METROPOLITAN BOROUGH OF KNOWSLEY

WINTER SERVICE POLICY 2011/12
# Winter Service Policy

## Introduction

- Legal Framework 5
- Scope of the Policy 5
- Public Highway Networks 6
- Winter Service Periods 7
- Decision Making 8
- Response to Weather & Road Condition Monitoring 8
- Response to Requests from Members of the Public 10
- Extent of the Coverage 11
- Precautionary Treatments 11
- Spread Rates for Precautionary Treatments 12
- Precautionary Treatments Before Frost 13
- Precautionary Treatments before Snow & Ice 16
- Post Treatment for Snow and Ice 17
- Primary Ploughing Network 17
- Secondary Ploughing Network 18
- Salt Cell & Resilience 19
- Performance Monitoring 21

## Tables

- The Public Highway 3
- H4 Precautionary Treatment Decision Matrix 9
- H5 Spread Rates for Reasonable Spreading Capability 13
- H6 Spread Rates for Modest Capability 14
- Spreading Capability Flow-Chart 15
- H7 Precautionary Treatment before Snow or Freezing Rain 16
- H8 Treatments During Snowfall 18
- H9 Treatments for Slush when Freezing Conditions are Forecast 18
- H1 Minimum Salt Stocks 20

## Appendices

- Appendix 1 OP 65 DRES Operating Procedure 22
- Appendix 2 OP 20 DNS Operating Procedure 27
- Appendix 3 Primary Carriageway Network 35
- Appendix 4 Primary Footway Network 43
- Appendix 5 Secondary Footway Network 45
- Appendix 6 Minimum Winter Network 49
- Appendix 7 Primary Ploughing Network 51
- Appendix 8 Secondary Ploughing Network 53
- Appendix 9 Operational Plan 59
## Winter Service Policy

### The Public Highway

**Table 1 - Carriageway Hierarchy**

<table>
<thead>
<tr>
<th>Category</th>
<th>Hierarchy Description</th>
<th>Type of Road General Description</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Motorway</td>
<td>Limited access motorway regulations apply</td>
<td>Routes for fast moving long distance traffic. Fully grade separated and restrictions on use.</td>
</tr>
<tr>
<td>2</td>
<td>Strategic Route</td>
<td>Trunk and some Principal 'A' roads between Primary Destinations</td>
<td>Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.</td>
</tr>
<tr>
<td>3a</td>
<td>Main Distributor</td>
<td>Major Urban Network and Inter-Primary Links, Short - medium distance traffic</td>
<td>Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.</td>
</tr>
<tr>
<td>3b</td>
<td>Secondary Distributor</td>
<td>Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions</td>
<td>In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons.</td>
</tr>
<tr>
<td>4a</td>
<td>Link Road</td>
<td>Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions</td>
<td>In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial inter-connecting roads with 30 mph speed limits random pedestrian movements and uncontrolled parking.</td>
</tr>
<tr>
<td>4b</td>
<td>Local Access Road</td>
<td>Roads serving limited numbers of properties carrying only access traffic</td>
<td>In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.</td>
</tr>
</tbody>
</table>

**Table 2 - Footway Hierarchy**

<table>
<thead>
<tr>
<th>Category</th>
<th>Category Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1(a)</td>
<td>Prestige Walking Zones</td>
<td>Very busy areas of towns and cities with high public space and streetscene contribution.</td>
</tr>
<tr>
<td>1</td>
<td>Primary Walking Routes</td>
<td>Busy urban shopping and business areas and main pedestrian routes.</td>
</tr>
<tr>
<td>2</td>
<td>Secondary Walking Routes</td>
<td>Medium usage routes through local areas feeding into primary routes, local shopping centres etc.</td>
</tr>
<tr>
<td>3</td>
<td>Link Footways</td>
<td>Linking local access footways through urban areas and busy rural footways.</td>
</tr>
<tr>
<td>4</td>
<td>Local Access Footways</td>
<td>Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.</td>
</tr>
</tbody>
</table>
1. INTRODUCTION

Legal Framework

1.1 There is a statutory requirement for Highway Authorities to maintain the highway network, as set out in Section 41(1A) of the Highways Act 1980. This section was subject to amendment under Section 111 of The Railway and Transport Safety Act 2003. The first part of Section 41 reads:

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

b) (1) In particular, a Highway Authority are under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

1.2 This is not an absolute duty, given the qualification of “reasonable practicability”. Section 150 of the Highways Act 1980 still imposes a duty upon authorities to remove any obstruction of the highway resulting from “accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause”.

