

PORTFOLIO HOLDER FOR ENVIRONMENT AND TRANSPORT

DATE	01 September 2026
REPORT OF	Councillor Paul Batson - Portfolio Holder for Housing, Infrastructure and Transport
RESPONSIBLE OFFICER	Carolina Borgstrom – Director of Economy, Environment and Infrastructure
SUBJECT	Highway Winter Service Review – Highway Winter Service Policy and Operational Plan
STATUS	Open
FORWARD PLAN REF NO.	PFHHIT 09/26/01

CONTRIBUTION TO OUR AIMS

The highway winter service policy and operational plan contribute 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 for the 2026/27 winter season, attached at Appendix 1, 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

- 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 Winter service season 2025/26

- 1.2 The Council's existing Winter Service Policy and Operational Plan, approved in September 2025 for the 2025/26 winter season, provided the basis for the delivery of the highway winter service during the last winter period.
- 1.3 The following paragraphs provide an assessment of the weather experienced across the UK and North East Lincolnshire during winter 2025/26, based on Met Office statistics and local winter service records.
 - Autumn and winter were generally mild and wet across Lincolnshire. Temperatures during autumn were approximately 0.5°C to 1.5°C above the seasonal average, with rainfall around 150% of the expected seasonal average.
 - During winter, the mild and wet conditions continued overall. This was interspersed with variable cold and wintry spells during early January, alongside milder, wetter, unsettled and occasionally stormy periods. Nationally, the winter was recorded as the eighth mildest and eighth wettest in the series of records dating back to 1836.
 - The winter service season began in late October 2025. October was a mild month, with temperatures in the region approximately 0.5°C to 1.5°C above average. As a result, Road Surface Temperatures (RSTs) remained above zero throughout the month.
 - November 2025 saw temperatures close to average, although it was a wet month with around twice the average rainfall. A cold northerly airflow in the middle of the month brought wintry coastal showers to the region for four consecutive nights. The first precautionary salting treatment of the season was undertaken on 17 November 2025.
 - December was also milder than average overall, with rainfall amounts around average. Low-pressure weather systems dominated the start of the month, with Storm Bran affecting the UK on 9 December. RSTs fell to marginal values between low-pressure weather systems. The end of the month was dominated by high pressure, with RSTs falling below zero during the final three nights of the month and year.
 - January 2026 was the only month of the winter season that was colder than average, mainly due to a cold northerly flow at the start of the month. RSTs fell well below zero during the first week of the year, with sleet and snow falling on 3 and 4 January, followed by further sub-zero RSTs overnight. The arrival of Storm Goretti briefly disrupted the cold air, although colder conditions returned in the wake of the storm, with a covering of snow and low RSTs from 11 to 12 January. Milder conditions then prevailed from the middle of the month, with RSTs generally remaining above zero. Storm Chandra affected the region on 27 January, with RSTs again falling below zero in its wake.

- January 2026 saw the highest number of precautionary salting treatments during the 2025/26 winter service season, with 17 treatments carried out as a result of the northerly airflow at the start of the month. The coldest RST of the season was also recorded in January, on the morning of 6 January, when -7.1°C was recorded at the fixed weather station on the A18 Barton Street.
- February 2026 was mild and very wet, with temperatures approximately 1°C above average and rainfall exceeding 140% of the expected monthly total. High pressure over Scandinavia continued to block the progression of the jet stream, which led to rainfall being trapped over the east of the country for much of the month. Only three salting treatments were required during February, the lowest number of treatments for a core winter month in the last 10 years.
- March was also milder than average, with temperatures approximately 1.6°C above the 1991–2020 average and rainfall close to normal. Following a chilly start, a milder south-westerly flow kept RSTs generally above zero, apart from brief colder spells around 12 March and 24 to 25 March, when north-westerly conditions caused RSTs to fall below zero overnight. These colder periods were short-lived, and RSTs remained mostly above zero for the rest of the month. The final precautionary salting treatment of the 2025/26 winter service season was undertaken on 25 March.
- April 2026 was dominated by high pressure, resulting in a very dry month with milder than average temperatures. Before the arrival of high pressure, the start of the month was unsettled due to low pressure and the arrival of Storm Dave, which brought strong winds and showery rain. From 9 April, high pressure dominated, bringing mild and settled conditions. RSTs remained above zero throughout the month.

