severe frosts overnight. From the middle of the month, the cold weather moved away, and it became more unsettled. It then turned very mild for a short spell around the 23rd before a return to cooler, and more settled weather for the close of the month.

- March was rather drier than normal, with temperatures a little above average. The opening week was rather settled, with some cold and frosty nights. It became more unsettled through the middle portion of the month, and very windy for a time. The final third of the month brought a mixture of conditions, but overall, it was fairly mild becoming very warm at the end of the month, with daytime high temperatures close to 20°C. Precautionary salting was only carried out on 6 occasions during the month due to the unseasonably mild conditions.
- April was a cold and very dry month. Mean temperatures were 2-3°C below normal, with precipitation struggling to top 10-15% of normal. Overnight air frosts were common, and, in the first half of the month, RSTs also fell below zero more often than normal. With a lot of sunshine around, and ground temperatures responding to the strong sunshine, despite some fairly cold nights the second half of the month saw road temperatures above zero, although some fairly marginal values occurred right at the end of the month.



Treatment

- 1.4 During the winter season period (November – April) 2020/21, North East Lincolnshire Highways undertook 89 precautionary runs, including 7 occasions when treatment was carried out more than once. During the 2020/21 season

99.5% of the precautionary salting routes were completed within the target time of 3 hours from leaving the operational centre.

- 1.5 A total of 2,079 tonnes of rock salt was used during winter service operations 2020/21, compared to 1,273 tonnes in the previous winter season. The increased use of rock salt is a result of the recorded temperature average for 20/21 being 0.2 degrees lower than the 1981 - 2010 average.

Arrangements for 2021-22

- 1.6 The weather forecast provider and ice prediction service are procured jointly with the Humber Unitary authorities (North Lincolnshire Council and Hull City Council). The contracts for these services are currently going through a competitive procurement process with a new contract to be in place for the start of the winter service season 2021/22.
- 1.7 The salt barn at Gilbey Road will be re-stocked prior to the winter season and arrangements maintained for replenishment of stocks during the season as necessary in accordance with the policy.
- 1.8 The policy and operational plan, contained in **Appendix 1** to this report, has been reviewed in light of the guidance in the national code of practice “Well Managed Highway Infrastructure” (2016), available information on best practice in other authorities, experience of operations during last winter season and also taking consultation referred to within this report.
- 1.9 Only minor textual changes to the policy and operational plan to reflect current information sources, additions to treatment routes and salt bins and to remove potential ambiguities have been necessary for the 2021/22 season.

Treated Routes

- 1.10 The total network length within North East Lincolnshire is 607 km of road and 869 km of footway. There are four routes defined for precautionary treatment; two routes covering Cleethorpes and Grimsby, one covering the rural villages and one covering Healing, Stallingborough and Immingham.
- 1.11 There is one addition to the main precautionary treated network as detailed in section 1.12 of this report, increasing the total treated network by 0.5 km to 285.5 km (177 miles), this length includes the treatment of both carriageways on wide roads and dual carriageways. **Appendix 2** of this report contains maps (1-1 & 1-2) showing the defined routes for precautionary treatment, and the strategic route network.
- 1.12 As part of the annual review, changes have been identified to the treatment of the main treated routes for precautionary salting as follows:
 - Grimsby Area
 - Addition of King Edward Street to main treated routes for precautionary salting.

- 1.13 In extreme weather conditions treatment is focussed on clearing the 112 km of strategic route network ('A' Roads and key links).
- 1.14 Once the strategic route network is available, then the treatment of other main routes will be resumed in priority order having regard to maintaining access to key local facilities.

Grit Bins

- 1.15 There are two additions to the grit bins inventory across the network following the annual winter service policy review taking the total of grit bins within North East Lincolnshire to 88, including 3 Ward Funded bins and 6 Parish Council owned bins, requiring around 30 tonnes of salt / sharp sand mix for complete refill. Bins are routinely checked and filled each month during the season.

2. RISKS AND OPPORTUNITIES

- 2.1 **Crime and Disorder** – The highway winter service plan provides the framework for delivery of the highway winter service which ensures, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The engagement process for the annual review of the Plan has included the emergency services.
- 2.2 **Human Rights** – The highway winter service plan does not contravene any Human Rights principles.
- 2.3 **Equality and Diversity** – The highway winter service plan is non-discriminatory and does not disproportionately affect any individual or minority group. The Council is aware that it must in the exercise of its functions have due regard to its responsibilities under the Equality Act 2010 to advance equality of opportunity between persons who share a protected characteristic and person who do not share it. This would include persons that have issues with mobility e.g. elderly, disabled, pregnant, those with young children all of whom may be particularly affected by adverse winter weather conditions. The highway winter policy and plan provides the framework for service delivery to ensure as far as reasonably practicable the safety of highway users during adverse weather conditions with the optimum use of available resources. In this context it is not practicable to make provision for the particular needs of any individual or minority group. However it is considered that persons with mobility issues will be served by the prioritised provision of highway winter service across the network and specific requests for service will be prioritised on a risk assessed basis having regard to prevailing weather conditions and available resources at the time.
- 2.4 **Value for Money** – The highway winter service plan provides the framework for delivery of the highway winter service and enables the authority to demonstrate effective and efficient management of service, in line with best practice.
- 2.5 **The impact on the social, economic and environmental well-being of the Borough** – The highway winter service plan sets out the framework for delivery

of the service which provides for the safety of the travelling public and commercial transportation throughout the Borough during the winter season.

- 2.6 **Environmental Sustainability Implications** - Highway winter service is planned to ensure the safety of highway users during adverse weather conditions, with the optimum use of available resources. This is facilitated by the use of modern weather forecasting and ice prediction systems which are monitored throughout the winter season.
- 2.7 Winter service vehicles and plant are prepared for the season and maintained to ensure reliability and fuel efficiency. Treatment routes for winter service are planned to ensure effective and timely service delivery, minimising double running, and reducing fuel consumption.
- 2.8 Rock salt is the primary material for dealing with snow and ice on the highway but has potential environmental consequences. It can pollute watercourses and adversely affect vegetation. It can also damage highway infrastructure, including bridges and structures. In the interests of sustainability, the rates of spread for salt, which are in accordance with national guidance, ensure that the minimum of salt is used appropriate to the prevailing conditions.
- 2.9 The highway winter service policy identifies that in extreme weather conditions a decision may be made to provide grit heaps containing salt at controlled / managed locations. However, in this eventuality it is recognised that appropriate management will be required having regard to the potential environmental impact from leachates polluting water courses, and causing damage to verges, hedgerows and trees. It is considered that this damage far outweighs any benefits that may be attributed to the versatility of uncovered grit heaps containing salt. Also salt left in small heaps naturally exposed to the elements quickly deteriorates and ceases to be useful for its intended purpose.

3. OTHER OPTIONS CONSIDERED

The report sets out minor changes and given the role is a statutory one, it is not considered that there are any other reasonable options. The Council could engage less but that would only reduce potential effectiveness with no material counter benefits.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 The engagement process during 2021 has included the emergency services, public transport companies, parish and town councils, and neighbouring highway authorities, as well as other operational services within the Council.
- 4.2 It is important for the travelling public to experience a consistent level of service throughout the region. Thus, the consultation with neighbouring authorities is intended to achieve a degree of continuity of treatment across authority boundaries, and identify sections where it would be beneficial, to both parties, for one authority to provide a service to the other.
- 4.3 It is also important that the general public is aware of and understands the Council's approach to the highway winter service. Details are given before the

start of the winter season by appropriate publicity and the information posted on the Council's web site.

- 4.4 Having reviewed the policy and plan, no fundamental issues have been identified that would require amendment of the policy.
- 4.5 Feedback from the engagement process and a summary of the comments and service responses are included as **Appendix 3** to this report. Any further feedback received from the engagement process will be provided at the meeting.
- 4.6 There are potential positive reputational implications for the Council resulting from the decision. The highway winter service plan establishes a framework for delivery of the service, which provides for the safety of the travelling public and commercial transportation throughout the Borough during the winter season. An action plan has been agreed with the Council's communications service, covering the following issues: statutory communications requirements, information requirements and communication channels to be utilised.

5. FINANCIAL CONSIDERATIONS

The proposed service outlined within the report supports the Council's key financial objective to shift our financial resource to support delivery of the Council's vision. The proposed service is financed through the Council's Regeneration partnership arrangement with ENGIE and requires no capital expenditure. On an ongoing basis the proposed service will lead to no change in revenue spend as it is covered as part the annual contract price. The proposed service is consistent with the Council's Highway Winter Service policy and will help to contribute to improved value for money within the service.

6. CONSULTATION WITH SCRUTINY

There has been no consultation with Scrutiny.

7. FINANCIAL IMPLICATIONS

The service outlined above is the delivery responsibility of ENGIE in accordance with the Council's Regeneration partnership arrangement with them. As a result, there is no additional financial consequence in respect of the above as this service is covered as part of the annual contract price.