1.3 The Traffic Management Act was introduced in 2004 to tackle congestion and disruption on the road network. The Act places a duty on local traffic authorities to ensure the expeditious movement of traffic on their road network and those networks of surrounding authorities. The Act gives authorities additional tools to better manage parking policies, moving traffic enforcement and the co-ordination of street works. The Act states that local traffic authorities shall make appropriate arrangements for performing the network management duty. These arrangements must include provision for the appointment of a traffic manager.
Scope of the Winter Service Policy

1.4 **The Policy covers the public highway and the role of the Council as Highway Authority.** Roads and footpaths within, for example, the curtilage of schools, community and leisure facilities and public transport facilities should be covered by their relevant resilience plans.

1.5 Given the limited nature of the financial and other resources involved in delivering the winter service, it is neither reasonable nor possible to treat the entire public highway asset.

1.6 **The Policy defines the extent of the winter service Knowsley Council will provide.** The Policy is based on the recommendations contained within the latest Code of Practice for Highway Maintenance Management (the Code of Practice), which, in relation to gritting and snow clearance, is the touchstone for every Highway Authority in the country. In addition to the operational benefits, the adoption of the national guidelines contained within the Code of Practice enables the Council to defend itself against litigation.

1.7 **The aim of the Policy is to provide a winter service which, so far as is reasonably practicable, will permit the safe movement of vehicular and pedestrian traffic on the more important parts of the highway network and minimise delays and accidents accountable to the adverse weather.**

1.8 **In determining the hierarchy and categories of Knowsley’s highway network, reference has been made to the Code of Practice Tables 1 & 2 (see page 3).**
Winter Service Policy

Public Highway Networks

1.9 In Knowsley, the Winter Service Policy identifies and applies to the following networks:

- Primary Carriageway Network
- Secondary Carriageway Network
- Primary Footway Network
- Secondary Footway Network
- Minimum Winter Network
- Primary Ploughing Network
- Secondary Ploughing Network

(a) Primary Carriageway Network
This is a standard gritting route, and generally includes Carriageway Categories 1 to 3b (see page 3). The Primary Carriageway Network and route is set out in detail at Appendix 3.

(b) Secondary Carriageway Network
Generally this applies to Carriageway Categories 4a and 4b. In effect, every carriageway not on the Primary Carriageway Network forms a part of the Secondary Carriageway Network. There is little point in providing a list of road names on the secondary route, as there is generally no reason to grit in any particular order.

(c) Primary Footway Network
This generally applies to Footway Categories 1 and 1a (see page 3). This list and priority is set out at Appendix 4.

(d) Secondary Footway Network
This generally applies to Footway Categories 2, 3 and 4. The Secondary Footway Network is set out in detail at Appendix 5.
(e) Primary Ploughing Network
This is limited to the carriageway and is specific to particular roads which are generally drawn from Carriageway Categories 1 and 2. The Primary Ploughing Network is prescribed, and is set out in detail at Appendix 7.

(f) Secondary Ploughing Network
This generally relates to Carriageway Categories 3a, 3b, 4a and 4b in the hierarchy (see page 3). The Secondary Ploughing Network is set out in detail at Appendix 8.

(g) Minimum Winter Network
This network is limited to those carriageways that are considered to be of strategic importance. The strategic carriageway network is set out in the Local Transport Plan for Merseyside 2011, and is often limited to Carriageway Categories 1, 2 and in some cases 3a. In times of salt shortage or Salt Cell conditions, consideration will be given to restricting the extent of gritting in Knowsley to this network. The Minimum Winter Network and the route taken is set out in detail at Appendix 6.

2. Winter Service Policy

Winter Service Periods

2.1 The Code of Practice defines the winter service in two periods:

- Overall Winter Period beginning 1st October to 30th April. During this period there should normally be contingency in place to address the potential of ad-hoc requests during a sudden cold snap.

- Core Winter Period beginning 1st November to 31st March.
Winter Service Policy

The weather and road surface temperature is routinely monitored by Duty Engineers during this period.

Winter Service Decision Making

2.2 Two distinct processes can lead to a decision being taken to grit the public highway. One process – which applies to decisions in relation to the networks identified at 1.9 above - satisfies the Council's statutory duties in relation to its responsibility to monitor weather conditions and to respond in accordance with the national Code of Practice. The second process relates to ad-hoc requests received from members of the public, either through the Council’s Contact Centre or through other approaches to the Council.

Process 1: Response to Weather & Road Condition Monitoring

2.3 The decision to grit generally lies with the Deputy Chief Executive, who delegates this decision to an appropriately qualified engineer drawn from the DRES Highways and Traffic Service. DRES is also responsible (as it is charged with managing the network) for determining the extent of the public highway to be treated. The ISO 9000 Operating Procedure OP65 (Appendix 1) sets out the decision making hierarchy. The decision to grit will normally be informed by the “Decision Matrix Guide” as detailed in Table H4 of the national Code of Practice (see page 9 below).