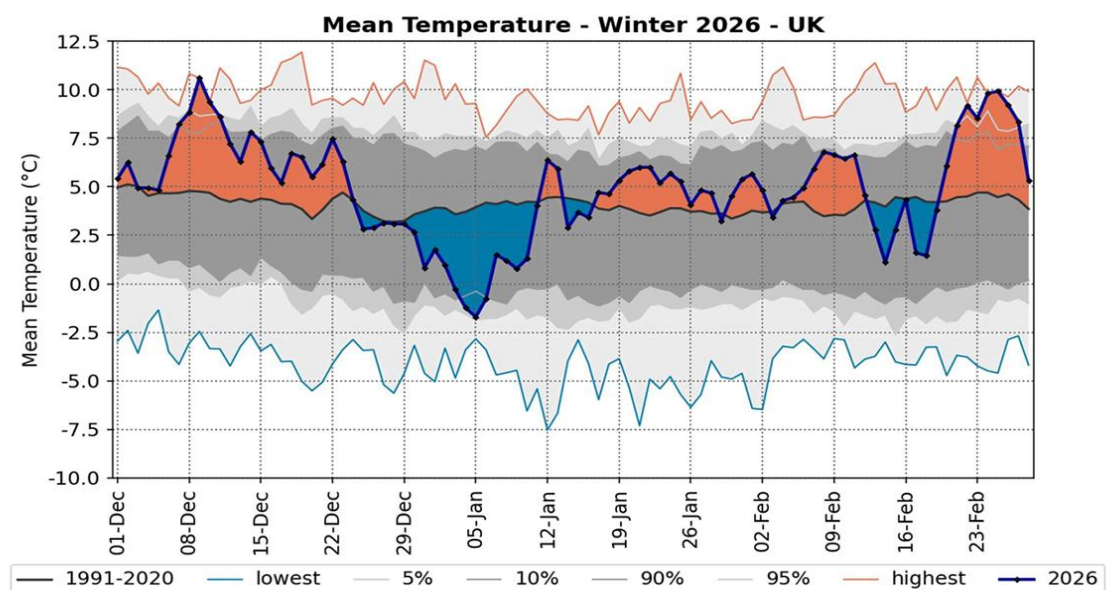


Figure 1 - Met Office Winter Mean Temperature Graph

Winter Service Season Treatment Summary

- 1.4 During the 2025/26 winter service season, from October to April, North East Lincolnshire Highways undertook precautionary salting treatments on 41 occasions. This was significantly lower than the previous winter service season when 60 salting treatments were undertaken, and below 10-year winter service season average of 59 treatments. During the season, 100% of precautionary salting routes were completed within the target time of three hours from leaving the operational centre.
- 1.5 A total of 1,087 tonnes of rock salt was used during winter service operations in 2025/26, compared with 1,340 tonnes in the previous winter season. The reduction in salt usage reflects the higher average temperatures and reduced number of salting treatments required during the season.