8. LEGAL IMPLICATIONS

- 8.1 The Policy and Operational Plan has been reviewed taking into consideration the Council's statutory duties pursuant to Section 41 of the Highways Act 1980. In particular Section 41(1A) of the Act which was inserted by section 111 of the Railways & Transport Safety Act 2003 provides that the Council, as a highway authority, is under a duty to ensure, so far as reasonably practicable, that safe passage along a highway is not endangered by snow or ice.
- 8.2 Regard also needs to be had of those matters listed in Section 58 Highways Act 1980 and the Council's general equality duty under Section 149 Equality Act 2010.

9. HUMAN RESOURCES IMPLICATIONS

There are no direct human resources implications arising directly from this report.

10. WARD IMPLICATIONS

The provision of highway winter service affects all wards.

11. BACKGROUND PAPERS

Appendix 1 - Highway Winter Service 2021/22 – Policy and Operational Plan

Appendix 2 – Defined routes for precautionary treatment, and the strategic route network

Appendix 3 – Feedback from Engagement Process

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PORTFOLIO HOLDER ENVIRONMENT AND TRANSPORT**



HIGHWAY WINTER SERVICE 2021/22

POLICY AND OPERATIONAL PLAN

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STATEMENT OF SERVICE

Statement of Service

ENGIE working in partnership with North East Lincolnshire Council, as the Highway Authority, aims to provide a winter service which ensures, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

The winter service treatment of the highway network has been identified based on the principles set out in the Council's Highway Winter Service Policy and Operational Plan. In determining those parts of the network designated as main treatment routes for the winter season the following general principle has been applied:

Classified 'A' and 'B' roads will be treated, together with other main routes that provide access to the main rural areas and main population centres within the urban area. Scheduled public service bus routes within the urban areas have also been included.

The priority routes for the highway network are set out in Appendix A of the Operational Plan. Priority for pre-treatment is given to primary routes and main distributor roads (Category 1), and the target treatment time for all the main treatment routes (Category 1 & 2) is 3 hours from commencement of treatment. Our objective is to ensure that normally the treatment of the main routes should be completed by 07:30 (approx.) each day.

The available resources have been targeted at providing a pre-treatment service as outlined above. However, consideration will be given to reactive treatment (following formation of ice or snow) and snow clearing operations where appropriate and practicable, as prevailing conditions dictate and resources allow.

POLICY FOR HIGHWAY WINTER SERVICE

Policy for Highway Winter Service

1. General Requirements

- 1.1** The Highway Authority, ENGIE, is under a statutory duty to maintain the highway. In order to facilitate safe movement, as far as reasonably practicable, during bad weather, the Highway Authority will undertake prioritised pre-treatment (“precautionary” treatment) and, subject to available resources, snow clearing operations on the adopted highway network (Highways Act 1980 S41[1]).
- 1.2** It is important that the travelling public experience a consistent level of service throughout the region. Therefore, the Highway Authority will maintain close liaison with neighbouring authorities on its winter service activities and aim to achieve a continuity of treatment across authority boundaries.
- 1.3** For precautionary treatment purposes the Highway Authority will, during the winter service season, operate a system capable of providing the stated standard of service. Snow clearing operations will be carried out as conditions dictate and resources allow.
- 1.4** Direct lines of communication will be established with the weather forecast provider, police, media, emergency services, Highways England, adjacent highway authorities, public transport operators and motoring organisations to provide information on current road conditions.
- 1.5** **The Highway Authority take their winter service operations extremely seriously, but it is important to recognise that there is a heavy commitment involved in keeping major highways and other important routes safe and therefore it is necessary to prioritise. In this context, given the scale of financial and other resources involved in delivering the Winter Service it is not reasonable either to:**
- **Provide the service on all parts of the Network**
 - **Ensure running surfaces are kept free of ice or snow at all times, even on treated parts of the network**
- 1.6** For the purposes of winter service delivery, the Highway Authority (ENGIE), the Operations Director will delegate the day to day management of winter services to the Head of Highways & Transport (ENGIE) and his nominated representatives.
- 1.7** In order to ensure that the Highway Authority’s resources are being deployed in the most economic, efficient and effective way, winter service operations must be planned in a systematic manner. For this reason routes have been categorised in order to assign priorities for treatment. Advice from the Well Managed Highway Infrastructure, published October 2016, including subsequent updates from UK Roads Liaison Group (UKRLG) and Department for Transport (DfT), will be used in the development and review of this policy.
- 1.8** Whenever hazardous conditions are known to exist all available resources will be deployed, having regard for the need to ensure continuity of resources in protracted periods of severe weather. The Head of Highways & Transport (ENGIE) will exercise discretion on a case by case basis taking into account the policy and all other relevant considerations in order that the Council may fulfil its statutory obligations.
- 1.9** During Extreme Weather conditions it may become necessary to prioritise treatment to focus on the Strategic Network (see Appendix A), to ensure that these routes remain accessible. In this eventuality bulletins will be issued through the usual media communication channels.

1.10 It is also important that the general public is aware of and fully understands the Highway Authority's approach to highway winter service. Publicity is given before the start of the winter service season by issuing press adverts describing the level of service provision.

1.11 The Winter Service Plan, incorporating the Policy and Operational Plan, will be reviewed annually and submitted for approval by elected Members.

2.0 Network Hierarchy

2.1 The categorising of routes to receive the stated level of highway winter service is primarily based upon the amount and character of traffic that would normally be expected to use the route. This has regard to the wider objectives for transport integration and network management, including strategies for public transport, walking and cycling.

2.2 Qualifying Criteria used for Main Routes (Category 1 & 2):

Category 1: Primary routes, principal roads, important bus and commuter routes, roads leading to hospitals, ambulance stations, fire stations and main highway depots.

Category 2: Roads leading to important industrial and military establishments, highways serving shopping centres, slip roads, approaches to interchanges.

2.3 Qualifying Criteria used for Secondary Routes (Category 3):

These are areas where loss of control due to winter conditions may lead to more serious problems.

- (i) A route which is on a relatively steep hill
- (ii) A route which for a significant length, is adjacent to a deep drainage ditch, river or the like
- (iii) Main access (link) roads within residential estates

(Routes in (i) & (ii) above to be treated between the nearest "give way" markings or other priority junction, controlling that route, before and beyond the hazard.)

2.4 Category 4 Routes: Remainder of roads on the adopted highway network not included in Categories 1-3 in the following order of priority:

- main urban areas (Grimsby, Cleethorpes & Immingham)
- villages
- other rural roads

2.5 Category 5: Footways and cycleways on the adopted highway network in the following order of priority. Combined footway /cycleways will be treated in accordance with the footway hierarchy:-

1. **PRIORITY 1 FOOTWAYS (Primary Routes)** - Hierarchy 1 footways, and important links in town and local centre areas, and transport interchanges (eg Station Approach, Grimsby)
2. Other hierarchy 1 (Primary) and 2 (Secondary) footways
3. Hierarchy 3 (Link) footways with gradients greater than 1 in 10 longitudinally for longer than 50 metres
4. Other trouble spots identified on the footway / cycleway network, in response to specific circumstances

3. WINTER SERVICE Season

3.1 The winter service season is the period from the 1st October to the 30th April inclusive. Three winter service periods are defined for normal operational purposes:-

- a) **High Period** December, January and February
When severe conditions might reasonably be expected;
- b) **Low Period** November and March
When severe conditions may occasionally occur;
- c) **Marginal Period** October and April
When severe conditions are generally not expected;

3.2 For the purposes of this policy the following definitions of weather conditions apply:

Definition of Severe Weather conditions:

- 1. Persistent widespread ice (rather than frost) or snow for more than 18 hours in a 24 hour period and a forecast not to rise above zero for a further 18 hours in the next 24 hours
- 2. A forecast with a high confidence of significant snowfall resulting in accumulations of 5cms (lesser accumulations for footways) or more, or where drifting is expected to occur and conditions are forecast to persist for at least 24 hours

Definition of Extreme Weather conditions:

- 1. Continuous prolonged freezing conditions which restrict the natural dissipation of snow
- 2. High winds causing drifting
- 3. Heavy snowfall in excess of 150mm

4. Weather Forecast Service and Ice Prediction System

4.1 Throughout the winter service season, the Highway Authority will receive weather forecast information for the local area.

4.2 The Highway Authority also operates a web based Ice Prediction system. The system is connected to instruments, located at a single site in North East Lincolnshire, to monitor the road surface state conditions and provide information that forms the basis for “site specific” forecasts by the forecast provider.

4.3 This system also gives access to information for sites in North Lincolnshire, and East Riding, all connected via web services. A portable computer terminal will be used by the Duty Officer to access the system outside normal office hours.

5. Grit Stocks

5.1 The Highway Authority will maintain a covered stock pile of rock salt to be used for delivery of highway winter service. The salt will be available from the 1st October until the conclusion of the winter service period. Stock levels will be managed to ensure the required service resilience.