2.4 The type of treatment and the extent of the networks to be gritted will be in accordance with the “Treatment Matrix Guide”, as detailed in Table H5, H6 and H7 of the national Code of Practice (see section 3 below), and is normally determined by the DRES Duty Engineer.

2.5 However, where consideration is being given to treat the Secondary Carriageway Network (see paragraph 3.8), the Duty Engineer consults with DNS before making a final, joint decision.
2.6 In this process, the **Directorate of Neighbourhood Services** is responsible for:

- the treatment of the public highway;

**NOTES FOR TABLE H4:**

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

(b) When a weather warning contains reference to expected hoar frost, considerable deposits of frost are likely to occur. Hoar frost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset, may be dispersed before it can become effective. Close monitoring is required under this forecast condition which should ideally be treated just as the hoarfrost is forming. Such action is usually not practicable and salt may have to be deposited on a dry road prior to and as close as possible to the expected time of the condition. Hoarfrost may be forecast at other times in which case the timing of salting operations should be adjusted accordingly. (c) If, under these conditions, rain has not ceased by early morning, crews should be called out and action initiated as rain ceases. (d) Under these circumstances rain will freeze on contact with running surfaces and full pre-treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period. (e) Weather warnings are often qualified by altitudes in which case differing action may be required from each depot.
the purchase and storage of adequate salt supplies;
the purchase and maintenance of the required plant;
route-planning and management of winter maintenance staff and resources, and
ensuring the operation is undertaken in a timely manner whilst providing an audit trail of actual activity during operations.

Process 1: Response to Weather & Road Condition Monitoring

1. A decision on whether to proceed with treating a network is made by the Duty Engineer based in DRES, who is interpreting the weather and road temperature data from a number of sources.

2. The decision is transmitted to the DNS Area Manager (of Duty Officer).

3. The DNS Area Manager instructs the gritting operation is accordance with the Winter Service Policy and OP20.

2.7 The DNS Operational Procedure OP20 (Winter Gritting of Roads Procedure) is attached at Appendix 2.

Process 2: Response to Requests from Members of the Public and others

2.8 Customer requests for the gritting of the public highway are currently recorded and logged on the Council’s Confirm Environmental customer enquiry system, on the 443 2400 number. Where conditions of snow and or ice are forecast to persist for 24 hours or longer, and where there are resources available, the Directorate for Neighbourhood Services will consider requests in the context of competing priorities. This element of the service is co-ordinated by DNS Customer Service
Winter Service Policy

Team, in conjunction with relevant Area Manager (or the DNS Duty Officer) and takes into account programmed gritting operations. A record of all responses will be recorded on the Confirm Environmental System.

### Process 2: Response to Requests from Members of the Public and Others

1. Member of the public complains about area of public highway not gritted.
2. Contact Centre Receives – places on Environmental Confirm System for consideration by DNS.
3. DNS Duty Officer considers salt stocks and the Winter Service Policy requirements.
4. DNS Duty Officer declines or actions request to grit.

#### 2.9 The ad-hoc grit requests are in general refused by the DNS Area Manager (or Duty Officer), this in order to maintain sufficient stock levels for the public highway network and other contractual obligations. However, where the Area Manager or Duty Officer is satisfied that there are extenuating circumstances, the ad-hoc request should be met where salt stock allow.

### 3. Winter Service – Extent of Coverage

3.1 The priority is always to grit in accordance with the public highway hierarchy set out in the Code of Practice.

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

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

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

3.3 Generally, in relation to precautionary treatments, the following public highway networks will be treated (where necessary) when the request to apply a precautionary grit is relayed to DNS:

(a) Primary Carriageway Network (Appendix 3)
   Priority is given to the following list of roads in the order in which they appear in Appendix 3 (attached).

(b) Primary Footway Network (Appendix 4)
   The Primary Footway Network relates to the 3 main town centre areas of Kirkby, Huyton and Prescot.

3.4 Where necessary and subject to circumstance, consideration will also be given to treating the Secondary Carriageway Network and the Secondary Footway Network (Appendix 5).

Spread Rates for Precautionary Treatments

3.5 The majority of winter service treatments (and salt spread) are precautionary. In these circumstances, where the decision is often
marginal, significant salt savings can be achieved using the rates given in the Table H5 below. This assumes that the salt has been stored in good conditions and that the equipment being used is efficient and properly calibrated.

Precautionary Treatments before Frost

3.6 For precautionary treatments when frost conditions are forecast, this policy provides two possible spread rates (Tables H5 and H6 below) – a lower spread rate (using less salt) to be used were the spreading capability is determined to be reasonable and a higher spread rate were the spreading capability is determined to be only modest. The spreading capability is determined by the **Executive Director for Neighbourhood Services** prior to the Overall Winter Period. In Knowsley, DNS has confirmed that its spreading capability is reasonable. This will allow DRES Duty Engineers to use the spread rates set out in table H5 below.