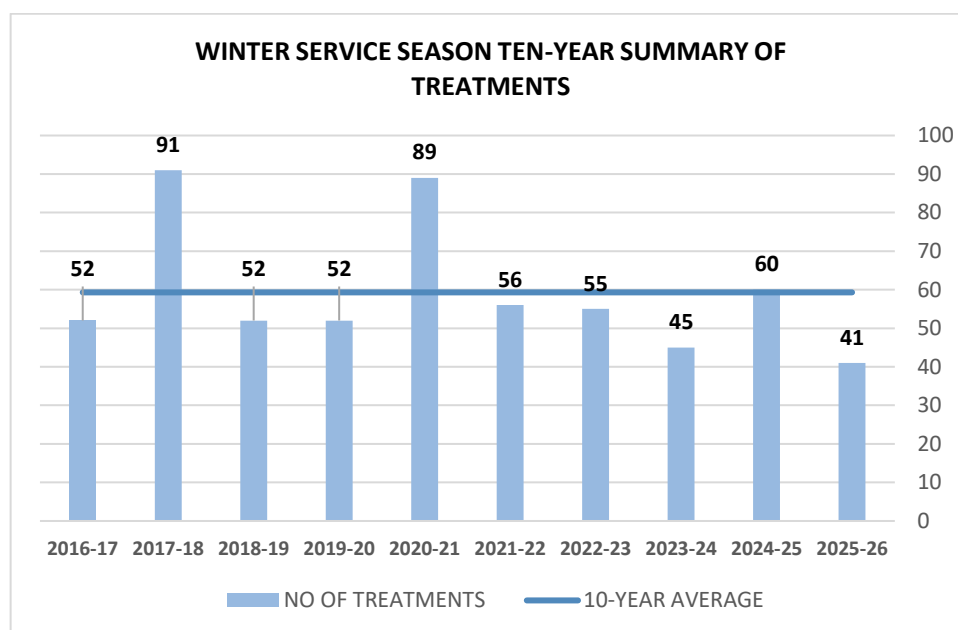


Figure 2 - Ten-year summary of salting treatments in North East Lincolnshire

Arrangements for the 2026/27 Season

- 1.6 The weather forecast provider and ice prediction service are procured jointly with the Humber Unitary Authorities, comprising North Lincolnshire Council and Hull City Council. The contracts for both the weather forecasting service and ice prediction system were renewed in September 2025, putting arrangements in place until autumn 2027. The service providers are MeteoGroup for forecasting and Vaisala for ice prediction.
- 1.7 Reciprocal cross-boundary salting agreements have been reviewed and renewed with North Lincolnshire Council and Lincolnshire County Council ahead of the 2026/27 winter season. Information on weather forecasts and winter service treatment plans will also continue to be shared with neighbouring authorities, including National Highways, to support a consistent level of service for the travelling public across the region.

- 1.8 The fixed weather station on the A18 Barton Street has undergone its annual service and recalibration, ensuring it is operating effectively and providing accurate observational data prior to the start of the upcoming season.
- 1.9 The salt barn at Gilbey Road will be re-stocked before the winter season, with arrangements maintained for replenishment of stocks during the season as necessary and in accordance with the policy.
- 1.10 A review has been undertaken of all requests for gritting treatments received from the public and parish councils, together with feedback from operational areas across the council during the 2025/26 winter service season. This formed part of a gap analysis process. Amendments to treatment routes and the salt bin inventory arising from this process are detailed in the following sections of this report.
- 1.11 The Policy and Operational Plan, contained in **Appendix 1** to this report, has been reviewed in light of the national code of practice, *Well-managed Highway Infrastructure* (2016), National Winter Service Research Group guidance, available best practice from other authorities, operational experience from the previous winter season, and the results of consultation referred to within this report.
- 1.12 Minor textual changes to the Policy and Operational Plan have been necessary for the 2026/27 season. These reflect current information sources, additions to secondary treatment routes and salt bins, and the removal of potential ambiguities.

Treated Routes

- 1.13 The total highway network within North East Lincolnshire comprises 607 km of road and 869 km of footway. Four precautionary treatment routes are defined: two covering Cleethorpes and Grimsby, one covering the rural villages, and one covering Healing, Stallingborough and Immingham.
- 1.14 As part of the annual review, the following addition is proposed to the main precautionary salting routes.

Grimsby area

- Sidings Road, from Cromwell Road roundabout to Sidings Road roundabout.

This is the only proposed addition to the main precautionary routes and is recommended following a review of the area. The location was added to the secondary salting network, and two salt bins were installed on either side of the railway bridge before the 2022/23 winter service season.

A review of the effectiveness of this treatment plan has now been undertaken, including salt bin usage and reported difficulties experienced by highway users. The review found that the salt bin provision has not been effective, mainly

because the location is isolated from nearby residential properties, limiting practical use of the bins. It is therefore proposed that this section of Sidings Road is added to the main precautionary salting routes due to observed and reported difficulties in navigating the bridge gradient during typical winter conditions.