6. Pre-Treatment

- 6.1** Precautionary treatment (“pre-treatment”) is 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.
- 6.2** Precautionary treatment will be carried out when the likelihood of ice or snow is forecast. Priority will be given to main routes (Category 1 & 2). During the period from the 1st November to the 31st March, or until such date as decided by the Head of Highways & Transport (ENGIE), precautionary treatment will, in normal working hours, be controlled by the Head of Highways & Transport (ENGIE) nominated representative (Duty Officer). For the week day period outside normal working hours, and at weekends, the Duty Officer will be on standby, working from home, using the facilities identified in 4.3 above.
- 6.3** Normally during October and April, precautionary treatment will be controlled by the Duty Officer, and be determined by the prevailing conditions identified using the information made available as described in 4.1 and 4.2 above.
- 6.4** The Response Time, the period between instruction to commence treatment being issued to the Highway Maintenance (Operational) team by the Duty Officer, and vehicles leaving the operational centre, will normally be one hour. This period may exceed one hour in the event of an early instruction by the Duty Officer, and at his discretion.
- 6.5** The Treatment Time, the period between vehicles leaving the salt barn and the completion of precautionary treatment on all main routes, will normally be 3 hours. However, it should be recognised that treatment times may vary in severe weather or heavy traffic conditions.
- 6.6** Other routes will only be treated after the main routes designated in this policy have been treated, having regard to available resources and the prevailing conditions.

7. Snow Clearing

- 7.1** For the purpose of this service, there are three stages for snow clearing:-

Light falls of undisturbed accumulations of snow reaching a depth less than 30mm.

Moderate falls of snow reaching a depth from 30mm to 100 mm, or light falls associated with drifting.

Heavy falls of over 100 mm or moderate falls associated with drifting.

- 7.2** Snow clearing operations may be undertaken subject to available resources. These operations will be controlled by the Duty Officer during normal working hours, working from the ENGIE offices. For the week day period outside normal working hours, and at weekends, the Duty Officer will control snow clearing operations from home.
- 7.3** In severe weather conditions, the Head of Highways & Transport (ENGIE) may set up an emergency control team and arrange staffing on a rota basis. In extreme weather conditions this may include a shift system for manning a control room at weekends and, exceptionally, overnight.

- 7.4** The start of snow clearing operations will aim to commence within 1 hour of the instruction being issued by the Duty Officer. During snow clearing operations priority will normally be given to the Category 1 and Category 2 routes. During extreme weather conditions it may become necessary to prioritise treatment to focus on the Strategic Network - see Appendix A. In this eventuality, once the Strategic network is available, consideration will be given to the need for priority treatment routes providing access to key local facilities, and then other routes will be resumed as soon as practicable having regard to prevailing conditions and available resources, in priority order commencing with the remainder of the main route network.
- 7.5** During severe weather conditions, snow clearing operations on footways and cycleways may be undertaken during normal working hours, as prevailing conditions and resources permit, after treatment of higher priority routes.
- 8.0 Post-Treatment**
- 8.1** Reactive treatment (post treatment) involves the ploughing of snow, the application of salt (de-icers) and the application of sharp sand (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.
- 8.2** Reactive treatment may be carried out, subject to available resources and at the discretion of the Head of Highways & Transport (ENGIE), on any category of route in the event that there is a clear potential for danger caused by the formation of ice on the highway. Priority will be given in network hierarchy order as defined in paragraph 2.0 above.
- 9.0 Treatment of Cycle Lanes and Cycle Tracks**
- 9.1** Cycle lanes on the main routes will be treated at the same time as those roads. Cycle lanes on lower priority routes will be treated at the same priority as those routes. During severe weather cycle tracks off the road network may be treated during normal working hours by the manual application of salt, sharp sand or a combination of both, on a “reactive” treatment basis, after treatment of higher priority routes have been completed, having regard to available resources and prevailing conditions.
- 10.0 Treatment of Footways**
- 10.1** During the treatment of the main routes on the road network, the adjoining footways should benefit from some overspray. During periods of severe weather footways may be treated during normal working hours by the manual application of salt, abrasives or a combination of both on a “reactive” treatment basis, after treatment of higher priority routes has been completed, having regard to available resources and prevailing conditions. The treatment of footways will reflect their importance in the Borough’s footway hierarchy.
- 11.0 Grit Bins**
- 11.1** Grit bins containing a mix of salt / sharp sand will be maintained to assist highway users and emergency services at various points on the adopted highway network. These grit bins have been located where a particular need has previously been identified. Grit bins are not normally provided in built up areas, as these are habitually subjected to misuse which causes a nuisance to the public and renders the contents unusable.
- 11.2** The Highway Authority will only consider and assess requests for additional grit bins outside of the winter period (i.e. between May – September).

- 11.3** Consideration will be given to providing additional grit bins having regard to any or all of the following criteria:
- A) Clearly identified need (gradient greater than 1 in 6 / severe bend with approach speeds greater than 30 mph / priority junction approach)
 - B) Not on a main route (Category 1&2)
 - C) Site appropriate (not obstructing visibility or pedestrian movement / environmental considerations / risk of nuisance due to vandalism)
 - D) A responsible person / organisation undertakes to spread grit when necessary and inform the Council when the bin needs refilling
 - E) Restrictions on costs as determined from time to time
- 11.4** Grit bins funded by third parties may also be provided on the highway network, subject to authorisation by the Highway Authority. Authorisation for this provision will have due regard to the criteria set out in 11.3 above and will only be granted where it can be clearly demonstrated that the criteria will be met.
- 11.5** Uncovered grit heaps containing salt will not normally be provided having regard to the potential environmental impact from leachates polluting water courses, and causing damage to verges, hedgerows and trees. It is considered that this damage far outweighs any benefits that may be attributed to the versatility of uncovered grit heaps containing salt. Also salt left in small heaps naturally exposed to the elements quickly deteriorates, and ceases to be useful for its intended purpose. However, in extreme weather conditions a decision may be made to provide grit heaps containing salt at controlled / managed locations.
- 11.6** Grit bins will normally be filled at the start of the winter season and thereafter checked once a month during the season and refilled as necessary. In severe and extreme weather conditions grit bins will be checked and refilled having regard to available resources and prevailing conditions.
- 11.7** Where it becomes evident that the grit stock within a grit bin is regularly being misused, the grit bin may be permanently removed from the network.

WINTER SERVICE OPERATIONAL PLAN

SPECIFIC REQUIREMENTS

Specific Requirements**1. Precautionary Treatment**

- 1.1** It will remain the decision of the Duty Officer when, and when not, to treat the network having regard to prevailing conditions and available resources, in accordance with the principles set out in the Council's policy for winter service.
- 1.2** Precautionary treatment will be carried out on main routes and normally under the following conditions:-
- (i) on wet roads where the weather forecast indicates that freezing conditions may occur;**
 - (ii) on roads where a hoarfrost is predicted (this occurs when the road surface temperature is below zero and at or below dew point);**
 - (iii) in the absence of forecast information when falling temperatures reach +1 degree Celsius, providing account has been taken of the prevailing humidity, residual salinity and cloud cover. Advice will be sought from the forecast provider in the event of any doubt about these matters.**
- 1.3** Precautionary treatment will normally be carried out at a minimum rate of spread. When freezing conditions occur or are expected to occur after rain, precautionary treatment rates will be increased accordingly. In these conditions treatment will be delayed to reduce loss of salt by run-off unless freezing conditions coincide with rainfall.

2. Reactive Treatment

- 2.4** Where ice has formed on the road surface, salt will be spread at higher rates of spread. In these conditions priority will be given to the treatment of high category (Category 1) roads first.
- 2.5** During a period of sustained low temperatures, the rate of spread of salt will be increased for every 1 degree drop in temperature below minus 5 degrees Celsius. Below minus 11 degrees Celsius the action of salt becomes ineffective.
- 2.6** Water from thawing windrows of snow can spread across the carriageway and freeze. If such conditions are reported additional salt may be needed to deal with the problem (based on Duty Officer instructions).

3. Snow Clearing

- 3.1** Snow clearing operations will be undertaken upon the instruction of the Duty Officer who will have regard to prevailing conditions and available resources, in accordance with the principles set out in the council's policy for winter service.
- 3.2** When continuous snow is forecast the precautionary treatment rate will be increased appropriately according to the anticipated severity of the snowfall. The presence of salt will melt the initial snowfall and provide a wet surface beneath subsequent snow, thus easing the work of ploughing. When a light snowfall occurs and precautionary treatment has not been carried out dispersal may be enhanced by spreading salt at the appropriately increased rate. The action of traffic will accelerate this process. It will not normally be necessary to plough except where local drifting has occurred.