<table>
<thead>
<tr>
<th>Table H5 - Spread Rates For Reasonable Spreading Capability (De-icer Spread Rates in g/m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness</td>
</tr>
<tr>
<td>RST at or above -2°C and dry or damp road conditions</td>
</tr>
<tr>
<td>RST at or above -2°C and wet road conditions</td>
</tr>
<tr>
<td>RST below -2°C and above -5°C and dry or damp road conditions</td>
</tr>
<tr>
<td>RST below -2°C and above -5°C and wet road conditions</td>
</tr>
<tr>
<td>RST at or below -5°C and above -10°C and dry or damp road conditions</td>
</tr>
<tr>
<td>RST at or below -5°C and above -10°C and wet road conditions</td>
</tr>
</tbody>
</table>

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

Note 2: Weight of salt and additive (approx 3% by weight).
3.7 The flow chart below explains the simple method of determining whether the spreading capability can be considered reasonable or modest. If the answer to all of the questions is yes, the spreading capability is reasonable. If the answer to any of the questions is no, the spreading capability is modest.

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**Table H6 - Spread Rates For Modest Spreading Capability (De-icer Spread Rates in g/m²)**

<table>
<thead>
<tr>
<th>Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness</th>
<th>Dry salting</th>
<th>Pre-wetted salting (see Note 1)</th>
<th>Treated salting (see Note 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RST at or above -2°C and dry or damp road conditions</td>
<td>8</td>
<td>8 (de-icer) 6 (salt)</td>
<td>7</td>
</tr>
<tr>
<td>RST at or above -2°C and wet road conditions</td>
<td>11</td>
<td>9 (de-icer) 7 (salt)</td>
<td>8</td>
</tr>
<tr>
<td>RST below -2°C and above -5°C and dry or damp road conditions</td>
<td>15</td>
<td>13 (de-icer) 10 (salt)</td>
<td>10</td>
</tr>
<tr>
<td>RST below -2°C and above -5°C and wet road conditions</td>
<td>27</td>
<td>25 (de-icer) 19 (salt)</td>
<td>19</td>
</tr>
<tr>
<td>RST at or below -5°C and above -10°C and dry or damp road conditions</td>
<td>27</td>
<td>25 (de-icer) 19 (salt)</td>
<td>19</td>
</tr>
<tr>
<td>RST at or below -5°C and above -10°C and wet road conditions</td>
<td>2 x 25</td>
<td>2 x 24 (de-icer) 2 x 18 (salt)</td>
<td>36 or 2 x 18</td>
</tr>
</tbody>
</table>

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

*Note 2: Weight of salt and additive (approx 3% by weight).*
Spreading Capability Flow Chart

Notes / Information
The optimum moisture contents for typically used salt are:
- Dry and treated rock salt, 2 to 3%
- Dry and treated marine salt, 1.5 to 4%
- Other salts with a low fines content, 1.5 to 4%
When pre-wetting the salt, the lower limits do not apply.

Is the salt moisture within the optimum range?
- Yes
  - Remedial Action 1
- No

Has the spreader been calibrated within the last 4 months?
- Yes
  - Remedial Action 2
- No

It is important that the spreader has recently been calibrated, to help ensure the spreader is operating correctly over the full range of spread widths and spread rates.

Calibration should establish spreader settings for the specific salt types being used. The moisture content of the salt being used must remain within the optimum range and not change by more than 1.5% from the moisture content at calibration.

Is the salt being spread the same as that used in the calibration?
- Yes
  - Remedial Action 2
- No

This can be checked:
- As part of the calibration process, or
- From continuous monitoring of the amount spread during treatments, and checking against target amounts.

Is the amount of salt discharged within 10% of the target amount?
- Yes
  - Remedial Action 2
- No

There should be relatively little wastage outside the lanes and the distribution should be reasonably uniform across the target area. This can be assessed visually by a simple static or dynamic discharge test.

Is the salt distribution reasonable?
- Yes
  - Remedial Action 2
- No

REASONABLE CAPABILITY
Use Table H5

MODEST CAPABILITY
Use Table H6
Precautionary Treatments before Ice and Snow

3.8 To prepare for and facilitate ice and snow treatments the Code of Practice states that the following should be considered:

- When snow is forecast, any ploughs and tractor loading shovels should be prepared and positioned in order that snow clearance can start without any delays and when required.

- To facilitate the breakup and dispersal of ice and snow by trafficking, treatments must be made before snowfall or freezing rain so that sufficient de-icer is present on the surface to provide a de-bonding layer.