- 1.15 With this addition the total treated network in North East Lincolnshire is 286 km, or 177 miles. This length includes the treatment of both carriageways on wide roads and dual carriageways. **Appendix 2** to this report contains maps 1-1 and 1-2, showing the defined precautionary treatment routes and the strategic route network.
- 1.16 In extreme weather conditions, treatment is focused on clearing the 112 km strategic route network, comprising 'A' roads and key links.
- 1.17 Once the strategic route network is available, treatment of other main routes will resume in priority order, having regard to maintaining access to key local facilities.
- 1.18 As part of the annual review, the following additions are proposed to the secondary salting network

Cleethorpes area

- Park Lane, from Church Avenue roundabout to Cheltenham Way
- Cheltenham Way, from Park Lane to Marlborough Way
- Marlborough Way, from Cheltenham Way to Park Lane

Wolds area

- Wold Newton Road, Haverby, from the A18 to Main Road, Wold Newton
- Old Farm Road, Hatcliffe, from the A18 to Main Road, Hatcliffe

These additions are proposed following a gap analysis of the secondary salting routes. All sites have been confirmed as meeting the criteria for inclusion in the secondary salting plans, either due to steep gradients, or their function as main access roads within residential estates.

Grit Bins

- 1.19 Five additions to the grit bin inventory are proposed following the annual Winter Service Policy review. These additions are recommended following assessment of gradients at the relevant locations and investigation of reported difficulties experienced by highway users. This will increase the total number of grit bins in North East Lincolnshire to 98, including three ward-funded bins and six Parish Council-owned bins. A complete refill requires approximately 32 tonnes of salt and sharp sand mix. Bins are routinely checked and refilled each month during the winter season

- 1.20 The new salt bins will be installed at Whitby Drive, Beverley Crescent and Limber Court in Grimsby; Church Lane, Bradley; and Barkhouse Lane, Cleethorpes.

2. RISKS, OPPORTUNITIES AND EQUALITY ISSUES

- 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 provide the framework for service delivery and aim to support the safety of highway users during adverse weather, so far as reasonably practicable, while making the best use of available resources. The service is delivered on a network-based, risk-led approach, which means it is not always possible to make specific provision for every individual circumstance or location. However, it is recognised that some residents, including those with mobility issues, may be more affected during periods of severe weather. Where individual or location-specific requests are received, these will be considered as part of the ongoing management of the service during weather events and prioritised on a risk-assessed basis, taking account of the conditions at the time, available resources, and the wider needs of highway users
- 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.

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.

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.

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. In addition, 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

- 3.1. Given the role is a statutory one, it is not considered that there are any other reasonable options. Retaining the existing plan without review would be the most appropriate alternative. However, doing so would not fully reflect updated operational experience, lessons learned from recent winter service delivery, consultation feedback, or current service priorities.
- 3.2. Similarly, reducing the level of service is not recommended. This could affect the Council's ability to demonstrate that it is taking reasonable steps to discharge its statutory duties, while also increasing potential safety, service resilience, and reputational risks. On that basis, the recommended approach is to update the plan so that it remains risk-led, operationally informed, and responsive to the needs of highway users.

4. REPUTATION AND COMMUNICATIONS CONSIDERATIONS

- 4.1 The engagement process during the summer 2026 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 operational 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

- 5.6. The delivery of the winter service operations is to be funded through existing council revenue budgets.
- 5.7. This includes a mixture of both fixed costs (weather forecasting communications and vehicles costs etc) and variable costs (number of treatments and the amount of salt used).
- 5.8. Should severe weather periods be experienced during the upcoming season, whilst not currently forecast, this may place pressure on existing budget to ensure the council can discharge its statutory obligations having regard to keeping the highway network free from snow and ice.

6. CHILDREN AND YOUNG PEOPLE IMPLICATIONS

- 6.6. There are no children and young people implications applicable to this report.

7. CLIMATE CHANGE, NATURE RECOVERY AND ENVIRONMENTAL IMPLICATIONS

- 7.6. Through the effects of climate change, it is possible that the borough will experience an increased frequency and intensity of severe winter events, the impact of this will be managed through delivery of the winter service.
- 7.7. The highway winter service policy is not expected to have any significant impact on climate change and / or the environment other than those previously reported in sections 2.6 of this report

8. PUBLIC HEALTH, HEALTH INEQUALITIES AND MARMOT IMPLICATIONS

- 8.1 This scheme aligns with the following Marmot principles:

- **Standard of living:** Ensure a healthy living standard for everyone.
- **Places and communities:** Develop healthy, sustainable environments.