- 3.3** Snow ploughing will take place where practicable having regard to the depth of snow on the road surface, supplemented by treatment at the appropriate rate.
- 3.4** When heavy snowfalls occur, continuous ploughing may be instructed to commence from the onset to prevent any build up and compaction by traffic. Such ploughing may be combined with simultaneous treatment at the appropriate rate. However, once snow depths have increased, or when tackling snow drifts, or on gradients, it may be necessary to continue ploughing without treatment. In these conditions the weight of the grit load will aid vehicle traction. In exceptional circumstances the Head of Highways and Transport may determine that it is necessary for snow to be loaded into vehicles and removed from site to allow the carriageway to be cleared, and appropriate instructions will be issued accordingly.
- 3.5** Ploughing should be carried out in a manner that avoids the creation of irregular wind rows in the carriageway and the build-up of snow across road junctions, and against gates, bridge parapets, fences and walls. This applies particularly to level crossings where close co-operation with the Strategic Rail Authority must be maintained.
- 3.6** Wherever practicable slush will be removed from carriageways. This is particularly important when the current weather forecast indicates that freezing conditions are expected.

4. Salt

- 4.1** Rock salt shall comply with BS3247, 2011 and will be supplied by the Highway Authority for the winter service. A covered stock pile of salt will be stored at the Gilbey Road Depot in Grimsby. The salt will be made available from the 1st October until the conclusion of the winter service period, at a minimum stock level, calculated in accordance with the guidance provided in the national code of practice.
- 4.2** Rock salt, when evenly distributed across the carriageway surface will offer protection against the formation of ice.
- 4.3** All reasonable precautions will be taken to minimise damage to structures, vegetation, surface water drainage systems etc. during storage, loading and discharge and spreading operations either by the use of plant and equipment or by the action of salt.
- 4.4** Rates of spread for rock salt/de-icing material will be based upon the guidance from the National Winter Service Research Group (NWSRG) and any specific directions that may be issued from time to time by national government agencies, having regard to the capability of the available spreading equipment.

5. Treatment of Footways and Cycle Tracks

- 5.1** During periods of severe weather, footways and cycle tracks may be treated during normal working hours according to the priority identified in the Policy.

WINTER SERVICE OPERATIONAL PLAN

**RESPONSIBILITIES OF
HIGHWAYS & TRANSPORT**

Responsibilities of Highways & Transport**1. General Responsibilities**

- 1.1** The Highway Authority, ENGIE, will operate a 24 hour winter service during the period 1st November to 31st March and will be the first point of contact during this period.
- 1.2** The Head of Highways & Transport (ENGIE) or his nominated representative (Duty Officer) will be responsible for:-
- (i) Directing all treatment and snow clearing resources at their disposal.
 - (ii) Establishing contacts with adjacent Highway Authorities, Emergency services, motoring organisations, public transport operators, and liaising with them about precautionary treatment and snow clearing.
 - (iii) Monitoring the 5-day forecast and severe weather warnings from the forecast provider, in order to make an assessment of available resources in advance of predicted severe weather and snow-fall conditions.
 - (iv) Monitoring the 24 hour weather forecast, issued at about 13:00 hours, and issuing instructions to the operational teams by 15:30 hours each day. Liaising with the weather forecast provider and providing them with the name and telephone number of the Duty Officer and any decisions made with regard to precautionary treatment. During the normal working week this information is also to be passed to the Head of Highways & Transport (Engie) by “e-mail”, or fax copy in the event of computer network failure. (Information for weekends and bank holidays by 10:00 hours next working day).
 - (v) Monitoring the weather forecast update issued daily at about 18:00 hrs.
 - (vi) In the event of changing conditions, being available to receive information on improving or worsening conditions from the weather forecast provider. The Duty Officer will be provided with communication equipment specifically for this purpose. It will be the responsibility of the Duty Officer to ensure the equipment is switched on and fully operational for carrying out these duties.
 - (vii) Obtaining information from the ice prediction system during and outside normal working hours. Forecast information and graphs to be made available to operational teams as necessary.
 - (viii) Liaison with and monitoring operational teams to ensure precautionary treatment and snow clearing is carried out in accordance with the specification. Updating operational teams on any changing weather conditions, with appropriate instructions for any action to be taken.
 - (ix) Maintaining a daily log of winter service activities including details of salt stocks, records of roads blocked by snow, details of plant used in precautionary treatment and snow clearing, details of rotas for Duty Officers and operational teams and contact telephone numbers, daily returns of routes treated and start and finish times of treatment and snow clearing operations.

- (x) The daily log shall be retained at all times by the Duty Officer. At the end of each rota period the Duty Officer shall brief the officer responsible for the next rota period and pass on the daily log of winter service activities.
- (xi) providing information updates for the Council's communications team

1.3 Additional Responsibilities in Extreme Weather Conditions

- (i) maintaining and completing *Appendix E* weather condition reports and road condition reports.
- (ii) supplying *Appendix E* information concerning road conditions to other services as required.
- (iii) maintaining a record on 1:50,000 scale map, of roads blocked or cleared and alternative routes to be used;
- (iv) issuing information concerning road conditions to the general public as and when required;
- (v) notifying Highways England between 08.00 and 20.00 hours of the following :-

a closure of any specific length of classified road other than a Trunk Road,

details of any isolated communities;

In extreme conditions, the Head of Highways & Transport (ENGIE) may advise the Council to activate its Emergency Plan procedures. In this event, the Operations Director will instigate the Partnership's Incident Response Plan (IRP). In extreme conditions this may include establishing a control centre and staffing on a rota system to monitor conditions and direct operations overnight, and over weekends and bank holidays. It may also include focusing treatment on the Strategic Routes (Minimum Winter network – see Appendix A) to ensure that these routes remain accessible during extreme conditions.

2. Operational Requirements

2.1 Operational Centre

The fleet of highway winter service vehicles is based at the Doughty Road Depot, Grimsby which is the operational base for ENGIE Highway Maintenance team.

Salt stocks for winter maintenance activities will be established in the salt barn within the Gilbey Road Depot, Grimsby which is controlled and administered by the Council, for the commencement of the winter maintenance season.

These salt stocks will be replenished as necessary during the winter maintenance season.

2.2 Drivers / Operatives

Rosters shall be prepared, indicating duty periods for named drivers and supervisors which shall indicate their availability to carry out the winter service operations throughout the season.

A pool of trained drivers and operatives will be available to deliver the winter service and additional resources to supplement this will normally be made available from all operational divisions within the Regeneration Partnership.

2.3 Scouting

When required, and as directed by the Duty Officer, Scouts will inspect specific locations on the Network, assess the driving conditions and report the findings promptly to the Duty Officer.

2.4 Materials

Salt for treatment of the highway winter service routes will be stored at the agreed location made available by the Council. Salt stocks will be established prior to the commencement of the winter season and replenished as stocks reach minimum levels.

Records will be maintained detailing receipts and issues of salt and the physical checks of stock levels at regular intervals throughout the season. To assist with stock control the daily returns of salt used will be provided to the Duty Officer.

In exceptional circumstances, it may be necessary to apply an abrasive aggregate. This shall be either a single size aggregate not exceeding 6mm, 5mm sharp sand or an equivalent.

2.5 Pre-season Requirements

Treatment Routes shall be designed and priority treatment lengths scheduled to ensure that the roads specified in the Policy can be treated within the treatment times stated and at the rates of spread directed by the Duty Officer based upon guidance from the National Winter Service Research Group (NWSRG), having regard to the capability of the available spreading equipment.

Detailed drivers' route cards will be prepared for each precautionary treatment route, for the use of the operatives and the Duty Officer. The route card is to be in the form of a list identifying the start of the route, names of each road travelled in order of travel and any deviation at junctions (ie left, right straight on etc.) and any other information necessary to ensure the exact route is followed by the driver.

Maps will be maintained at 1:50000 scale (1:10,000 for urban areas) identifying all precautionary treatment routes.

During the winter season the Head of Highways & Transport (ENGIE) may, for financial or operational reasons, require certain roads to be temporarily included or excluded for treatment. The routes will be amended accordingly.

The routes shall be reviewed annually as a result of any additional information arising from the annual review of the Policy and Operational Plan.

At or prior to the commencement of the winter season, each gritting vehicle shall be loaded with salt and checked for full operational suitability including all specified rates of spread and spread patterns.

A trial run will be undertaken, along all the treatment routes, using the assigned vehicles. A second person will travel with the driver to check the routes and treatment times.

2.6 Precautionary Treatment

When higher rates of spread are required for snow, it may be necessary for repeat loadings of the vehicle to treat the specified route.

Treatment shall be carried out in such a manner as to avoid damage to other vehicles or injury to pedestrians or other users of the highway. Vehicles shall be driven at speeds consistent with the spreading rate instructed by the Duty Officer, appropriate speed limits and the prevailing conditions.

2.7 Spot Treatment

Water from thawing windrows of snow can spread across the carriageway and freeze. When this situation is identified during the treatment of routes then increased rates of spread may be applied to deal with this, and the Duty Officer will be advised accordingly. Reports of local ice formation on the highway received from other sources will be considered for spot treatment having regard to the specific circumstances, prevailing conditions and available resources.