- Although it will increase salt usage, before snowfall and where practicable, **consideration should be given to spreading salt on as much of the network as possible, (i.e. the secondary network)**. This will provide a de-bonding layer and facilitate the break up and dispersal of snow by traffic in areas where subsequent treatments may not take place for some considerable time or at all. DRES and DNS will consult before any final decision on gritting the secondary network is taken.

---

**Table H7 - Precautionary Treatments Before Snow Or Freezing Rain**

<table>
<thead>
<tr>
<th>Weather conditions</th>
<th>Light or medium traffic (Category 3)</th>
<th>Heavy traffic (Categories 1 and 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light snow forecast</td>
<td>Spread: 40g/m² of dry salt, or 40g/m² of pre-wetted salt, or 30g/m² of treated salt</td>
<td>Spread: 20g/m² of dry salt, or 20g/m² of pre-wetted salt, or 15g/m² of treated salt</td>
</tr>
<tr>
<td>Moderate/Heavy snow forecast</td>
<td>Spread: 20-40g/m² of dry salt, 20-40 g/m² of pre-wetted salt, 15-30 g/m² of treated salt (see Note 1)</td>
<td>Spread: 40g/m² of dry salt, or 40g/m² of pre-wetted salt, or 30g/m² of treated salt</td>
</tr>
<tr>
<td>Freezing rain forecast</td>
<td>40 or 2x20g/m² of dry salt, or 40 or 2x20g/m² of pre-wetted salt, or 30 or 2x15g/m² of treated salt</td>
<td></td>
</tr>
</tbody>
</table>

**Note 1:** The lower rates (e.g. 20g/m² for dry salt) can be used if the snow is likely to settle quickly, e.g. when the road surface temperature is below zero, the road surface is not wet and the snow is not wet, and/or there is little traffic after snowfall begins and settles.
Post Treatment: Treatments for Snow and Ice

3.9 Post treatments involve the ploughing of snow, the application of de-icers and the application of abrasives to ice and snow present on the road surface, or some combination of these. It should be noted that many roads in Knowsley are traffic-calmed, and it is not possible to plough a traffic-calmed road.

3.10 The Code of Practice states that it is impractical to spread sufficient salt to melt anything other than very thin layers of snow and ice, and that “ploughing is the only economical, efficient, effective and environmentally acceptable way to deal with all but very light snow”.

3.11 Ploughing down to the road surface is preferred. However, snow ploughs should be set to avoid risk of damage to the plough, the road surface, street furniture and level crossings. Ploughing to the road surface minimises salt usage and makes salt treatments more effective. Where possible, drainage should not be obstructed when ploughing. Where resources allow, windrows (piles of snow) should be removed or be positioned to allow melt water to reach the drains. If necessary, piles of snow should be removed so that melted snow does not overload drainage systems or run back onto the road. In general, windrows should be removed or ploughed back when further periods of heavy snow are anticipated. This will provide space to plough further snowfalls.

Primary Ploughing Network

3.12 In the event of continual snowfall resulting in accumulations of snow on the ground in excess of 30mm in depth, ploughing operations will be undertaken on those roads detailed in the route set out at Appendix 7.
Secondary Ploughing Route

3.13 Where resource allows, snow ploughing operations will move to the secondary ploughing route (Appendix 8).

<table>
<thead>
<tr>
<th>Table H8 - Treatments During Snowfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plough to remove as much material as possible (e.g. slush, snow, compacted snow) (ploughing should be as near as possible to the level of the road surface)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>No ice or compacted snow on surface</th>
<th>Ice or compacted snow on surface (see Note 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide a debonding layer, spread:</td>
<td>Is traffic likely to compact subsequent snowfall before further ploughing is possible?</td>
</tr>
<tr>
<td>• 20g/m² of dry salt, or</td>
<td>YES</td>
</tr>
<tr>
<td>• 18g/m² of treated salt or</td>
<td>NO</td>
</tr>
<tr>
<td>• 24g/m² of pre-wetted salt</td>
<td>To provide a debonding layer, spread:</td>
</tr>
<tr>
<td>(See Note 1)</td>
<td>• 20g/m² of dry salt, or</td>
</tr>
<tr>
<td></td>
<td>• 18g/m² of treated salt, or</td>
</tr>
<tr>
<td></td>
<td>• 24g/m² of pre-wetted salt</td>
</tr>
<tr>
<td></td>
<td>(See Note 1)</td>
</tr>
</tbody>
</table>

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

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

<table>
<thead>
<tr>
<th>Table H9 - Treatment For Slush When Freezing Conditions Are Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plough to remove as much slush as possible (ploughing should be as near as possible to the level of the road surface).</td>
</tr>
</tbody>
</table>

After removing slush, spread:

• 40g/m² of dry salt, or
• 36g/m² of treated salt, or
• 48g/m² of pre-wetted salt
(See Note 1)

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

4.1 During the severest weather conditions, salt may be rationed via the Salt Cell. This is a body comprised of the Cabinet Office Civil Contingencies Secretariat, Department for Transport, Department for Communities and Local Government, Highways Agency, Welsh Government, Transport Scotland and the Local Government Association. The Salt Cell aims to ensure that salt is allocated according to the greatest need.