Winter service delivery across North East Lincolnshire supports these principles by helping to keep the highway network safe and accessible during adverse weather. By reducing the risk of disruption caused by snow and ice, the service helps residents, businesses, emergency services, and public transport users continue to access employment, education, healthcare, and essential services throughout the winter period. This contributes to maintaining living standards, supporting resilient communities, and reducing the impact of winter conditions on those who may be more vulnerable to isolation or reduced mobility

9. CONSULTATION WITH SCRUTINY

- 9.1 The annual review of the operational policy is managed through the established approval process for Portfolio Holder approval. As this is an operational policy review, formal consultation with scrutiny has not been undertaken as part of this process.

10. FINANCIAL IMPLICATIONS

- 10.1 The costs associated with delivery of the winter service are to be funded through existing council revenue budgets.

The level of expenditure incurred will be influenced by the severity and duration of winter weather conditions. Whilst not currently forecast, periods of severe weather may result in additional operational activity which could place pressure on the existing budget provision.

The financial position will be monitored and managed through the Council's established budget monitoring arrangements.

11. LEGAL IMPLICATIONS

11.1. The Council, as local highway authority, has a statutory duty under section 41(1A) of the Highways Act 1980 to ensure, so far as is reasonably practicable, that safe passage along the highway is not endangered by snow or ice. The proposed Highway Winter Service Policy and Operational Plan provides a reviewed, risk-based framework for discharging that duty, having regard to national guidance, operational experience, consultation feedback, local risk assessment and available resources.

11.2. The duty is not absolute, but the Council must act reasonably and consistently. Approval and implementation of the Plan will assist the Council in demonstrating that appropriate arrangements are in place for the 2026/2027 winter season.

11.3. In exercising its functions, the Council must also have due regard to the matters contained within section 59 of the Highways Act 1980 and the public sector equality duty under section 149 of the Equality Act 2010.

12. HUMAN RESOURCES IMPLICATIONS

12.1 There are no direct HR Implications

13. WARD IMPLICATIONS

13.1 The provision of highway winter service affects all wards.

14. BACKGROUND PAPERS

Appendix 1 - Highway Winter Service 2026/27 – Policy and Operational Plan

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

Appendix 3 – Feedback from Engagement Process

15. CONTACT OFFICER(S)

Carolina Borgstrom - Director of Economy, Environment and Infrastructure – NELC
Telephone: (01472) 326207

Holly Hall –Service Manager – Highway Asset Management, Maintenance, and
Structures – NELC
Telephone: (01472) 313131

COUNCILLOR PAUL BATSON

**PORTFOLIO HOLDER FOR HOUSING, INFRASTRUTURE AND
TRANSPORT**



HIGHWAY WINTER SERVICE 2026/27

POLICY AND OPERATIONAL PLAN

**Head of Highways & Transport
Municipal Offices
Town Hall Square
Grimsby
North East Lincolnshire
DN31 1HU**

CONTENTS

TITLE

SECTION 1 STATEMENT OF SERVICE

**SECTION 2 POLICY FOR HIGHWAY
WINTER SERVICE**

OPERATIONAL PLAN

**SECTION 3 SPECIFIC REQUIREMENTS FOR
WINTER SERVICE OPERATIONS**

**SECTION 4 RESPONSIBILITIES OF
HIGHWAYS & TRANSPORT**

APPENDIX A SCHEDULES OF TREATMENT ROUTES

STATEMENT OF SERVICE

Statement of Service

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 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, National Highways, 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 will be represented on a day-to-day basis by the Head of Highways & Transport and their nominated representatives.
- 1.7** In order to ensure that the Highway Authority’s resources are 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. The published guidance for local Highways authorities, "Well Managed Highway Infrastructure", published October 2016, including subsequent updates from UK Roads Liaison Group (UKRLG), National Winter Service Research group (NWSRG) 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 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, is reviewed annually and submitted for approval to the Portfolio Holder for Housing, Infrastructure and Transport. Any changes to the Policy and Operational Plan will need to be approved by the Portfolio Holder for Housing, Infrastructure and Transport. There are no changes to the Policy and Operational Plan this year.

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, precautionary treatment will, in normal working hours, be controlled by the Head of Highways & Transport 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 NELC 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 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 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 stockpile 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, 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 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 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 National Highways (Formerly 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 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 Gilbey Road Depot, Grimsby which is the operational base for the winter service team.