2.8 Snow Clearance / Continuous Gritting / Ploughing

Clearance of snow by ploughing shall be on the basis of full lane widths coinciding with existing carriageway lanes. Snow shall be ploughed on dual carriageway roads from the offside to the nearside lane.

When tackling snowdrifts or when vehicles are operating on gradients in snow conditions, ploughing without treatment may be permitted to allow the weight of the grit load to aid vehicle traction.

When the temperature is continuously at or below -8°C and the snow has become compacted, gritting may be undertaken with single size abrasive aggregate not exceeding 6mm or 5mm sharp sand or other similar and salt.

2.9 Treatment of Footways

Information will be maintained on the resources that can be made available, based on shift operations, for snow clearing over and above those needed to double man all front line and second line vehicles. These resources will normally be from the Regeneration Partnership having regard to delivery of essential front line services.

Snow shall be cleared from footways using suitable equipment and small vehicles and shall be carried out in a manner to avoid any damage to the surface.

In central urban areas, and other agreed locations, the treatment of snow or heavy frost shall be undertaken by the application of a grit / salt mixture. Where practicable snow shall be removed prior to this form of treatment.

2.10 Filling of Grit Bins

Grit bins are deployed on the highway network, for use by the public and the Highway Authority's operational teams.

Prior to the start of the winter maintenance season an inspection will be made to determine the condition and content of these bins. It may be necessary to amend the location of existing bins, remove existing bins or add additional bins, having regard to matters set out in the policy.

2.11 Reporting Procedures

Sufficient records will be maintained to permit the total monitoring of winter service activity.

During periods of snow when continuous operations may be carried out, information relating to condition of the routes being treated and the state of the weather will be regularly updated to assist with responses to emergency services and the media as may be required.

WINTER SERVICE OPERATIONAL PLAN
SCHEDULES OF TREATMENT
ROUTES

Schedules of Treatment Routes

This appendix includes the following schedules:

1. Strategic Routes (Minimum Winter network)

Routes to be given the highest priority for snow clearing when prolonged and heavy snow falls occur.

Schedule of Strategic Routes (Minimum Winter Network):

A1098	Isaac's Hill Roundabout via Hewitt's Circus Roundabout to A16 Low Farm Roundabout (Category 1)
A16	Lockhill Roundabout to Toll Bar Roundabout (Category 1)
A18	Aylesby Duals to Haverby (County Boundary) (Category 1)
A46	Irby (County Boundary) to Isaac's Hill Roundabout (Category 1)
A180	A180T Pyewipe Roundabout to Isaac's Hill Roundabout (Category 1)
A1173	A160 to Lincolnshire County Boundary, Including A1173 Kings Road/Queens Road to Eastgate
A1136	A180 Great Coates Interchange to B1444 Toothill Roundabout (Category 1)
A1136	Bargate / Deansgate Junction to Victoria Street / Peaks Parkway (A16 Junction) (Category 1)
B1444	Littlecoates Road (A1136 Toothill Roundabout to A46 Bradley Cross Roads Roundabout)
A1243	Louth Road, Scartho Road, Bargate (Category 1)
	Gilbey Road (from A180 RBT to Estuary Way) / Estuary Way (Category 1) (access to salt barn)
	Church Lane / Bethlehem St / South St Mary's Gate / Osborne St / Doughty Road (Category 1) (access to highways operational depot)

2. Main Routes

Category 1: Primary routes, principal roads, important bus and commuter routes, roads leading to hospitals, ambulance stations, fire stations, main highway depots.

Category 2: Roads leading to important industrial and military establishments, highways serving shopping centres, slip roads, approaches to interchanges.

3. Secondary Routes

Category 3: Roads where loss of control due to winter conditions may lead to more serious problems.

- (i) A route which is on a relatively steep hill
- (ii) A route which for a significant length, is adjacent to a deep drainage ditch, river or the like
- (iii) Main access roads within residential estates

4. Priority 1 Footways

Footways in town and local centre areas to be considered for treatment during severe weather conditions

5. Priority Cycleways

Off-road cycleways to be considered for treatment during severe weather conditions

Schedule of Main Routes for Cleethorpes

		Category
A1098	Alexandra Road	1
C463	Beacon Avenue	2
	Belvoir Road	2
	Bentley Street	2
C458	Brereton Avenue (A46 Clee Road to Lestrangle St)	2
	Brian Avenue	2
	Cambridge Street (St Peter's Avenue to Knoll Street)	1
	Chichester Road	2
A1031	Church Avenue, Humberston	1
A46	Clee Road	1
	Cromwell Road	2
	Curzon Avenue	2
	Davenport Drive	2
	Fairview Avenue	2
	Grant Street (High Street to Station Road & Poplar Road to Princes Rd)	2
	Grant Street (High Street to Station Road & Poplar Road – Princes Road)	2
A180	Grimsby Road	1
	Hardys Road	2
A1098	High Cliff Road	1
A1098	High Street	1
unc. / B1374	Highgate (Trinity Road to St Peters Ave)	2
B1219	Humberston Avenue, Humberston	1
A1031	Humberston Road (Love Lane Cnr – North Sea Ln)	1
A1098	Isaac's Hill	1
C461	Kings Road	2
A1098	Kings Way (High Cliff Road to Queens Parade)	1
	Kings Way (Queens Parade to Leisure Centre)	2
	Knoll Street	1
C462	Lestrangle Street (Brereton Avenue to Queen Mary Ave)	2
	Market Street	2
	Middlethorpe Road (Taylors Avenue to Brian Avenue	2
	Mill Road (St Peters Avenue to Fairview Avenue)	2
C461	North Sea Lane	2
C460	Oxford Street (Highgate to Queens Parade)	2
	Park Street	2
	Poplar Road	1
	Princes Road	2
C462	Queen Mary Avenue	2
A1098	Queens Parade	1
	Sandringham Road	2
C456	Sea Road	2
	Short Street	2
B1374	St Peter's Avenue (Cambridge St to Highgate)	2
	St Peter's Avenue (High Street to Cambridge St)	1
	Station Road, Cleethorpes	2
A1098	Taylors Avenue	1
B1374	Thrunscoe Road	2
C463	Trinity Road	2
	Warwick Road	2
	Wollaston Road	2

The following Secondary routes (Category 3) for Cleethorpes may be treated upon Duty Officer's instruction when prolonged low temperature or persistent frost occurs:

Bark Street (Oxford Street to Barkhouse Lane)	3
Barkhouse Lane	3
Braemar Road	3
Cambridge Street (Knoll St to Wardall St)	3
Craithie Road	3
Cross Street (High Street to CP access)	3
Coniston Crescent, Humberston (Derwent Drive to Grimsby Road)	3
Derwent Drive, Humberston	3
Fieldhouse Road / Midfield Road, Humberston	3
Grainsby Avenue	3
Highthorpe Crescent	3
Itterby Crescent	3
Jackson Place	3
Lady Francis Crescent	3
Little Beck Road, Humberston	3
Lynton Rise	3
Mill Road (Fair View to Beacon Avenue)	3
Montgomery Road	3
Normandy Road	3
Queen Elizabeth Road, Humberston	3
Richmond Road	3
Rowston Street	3
St Thomas Close, Humberston	3
Thornton Crescent	3
Wardall Street (Cambridge St to CP access)	3
Wilton Road	3
Windsor Road	3
Yarra Road (Alexandra Rd to CP access)	3

Schedule of Main Routes for Grimsby

		Category	
	Abbey Walk	2	
	Abbey Road	2	
	Alexandra Road	2	
A1243	Bargate	1	
A1136	Baxtergate	1	
	Bethlehem Street	1	
	Boulevard Avenue	1	
	Brighowgate	2	
	Broadway	2	
	Cambridge Road	2	
	Carnforth Crescent (Cromer Ave to Chelmsford Ave)	2	
	Cromer Avenue	2	
	Carr Lane	2	
	Cartergate (Lord Street to Baxtergate T Sigs)	2	
	Central Parade / Sorrel Road	2	
	Chelmsford Avenue	2	
	Church Lane, Grimsby	1	
	Clee Crescent	2	
A180	Cleethorpe Road (A16 Lock Hill –Park Street	1	
	Coniston Avenue (Lavenham Road to Windermere Ave)	2	
	Convamore Road (Eleanor St to Pasture St)	1	
	Convamore Road (Ropery Street to Granville St)	2	
	Corporation Road	1	
A1136 / unc.	Cromwell Road	1	
	Cross Coates Road	2	
A1136	Deansgate	1	
	Doughty Road (Osborne St to Depot Access)	1	
	Doughty Road (Depot Access to Ainslie St)	2	
A1136	Dudley Street	1	
	Durban Road	2	
	Earl Street	2	
	East Street	1	
	Eleanor Street (Freeman Street to Convamore Road)	1	
A1136	Ellis Way	1	
	Elsenham Road (Pyewipe Road to Stortford Street)	2	
	Energy Park Way	2	
	Estate Road 1	1	(Cold Spot)
	Estate Road 2 (A180 to Estate Road 6)	1	(Cold Spot)
	Estate Road 5	1	(Cold Spot)
	Estate Road 6	1	(Cold Spot)
	Estuary Way	1	
	Europa Park (Ambulance Station)	1	
	Europarc (A180 to first RBT)	1	
	Europarc Way (dual), Europarc	1	
	Fairfield Road	2	
B1213	Freeman Street	2	
A1136	Frederick Ward Way	1	
	Freshney Drive	2	
	Garden Street (Abbey Road to Abbey Walk)	2	
	Genesis Way (Europarc)	1	
	George Street	1	
	Gilbey Road (A180 to Moody Lane)	1	
	Gilbey Road (Stortford St to Pyewipe Road)	2	
	Granville Street (PART)	2	
A1136	Great Coates Road	1	
B1213	Hainton Avenue	2	
	Hereford Avenue	2	
	Humber Street	2	
	King Edward Street	2	
A46	Laceby Road	1	