4.2 In times of Salt Cell operation or other shortages, the availability of salt will be limited. In such conditions, the Council will limit its gritting activity to what is termed “Minimum Winter Network”, which in effect restricts gritting activity to those carriageways that are considered to be of strategic importance. The strategic carriageway network is set out in the Local Transport Plan for Merseyside 2011. The Minimum Winter Network for Knowsley is confined to those carriage ways listed on the Primary Ploughing Network (which is in effect the strategic route network). The Minimum Winter Network is set out at Appendix 6.

4.3 The Code of Practice provides the following guidance on resilience:

- Overall Winter Period 1st October to 30th April - 3 days resilience
- Core Winter Period 1st November to 31st March – 6 days resilience

4.4 The Code of Practice suggests that at least 6 days resilience for salt and other resources, including equipment, drivers and fuel, would represent sensible good practice for determining the resilience during the Core Winter Period. This takes into account factors such as weekends and combinations of public holidays.
Table H1 - the example scenario below suggests a minimum resilience level for salt stocks for an authority operating on four routes (Knowsley has five.)

<table>
<thead>
<tr>
<th>Route</th>
<th>Minimum Winter Network (tonnes/run)</th>
<th>Minimum Winter Network (tonnes/day)</th>
<th>Minimum Stock</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Overall Winter Period 3 days resilience</td>
</tr>
<tr>
<td>1</td>
<td>8.4</td>
<td>50.4</td>
<td>161.2</td>
</tr>
<tr>
<td>2</td>
<td>5.2</td>
<td>31.2</td>
<td>93.6</td>
</tr>
<tr>
<td>3</td>
<td>6.8</td>
<td>40.8</td>
<td>122.4</td>
</tr>
<tr>
<td>4</td>
<td>8.0</td>
<td>48.0</td>
<td>144.0</td>
</tr>
<tr>
<td>Footways, cycle routes &amp; salt bins</td>
<td>4.0</td>
<td>4.0 (treated once per day)</td>
<td>12.0</td>
</tr>
<tr>
<td>Total</td>
<td>32.4</td>
<td>174.4</td>
<td>523.2</td>
</tr>
</tbody>
</table>

4.5 Applying these recommendations to Knowsley would result in a minimum salt stock as follows:

- Minimum Winter Network coverage – 24 tonne/grit. (20gsm)
  - Minimum Winter Network – 24 x 6 = 144 tonne/day
  - Footway Grits – 10 tonne/day (estimate)
  - Minimum daily requirement = 154 tonne
  - 6 days resilience = 154 x 6 = 924 tonnes.

4.6 If this same formula where to be applied to the Primary Carriageway Network, the usage per grit would be 40 tonnes, and subsequently this would increase the minimum stock requirement to 1500 tonnes.

4.7 In the either case Knowsley’s starting position of 1890 tonnes on 1 November therefore exceeds the minimum stock requirement.
5. Performance Monitoring

5.1 Fortnightly meetings will be held between the DRES and DNS officers to discuss how the service has performed and identify any areas for improvement. Any actions will be recorded. Responsibility for co-ordinating this will fall to the Duty Engineer (DRES).

5.2 If in the event of a continued spell of severe weather DRES and DNS officers will liaise closely (dependant on conditions) and review how the operation is progressing and agree the appropriate course of action required.

5.3 Annual meetings will be held with the Meteo Group to discuss how they are performing. A complaint and resolution procedure is in place to record any problems experienced with the service provided.
APPENDIX 1: OP65

Operating Procedure OP65 – WINTER MAINTENANCE

<table>
<thead>
<tr>
<th>Issue No.</th>
<th>Ref. No.</th>
<th>Relevant Doc. Ref. no.(s)</th>
<th>Issue Date</th>
<th>Author</th>
<th>Authorised by</th>
<th>Current status</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>OP65</td>
<td>OP65/1</td>
<td>10/11/09</td>
<td>A. P. Maw</td>
<td>A. P. Maw</td>
<td>S</td>
</tr>
<tr>
<td>002</td>
<td>OP65</td>
<td>OP65/1</td>
<td>16/07/10</td>
<td>A. P. Maw</td>
<td>A. P. Maw</td>
<td>S</td>
</tr>
<tr>
<td>003</td>
<td>OP65</td>
<td>OP65/1</td>
<td>13/10/10</td>
<td>A. P. Maw</td>
<td>A. P. Maw</td>
<td>A</td>
</tr>
</tbody>
</table>