Salt stocks for winter service 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 service season.

These salt stocks will be replenished as necessary during the winter service 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 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)	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
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	Thrunscoc 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	
Cheltenham Way	3	Added 2026
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	
Grant Street (Poplar Road – Princes Road)	3	
Highthorpe Crescent	3	
Itterby Crescent	3	
Jackson Place	3	
Lady Francis Crescent	3	
Little Beck Road, Humberston	3	
Lynton Rise	3	
Marlborough Way	3	Added 2026
Mill Road (Fair View to Beacon Avenue)	3	
Montgomery Road	3	
Normandy Road	3	
Princes Road	3	
Park Lane	3	Added 2026
Queen Elizabeth Road, Humberston	3	
Richmond Road	3	
Rosemary Way	3	Added 2026
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	

HIGHWAY WINTER SERVICE

APPENDIX A

A46	Laceby Road	1	
	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 (Scarcho Road – Caspian Crescent.(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	
	Pershire 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	Scarcho Road	1	
	Second Avenue	2	
	Sidings Road (Cromwell Road Roundabout – Sidings Road Roundabout)	2	Added 2026
	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
Macauley 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
	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	
C413	Old Farm Road, Hatcliffe (A18 to Main Road)	3	Added 2026
UNC	Hawerby Road, Wold Newton (A18 to Main Road, Wold Newton)	3	Added 2026

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 National Highways by Agents / Contractors Within the Council Area:

Area 12	National Highways
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 Immingham and Wold Parishes

Laceby	High Street / The Square, Cooper Lane
Waltham	High Street / Kirkgate
Immingham	Pelham Road (Highfield Avenue – Blossom Way)
Immingham	Pelham Road (Princess Street – Worsley Drive)
Immingham	Washdyke Lane (Pelham Road – Park Close)

Schedule of Priority Cycleways (off road)

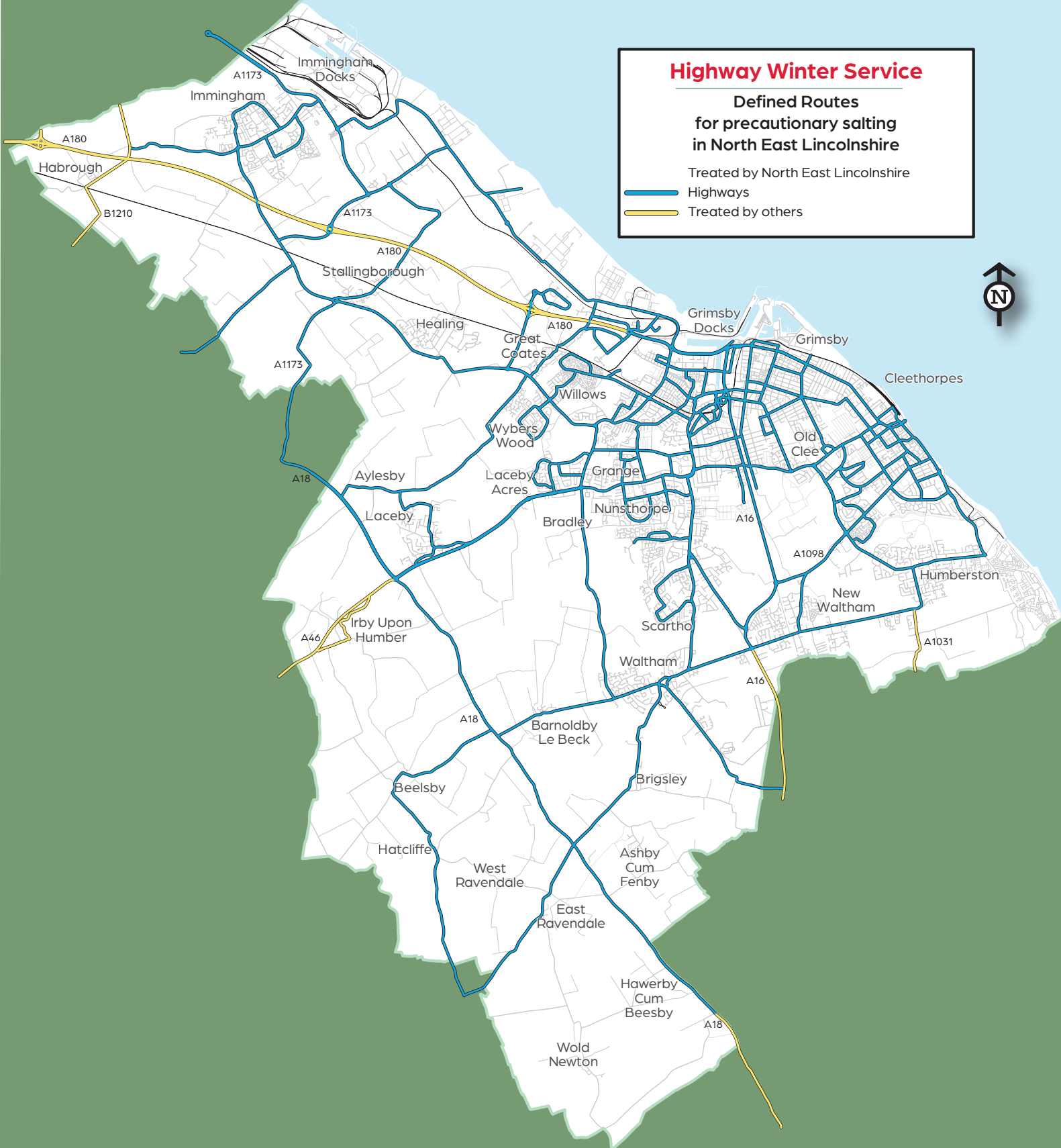
Grimsby	Clee Fields: Ladysmith Road to Church Close and Love Lane Corner Link from Gilbey Road cycle route to Estate Road 2
New Waltham	Louth Road (Grimsby Boundary to Toll Bar RBT) Station Road from Toll Bar RBT to B1203