HIGHWAY WINTER SERVICE**APPENDIX A**

	Ladysmith Road	1	
	Lakeside (Europarc)	1	
	Larmour Road (Great Coates Rd to Wingate Rd)	2	
	Lavenham Road	2	
B1444	Littlecoates Road	1	
	Littlefield Lane	2	
	Lock Hill	2	
	Lord Street	2	
A1243	Louth Road	1	(Cold Spot)
	Market Street	2	
	Matthew Telford Park (Scartho Road – Wren Cres. (West))	2	
	Moody Lane	1	
	Nelson Street	2	
	New Street	2	
	Nelson Way (Broadway (N) to Broadway (S))	2	
	Osborne Street	1	
	Oxford Street	2	
	Park Street	2	
	Pasture Street	2	
	Peakes Lane	1	
A16	Peaks Parkway	1	
	Pershore Avenue (Broadway to St Michael's Road)	2	
	Pyewipe Road	1	
	Riby Square	2	
	Riby Street	2	
	Riverhead Link (off Frederick Ward Way)	2	
	Ropery Street	2	
	Roseveare Avenue	2	
A1243	Scartho Road	1	
	Second Avenue	2	
	South St Mary's Gate	1	
	Spark Street	2	
	Springfield Road	1	(Cold Spot)
	St Michael's Road	2	
	St Nicholas Drive	2	
	Station Road, Great Coates	2	
	Stortford Street (Elsenham Road to Gilbey Road)	2	
	Sutcliffe Avenue	2	
	Town Hall Square	1	
	Town Hall Street	1	
	Victor Street	1	
	Victoria Street (A1136 Ellis Way – Town Hall St)	1	
A16	Victoria Street (A180 Lock Hill – A1136 Ellis Way)	1	
	Victoria Street West (Town Hall Street – New Street)	2	
B1203	Waltham Road	1	(Cold Spot)
A46	Weelsby Road	1	
	Weelsby Avenue (full length)	2	
B1212	Welholme Road	2	
	Wellington Street	2	
	Wellowgate (Bethlehem St – Abbey Road)	2	
A180	Westgate	1	
	Westward Ho	2	
	Winchester Avenue	2	
	Windermere Avenue	2	
	Wingate Road	2	
	Woad Lane (Moody Lane to Estate Road 5)	1	
	Woad Lane (Estate Road 5 to Station Rd)	2	
	Worcester Avenue	2	
	Wren Crescent	2	
	Wybers Way	2	
A1136	Yarborough Road	1	

The following Secondary routes (Category 3) for Grimsby may be treated upon Duty Officer's instruction when prolonged low temperature or persistent frost occurs:

Achille Road	3	
Adam Smith Street	3	
Ainslie Street	3	
Albion Street	3	
Armstrong Street	3	
Augusta Street	3	
Beechwood Avenue	3	
Beverley Crescent	3	
Birchin Way	3	
Bowling Green Lane	3	
Bradley St	3	
Brittania Cresc	3	
Cartergate	3	
Chantry Lane (C/Gate-Littlefield)	3	
Charlton Street	3	
Church Lane (Old Clea)	3	
Cleethorpe Road (old route of) - (King Edward St – Prince Albert Gdns)	3	
Cleveland Street	3	
Columbus Way (bus route)	3	
Compton Drive	3	
Convamore Road (Pasture St to Ropery St)	3	
Conyers Avenue	3	
Crosland Road	3	
Curry Road	3	
Devonshire Avenue	3	
Drake Avenue	3	
Duchess Street	3	
Dymoke Drive	3	
East Marsh Street	3	
Eastgate	3	
Edge Avenue	3	
Eleanor Street (Convamore Road to Humberstone Road)	3	
Estate Road 3	3	
Estate Road 4	3	
Estate Road 7	3	(Cold Spot)
Estate Road 8	3	(Cold Spot)
Evesham Avenue	3	
Fallowfield Road	3	
Farebrother Street	3	
Filey Road	3	
First Avenue	3	
Fisherman's Wharf (Corporation Rd to Sainsbury CP exit)	3	
Frederick Street	3	
Frobisher Avenue	3	
Flour Square	3	
Garibaldi Street	3	
Gilbey Road - Pedestrian / Cycle Route	3	
Glenfield Road	3	
Grantham Ave (St Giles to Pagehall)	3	
Greyfriars	3	
Grosvenor Street	3	
Heneage Road (Wellington St to Pasture St)	3	
Heneage Road (Weelsby Rd to Pasture Street)	3	
Hilary Way	3	
Hildyard Street (Weelsby - Stanley)	3	
Holles Street	3	
Holyoake Road	3	

Humberstone Road (Eleanor St to Durban Road)	3
Humberstone Road (Durban Road to Runswick Road)	3
Hunsley Crescent	3
Kent Street	3
Kesgrave Street	3
Laburnham Drive	3
Lansdowne Avenue (Full Length)	3
Legsby Avenue (Weelsby - Patrick)	3
Lower Spring Street	3
Macaulay Street (School)	3
Maidwell Way	3
Market Hall CP & Freshney Place Service Yard Access Ramp	3
Marshall Avenue	3
Mendip Avenue	3
Newhaven Terrace	3
Old Laceby Road (Shops)	3
Orwell Street	3
Pagehall Close	3
Park Ave (Full Length)	3
Patrick Street (Legsby - Farebrother)	3
Pelham Avenue	3
Pinewood Crescent	3
Portland Avenue	3
Prince Albert Gardens	3
Priory Road	3
Queensway	3
Railway Place	3
Railway Street	3
Railway Terrace	3
Redbourne Road	3
Rendel Street	3
Robinson Street East	3
Rosalind Avenue	3
Runswick Road	3
Sanctuary Way	3
Sheepfold Street	3
Sherwood Road	3
Sixhills Street	3
Springfield Road to Nursing Home	3
Springwood Crescent	3
Southfield Avenue	3
Southfield Road	3
Southwold Crescent	3
St Andrew's Drive	3
St Giles Avenue	3
St Ives Crescent	3
Stainton Drive (Winchester Ave to - Pinewood Cres)	3
Stanley Street (Oxford - Eleanor)	3
Stirling Street (Thorold St – Medical Centre)	3
Swiftsure Crescent	3
Thesiger Street	3
Thirkleby Crescent	3
Thorold Street	3
Tomline Street	3
Tonnant Way	3
Town Hall Car Park access (unnamed street)	3
Tranby Drive	3
Vaughan Avenue	3
Vivian Avenue	3
Walmsgate	3
Westminster Drive	3
Weelsby Street (Wellington - Hildyard)	3

Whitby Drive	3
Wintringham Road (Ainslie St – Farebrother St)	3
Wroxham Avenue	3
Yarrow Road	3