NOTE: A = ACTIVE, UR = UNDER REVIEW (USER TO CHECK BEFORE USING), S = SUPERSEDED

Reference: OP65
Issue No.: 003
Issue Date: 13/10/10
PLANNING & TRANSPORTATION AND HOUSING ASSISTANCE

Operating Procedure OP65 – WINTER MAINTENANCE

Process Flowchart

During getting season check duty rota to find responsible Engineer on OP65/1

Take possession of assigned laptop and check forecast midday and evening using the provided software system

Check 24 hour forecast, 2 – 5 day forecast, graphs and look for red flags

Is there any information that needs further clarification?

Yes

Contact Metegroup for further clarification

No

Consult Decision Matrix Guide (Table H1) in Well-Maintained Highways Code of Practice for Highways Maintenance Management to check if gritting is required

No

Is gritting required?

Yes

Consult Treatment Matrix Guide (Table H2) in Well-Maintained Highways Code of Practice for Highways Maintenance Management to check on spread rate required

Contact the Duty Manager at DNS by phone followed by an email to instruct gritting action qualifying primary or strategic gritting routes and spread rate

Reference | Issue No. | Issue Date
--- | --- | ---
OP65 | 003 | 13/10/10
Winter Service Policy

Operating Procedure OP65 – WINTER MAINTENANCE

1. Fill in diary with events relating to Engineer's actions
2. Are there severe conditions prevailing such as snowfall during or after heavy precipitation followed by freezing conditions?
   - Yes
     - Carry out site visit
   - No
3. Is further gritting required?
   - Yes
     - Contact the Duty Manager before 7 am to instruct gritting of footways and follow up with email.
   - No
4. Receive progress summary from DNS confirming gritting activities including routes and spread rates by 5pm on the following day.
5. Ensure a record of decisions is stored electronically on Sharepoint
   - END

Reference: OP65
Issue No.: 003
Issue Date: 13/10/10
Winter Service Policy

Operating Procedure OP65 – WINTER MAINTENANCE

65.1 PURPOSE
To reduce the likelihood of road traffic accidents caused by extreme winter conditions by providing a spread of salt/grit to all the principal network routes and shopping areas.

65.2 SCOPE
All principal network routes and town centre shopping areas.

65.3 RESPONSIBILITY
The Group Manager (GM) has overall responsibility for the procedure. Specific duties are carried out by the Highways Contract Manager (HCM), Senior Engineer (SE) and Principal Engineering (PE).

65.4 PROCEDURE

<table>
<thead>
<tr>
<th>Activity</th>
<th>Action:</th>
</tr>
</thead>
<tbody>
<tr>
<td>During gritting season check duty rota to find responsibility Engineer</td>
<td>HCM/S E/PE</td>
</tr>
<tr>
<td>Take possession of assigned lap top and check forecast mid day and evening using the provided software system</td>
<td>HCM/S E/PE</td>
</tr>
<tr>
<td>Check 24 hour forecast, 2 – 5 day forecast, graphs and look for red flags</td>
<td>HCM/S E/PE</td>
</tr>
<tr>
<td>Contact Meteorogroup for further clarification if required</td>
<td>HCM/S E/PE</td>
</tr>
<tr>
<td>Consult Decision Matrix Guide (Table H1) to check if gritting is necessary</td>
<td>HCM/S E/PE</td>
</tr>
<tr>
<td>IF gritting is necessary, consult Treatment Matrix Guide (Table H2) to check for spread rate</td>
<td>HCM/S E/PE</td>
</tr>
<tr>
<td>Contact the Duty Manager at DNS by phone followed by an email to instruct gritting action qualifying primary or strategic gritting routes and spread rate</td>
<td>HCM/S E/PE</td>
</tr>
<tr>
<td>Fill in diary with events relating to Engineer’s actions.</td>
<td>HCM/S E/PE</td>
</tr>
<tr>
<td>Carry out site visits if severe conditions prevail e.g. snow fall during or after heavy precipitation followed by freezing conditions.</td>
<td>HCM/S E/PE</td>
</tr>
</tbody>
</table>

Reference | Issue No. | Issue Date |
----------|-----------|------------|
OP65      | 003       | 13/10/10   |


Knowsley Council
Operating Procedure OP65 – WINTER MAINTENANCE

65.4.10 Following night time grit contact Duty Manager before 7 am to instruct gritting of footways and follow up with email.

65.4.11 Receive proforma summary from DNS confirming gritting activities including routes and spread rates by 5pm on the following day.