Highway Winter Service

Defined Routes
for precautionary salting
in North East Lincolnshire

Treated by North East Lincolnshire

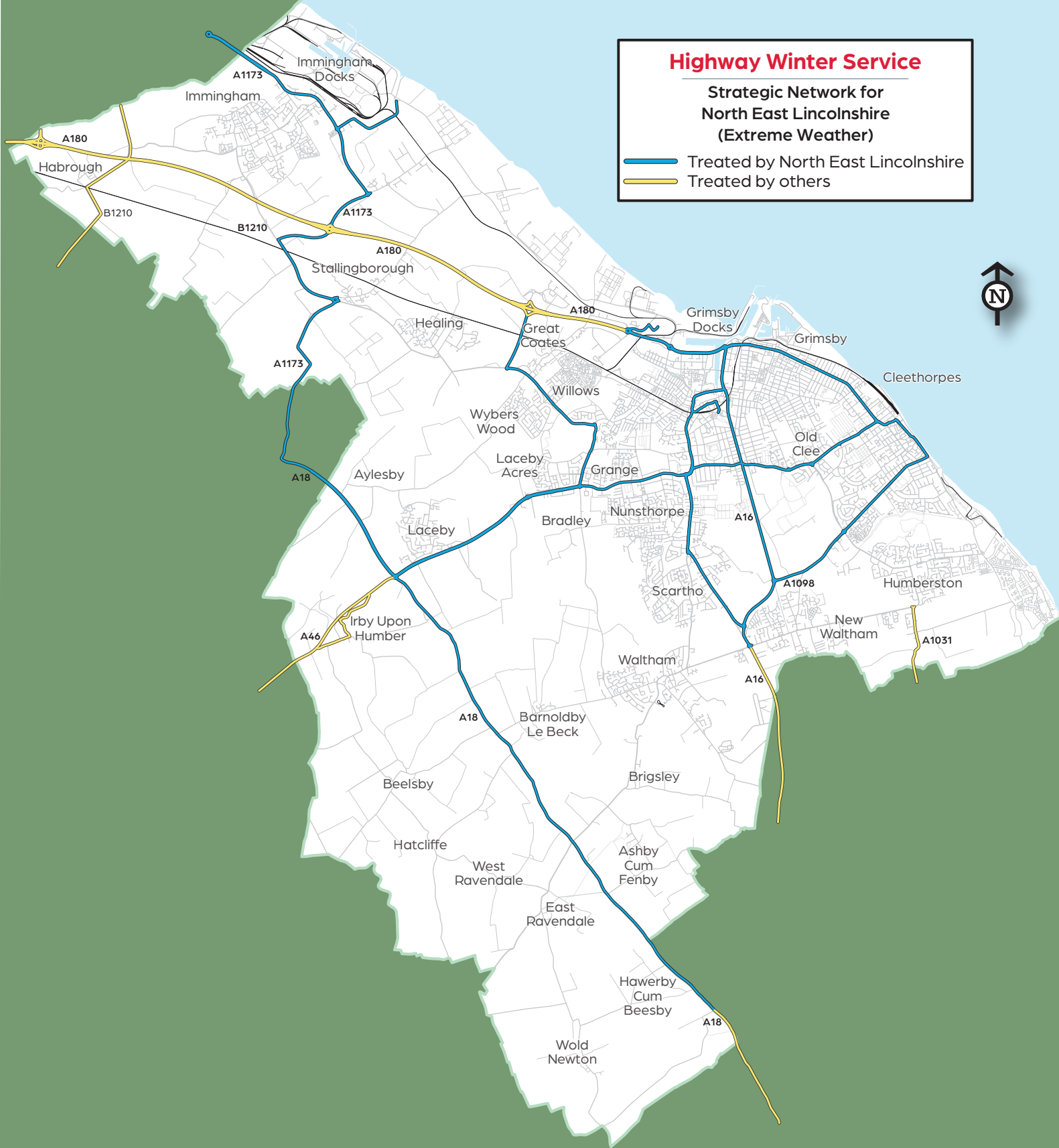
- Highways
- Treated by others



Highway Winter Service

Strategic Network for
North East Lincolnshire
(Extreme Weather)

- Treated by North East Lincolnshire
- Treated by others



Winter service policy review 2025/26 - Consultation log					
Consultee	Date consultation invite sent	Response received (Y/N)	Date of Response	Summary of Response	HA reply to response
Humberside Police	15/06/2026	N			
Humberside Fire Service	15/06/2026	N			
DPOW Estates	15/06/2026	N			
East Midland ambulance service	15/06/2026	N			
NELC Waste Operations	29/06/2026	N			
NELC Grounds Maintenance	29/06/2026	N			
NELC Traffic & Transport	29/06/2026	Y	30/06/2026	Acknowledgement of bus comprehensive bus route service coverage and request for consideration of saltign to approach to rail stations.	Confirmation provided on service scope of public transport routes.
NELC Road Safety	29/06/2026	Y	30/06/2026	No concerns or suggestions to raise.	NA
NELC Parking team	29/06/2026	N			