Schedule of Main Routes for Immingham, New Waltham & Wold Parishes

		Category	
A16	Peaks Parkway (including Louth Road upto Toll Bar RBT)	1	
A1098	Hewitts Avenue (Hewitts Circus RBT – A16 Low Farm RBT)	1	
A18	Aylesby (County Boundary) – A46 Laceby X Roads RBT - North Thoresby Cross Roads (County Boundary)	1	(Cold Spot)
A46	Bradley X Roads RBT - Laceby X Roads RBT - Irby on Humber (County Boundary)	1	
A1098	Hewitts Avenue, New Waltham	1	
A1136	A1136, Great Coates Roundabout - A180 Great Coates Interchange	1	
A1173	Kings Road Roundabout - East Docks Entrance	1	
A1173	B1210, Stallingborough Roundabout - Riby (County Boundary)	1	
A1173	B1210, Stallingborough Roundabout – Mathew Ford Way	1	
A1173	– B1210 Roundabout (Mathew Ford way) - A180, Stallingborough Interchange		
A1173	A180, Stallingborough Interchange - A160, Manby Road Roundabout.	1	
B1203	Grimsby Road, Waltham	1	
B1203	High Street, Waltham	1	(Cold Spot)
B1203	High Street, Waltham - Ravendale (County Boundary)	1	
B1210	A1136, Great Coates Roundabout - Immingham - Habrough (County Boundary)	1	
B1219	Station Road, Waltham	1	
C131	B1210, Habrough Church - Mill Hill (County Boundary)	2	
C146	Stallingborough Roundabout –thro village to Kiln Lane West RBT with A1173	1	
C146	Hobson Way (Full length and including South Marsh Road)	2	
C146	Kiln Lane RBT- Laporte Road -East Dock Entrance	2	
C149	A18 Junction - Aylesby - A1136 junction	1	Cold Section
C409	Beelsby - A18 junction	2	
C412	Hatcliffe - C409 junction, Beelsby	2	
C417	A46 Bradley X Roads RBT - C418, Barnoldby Road	1	Cold Section
C418	B1203, Cheapside - A18 junction	2	
C419	Cheapside, Waltham (Kirkgate – High Street)	1	
C419	Cheapside, Waltham (Kirkgate to Borough Boundary)	2	
C437	B1203 junction - C412 junction, Hatcliffe	2	
C620	Pelham Road, Immingham	2	
	Laceby Village (Caistor Road - Grimsby Road, High Street- Butt Lane [to C149 Aylesby Road])	2	
Unc. / B1219	Peaks Lane / Station Road, New Waltham (Hewitts Ave – Toll Bar)	1	
Unc	Immingham Town (Washdyke Lane - Church Lane - Bluestone Lane, Worsley Road - Pilgrim Avenue - Margaret Street)	2	
	Kirkgate, Waltham	1	
	Keelby Road, Stallinboro (B1210 - Keelby)	2	

The following Secondary routes (Category 3) for Immingham, New Waltham & Wold Parishes may be treated upon Duty Officer's instruction when prolonged low temperature or persistent frost occurs:

C147	Healing Village (Low Road - Station Road - Oak Road - The Avenue - Low Road)	3
	Manby Road [Pelham Road - Bypass] Immingham	3
	Margaret Street Immingham (Pilgrim Ave to end)	3
C414 / C422	Wold Newton (C414 from E Ravendale to Wold Newton - C422 to Hawerby / A18)	3
C421	Ashby cum Fenby (Ashby Lane - Main Road - Thoroughfare to A18)	3
	Blyth Way, Laceby	3

Schedule of Main Routes to be Treated for other Authorities by North East Lincolnshire Outside the Council Area:

A1173	Manby Road (County Boundary) - A160, Manby Road Roundabout. (For North Lincolnshire Council)
A18	Aylesby Dual Carriageway (County Boundary) -Riby Crossroads (For Lincolnshire County Council)
A1173	Riby Crossroads -County Boundary (For Lincolnshire County Council)
B1203	From Hatcliffe Road to County Boundary
C419	Cheapside (Borough Boundary to A16)
C423	Stallingborough Road, Keelby (County Boundary to South St, Keelby)
Unc.	Hatcliffe Road (from B1203 to County Boundary)

Schedule of Main Routes to be Treated for North East Lincolnshire by other Authorities Within the Council Area:

A1031	Humberston Avenue - County Boundary (By Lincolnshire County Council)
A46	County Boundary - Laceby Roundabout (By Lincolnshire County Council)
A18	Hawerby (County Boundary) - C438 junction (By Lincolnshire County Council)
B1210 / C131	County Boundary- Habrough Church - Mill Hill (County Boundary) (By North Lincolnshire Council)
Unc.	Old Main Road, Irby (loop off A46) (By Lincolnshire County Council)
A16T	County Boundary to Toll Bar Roundabout (By Lincolnshire County Council)

Schedule of Main Routes to be Treated for Highways England by Agents / Contractors Within the Council Area:

Area 12	Highways England
A160T	A180 junction to County Boundary
A180T	County Boundary to Pyewipe Roundabout (including slip roads at grade-separated junctions)

Schedules of Priority 1 Footways Grimsby

Abbey Walk
Bethlehem Street
Brewery Street
Brighowgate (Wellowgate to Manor Ave)
Bull Ring Lane
Cleethorpe Road (Riby Square to Victor St)
Clyde Street (off Freeman St)
Cobden Street (off Freeman St)
East Street
East St Mary's Gate
Freeman Street (including footways adj. Market)
Garden Street
George Street
New Street
Old Market Place
Osborne Street
Riverhead Link
South St Mary's Gate
Station Approach
Town Hall Square
Town Hall Street
Victoria Street West (Pedestrian Area)
Victoria Street West
Victoria Street (Town Hall St - Pasture St)
Wellington Street (Freeman St to Railway St)
Wellowgate (Church Ln to Brighowgate)
West St Mary's Gate

Schedules of Priority 1 Footways for Cleethorpes

Alexandra Road
Barkhouse Lane
Cambridge Street (St Peter's Ave to Sea View St)
Cross Street (Market St to High St)
Grant Street (Station Approach to High Street)
Grimsby Road (shopping areas)
High Street
Isaacs Hill
High Cliff Road
Kingsway
Knoll Street
Market Place
Market Street
Osborne Street (Market St to High St)
Seaview Street
Short Street
St Peters Avenue

Schedules of Priority 1 Footways for Wold Parishes

Laceby	High Street / The Square, Cooper Lane
Waltham	High Street / Kirkgate

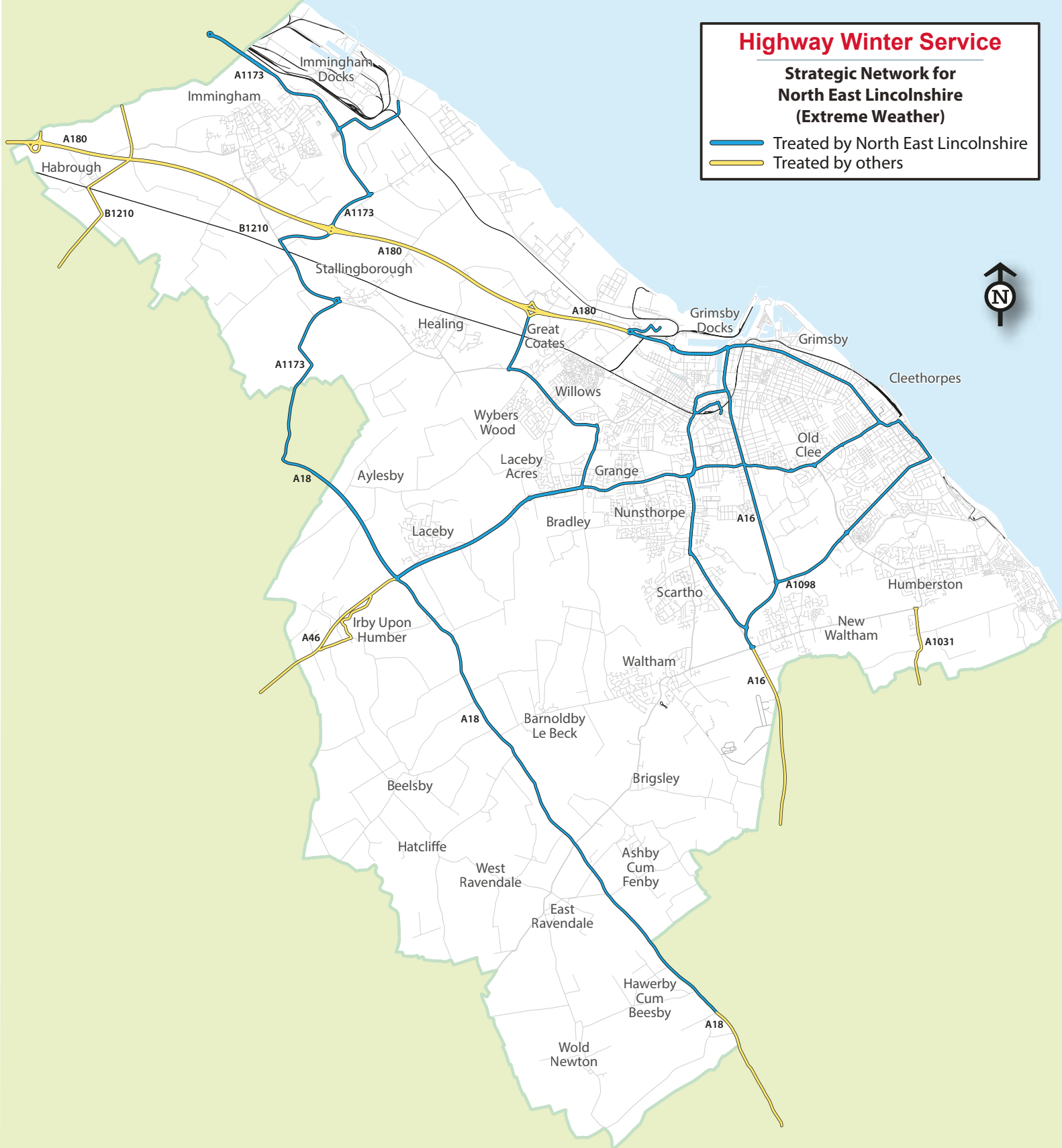
Schedule of Priority Cycleways (off road)