NELC Drainage team	29/06/2026	Y	21/07/2026	Minor suggestions to NELC webpage to include additional Metoffice guidance and information on surface water flooding from snow thaw	Webapge to be reviewed and updated prior to winter season
ABP - Port authority	15/06/2026	N			
National Highways	15/06/2026	N			
North Lincs Council Highways	15/06/2026	N			
Lincolnshire Council Highways	15/06/2026	N			
Stagecoach	09/07/2026	Y	03/08/2026	Acknowledgement of comprehensive bus service coverage within salting routes and positive feedback from gritting and snow clearing in previous seasons.	NA
Ashby-cum-Fenby Parish	15/06/2026	N			
Barnoldby-le-Beck Parish	15/06/2026	N			
Bradley Village Parish	15/06/2026	Y	11/07/2026	Request for salt bin at Church Lane /Bradley RD JCT	Request reviewed and approved with confirmation provided to Parish Clerk
Brigsley Parish	15/06/2026	N			
Great Coates Village Parish	15/06/2026	N			
Habrough Village Parish	15/06/2026	N			
Healing Village Parish	15/06/2026	N			
Humberston Parish	15/06/2026	N			
Immingham Town Council	15/06/2026	N			
Irby Upon Humber village Parish	15/06/2026	N			
Laceby Village Parish	15/06/2026	N			
New Waltham Village Parish	15/06/2026	N			
Stallingborough Village Parish	15/06/2026	N			
Waltham Village Parish	15/06/2026	N			