Grimsby	Clee Fields: Ladysmith Road to Church Close and Love Lane Corner
	Link from Gilbey Road cycle route to Estate Road 2
New Waltham	Louth Road (Grimsby Boundary to Toll Bar RBT)
	Station Road from Toll Bar RBT to B1203

Highway Winter Service



Strategic Network for North East Lincolnshire (Extreme Weather)

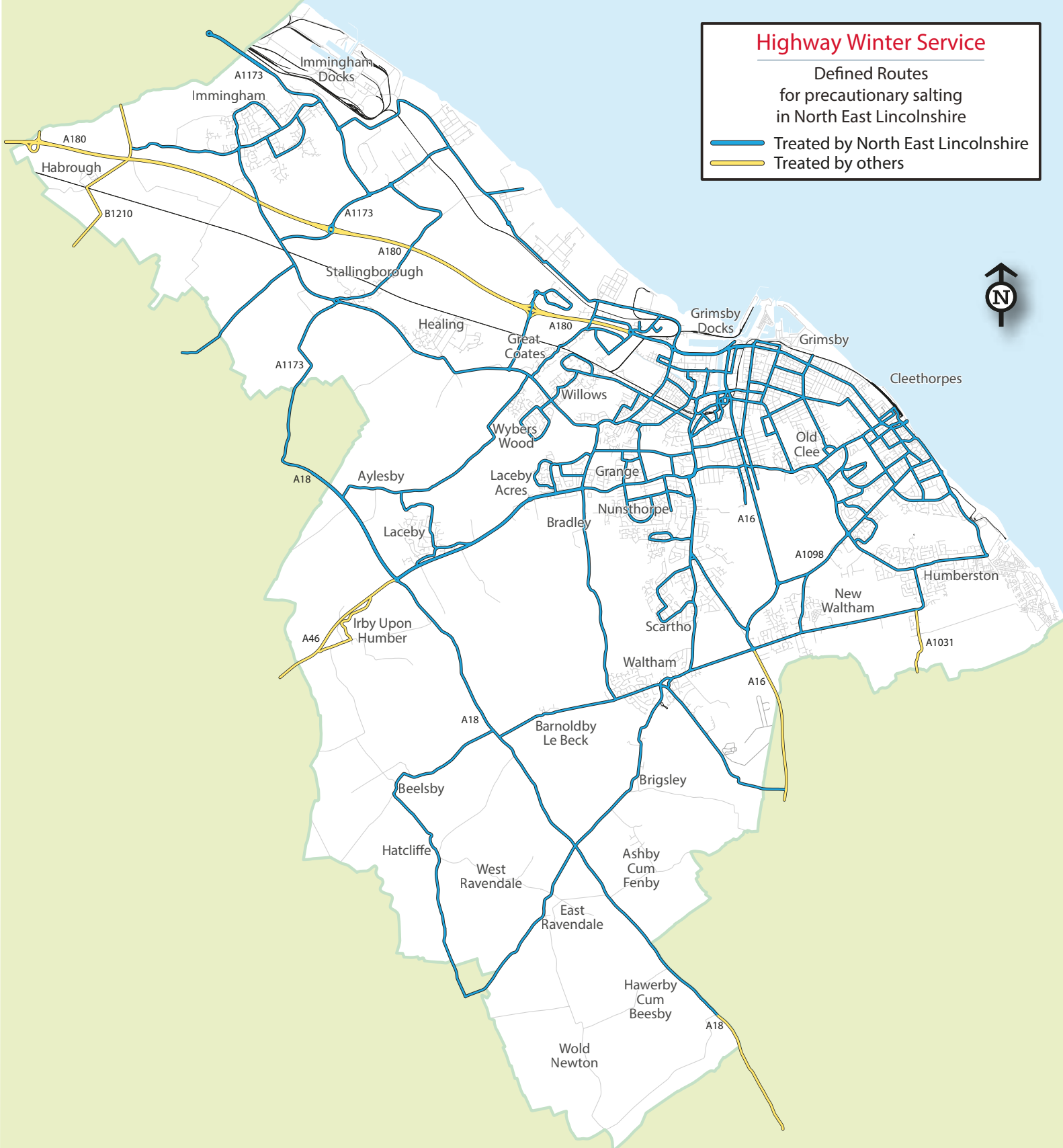
- Treated by North East Lincolnshire
- Treated by others



Highway Winter Service

Defined Routes
for precautionary salting
in North East Lincolnshire

-  Treated by North East Lincolnshire
-  Treated by others



Winter service policy review 2021 - Consultation log

Consultee	Date consultation invite sent	Response received (Y/N)	Date of Response	Summary of Response	HA reply to response
Bradley Village Parish	15/07/2021	Y	20/07/2021	Request for confirmation salt bin in village will be filled before start of winter season and request for gritting vehicles to reverse into and treat the top of Church Lane near junction with Bradley road.	HA reaffirmed the previous agreement that appropriate spread of salt is directed into the junction area of Church Lane as the gritter travels along Bradley Road from Waltham towards Bradley Cross Roads. Our Highway Operational team will also ensure that the grit bins are filled at the start of the winter season and maintained thereafter in accordance with the Council's policy.
Humberside Police	15/07/2021	Y	03/08/2021	Confirmation of receipt of consult invite. No comments / suggestions provided.	N/A
Humberside Fire Service	15/07/2021	N			
East Midland ambulance service	15/07/2021	N			
NELC Waste Operations	15/07/2021	N			
NELC Grounds Maintenance	15/07/2021	N			
ENGIE Traffic & Road Safety	15/07/2021	N			
ENGIE Parking	15/07/2021	N			
Highways England	15/07/2021	N			
AREA 12 (Highways England)	15/07/2021	N			
North Lincs Council Highways	15/07/2021	N			
Lincolnshire Council Highways	15/07/2021	N			
ENGIE Transport Team	15/07/2021	N			
NELC Transport Manager	15/07/2021	N			
Stagecoach	15/07/2021	N			
Amvale Coaches	15/07/2021	N			
Grimsby Dial-a-ride services	15/07/2021	N			
Coopers Tours coaches	15/07/2021	N			
Grayscroft coaches	15/07/2021	N			
Hunts Coaches	15/07/2021	N			
Houghs of Lincolnshire coaches	15/07/2021	N			
National express coaches	15/07/2021	N			
Sherwood Travel coaches	15/07/2021	N			
Ashby-cum-Fenby Parish	15/07/2021	N			
Barnoldby-le-Beck Parish	15/07/2021	N			

Brigsley Parish	15/07/2021	N			
Great Coates Village Parish	15/07/2021	N			
Habrough Village Parish	15/07/2021	N			
Healing Village Parish	15/07/2021	N			
Humberston Parish	15/07/2021	N			
Immingham Town Council	15/07/2021	N			
Irby Upon Humber village Parish	15/07/2021	N			
Laceby Village Parish	15/07/2021	N			
New Waltham Village Parish	15/07/2021	N			
Stallingborough Village Parish	15/07/2021	N			
Waltham Village Parish	15/07/2021	N			

2020 /2021 Salt Bin Requests

Reported by	Date	Street	Locality	Details of Request	Prelim Review of Request	Decision
NELC Waste Management	14/01/2021	Cordeaux Drive	Grimsby	Reported by C. Dunn to A. Sowter requesting salt bin due to issues with negotiating gradient.	At time of report Cordeaux Drive was no adopted highway and still under S38 agreement. Requested that issues are discussed with developer. Road became adopted highway on 1st April 2021. Maximum gradient is 10%	Salt bin to be installed subject to finding responsible person to manage salting and salt level monitoring
Public (resident)	10/03/2021	Maidwell Way	Grimsby	Report Ref - NELC 292713710 - Top of maidwell way junction with Nelson way - there used to be a grit bin there but it disappeared and this was used by the residents as the hill on Maidwell is bad and when the roads are icy, cars get stuck, the bin wagon got stuck one year and a tractor had to pull them out of the street.	DB Aware of steep incline on this road. Salt bin would improve ability to negotiate incline during winter season. DB To investigate reason for reported removal of previous salt bin.	Salt bin to be installed subject to finding responsible person to manage salting and salt level monitoring
Public (resident)	29/12/2020	Anthony's Bank Road	Humberston	Three reports of icy conditions / slipping incidents received over 2020/21 season. Road does not meet criteria for precautionary salting. Alternative suggestion of salt bin	Road does not have steep gradient. No severe bend with approach speeds greater than 30 mph.	No Salt bin to be installed. North Sea Lane RBT is treated as CAT 2 precautionary route, Anthony's Bank Road RBT junction will benefit from overspray from treatment to RBT.