65.4.12 Ensure a record of decisions is stored electronically on Sharepoint

65.4.13 End of procedure

Reference: OP65
Issue No.: 003
Issue Date: 13/10/10
Appendix 2: The DNS Operational Procedure OP20

**Directorate of Neighbourhood Services**

**OPERATIONAL PROCEDURE**

**OP20 WINTER GRITTING OF ROADS PROCEDURE**

**Deployment Decision Making**

1. Daily stock levels of grit are made available.
2. DRES makes a daily decision on what routes have priority and by what available rate of spread.
3. DRES notifies DNS that gritting of roads is needed and by what rate of spread.

**Outside of Normal Working Hours**

4. On duty Winter Maintenance Operational Team Leader (WMOTL) is instructed to attend site, what route to take and what
5. On duty WMOTL is notified.
6. LGV Drivers are notified together with what route to take and what rate

**During Normal Working Hours**

7. Vehicle keys are obtained from Key Cupboard, including any keys for learning Centres and School on the route.
8. Vehicle First Use Inspection is carried out.
9. Part A of Winter Gritting Log is completed.
10. Cell readings are taken and grit loaded.
11. Gritting route is followed.
12. Gritting is completed; Part B of the Winter Gritting Log is filled in.
13. Excess grit is unloaded; vehicle is refuelled and washed down.
14. Driving Log is completed.
15. Documentation is handed in.
16. Documentation and tracker reported checked and filled in.
17. Grit stocks are updated.
18. CONFIRM updated, gritting data captured and records retained.
**Winter Service Policy**

Directorate of Neighbourhood Services

**OPERATIONAL PROCEDURE**

**OP20 WINTER GRIFFING OF ROADS PROCEDURE**

<table>
<thead>
<tr>
<th>Procedure Purpose</th>
<th>To ensure that roads are gritted as required based upon available resources.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Procedure Scope</td>
<td>All primary and strategic roads within the borough.</td>
</tr>
<tr>
<td>Procedure Responsibilities</td>
<td>The Head of Environmental Services (HES) has the overall responsibility for the procedure.</td>
</tr>
<tr>
<td></td>
<td>The <strong>DRES Engineer</strong> has the responsibility making daily decisions on gritting and informing</td>
</tr>
<tr>
<td></td>
<td>DNS on when to grit, what time and by what rate of spread.</td>
</tr>
<tr>
<td></td>
<td>The <strong>Head of Waste and Street Scene Services</strong> (HW&amp;SSS) has the overall operational</td>
</tr>
<tr>
<td></td>
<td>responsibility for the procedure taking place.</td>
</tr>
<tr>
<td></td>
<td>The <strong>Head of Fleet and Logistics</strong> (HFLMS) has the responsibility for ensuring workshop,</td>
</tr>
<tr>
<td></td>
<td>loading and stock control facilities are available to support operations.</td>
</tr>
<tr>
<td></td>
<td>The Winter Maintenance Operational Team Leader (WMOTL) has the supervisory responsibility for</td>
</tr>
<tr>
<td></td>
<td>ensuring the procedure is adhered to.</td>
</tr>
<tr>
<td></td>
<td>The gritting crew comprising of a Mechanic and LGV Drivers have the responsibility for ensuring</td>
</tr>
<tr>
<td></td>
<td>that the routes are gritted as instructed by the Winter Maintenance Operational Team Leader.</td>
</tr>
<tr>
<td></td>
<td>The Winter Maintenance Operational Team Leader has the responsibility for ensuring stock systems</td>
</tr>
<tr>
<td></td>
<td>are updated promptly so that stock levels can inform strategic decision making.</td>
</tr>
<tr>
<td>Process Owner</td>
<td><strong>Head of Waste and Street Scene Services</strong></td>
</tr>
</tbody>
</table>

**Grit stock levels - decision making**

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Daily stock levels of grit are made available on the Operational SharePoint for decision making purposes.</td>
<td>WMOTL</td>
<td>Operational SharePoint</td>
</tr>
<tr>
<td>2</td>
<td><strong>The DRES Duty Engineer makes a daily decision whether to grit and the appropriate rate of spread needed to deal with the prevailing conditions. This is based upon the following:</strong></td>
<td>DRES</td>
<td>Operational SharePoint</td>
</tr>
<tr>
<td></td>
<td>1. Weather forecast and predicted road surface conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Guidance from the “Well Maintained Highways July 2005”</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>As well as this the following may also be taken into consideration:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Restrictions imposed by Salt Cell</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Long range weather forecasts</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• The Potential for a prolonged period of cold weather</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Current stock levels of grit available</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Anticipated grit deliveries</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Forecast of gritting runs that will be required over the next few weeks</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Reference</th>
<th>Issue No</th>
<th>Issue Date</th>
<th>Page 2 of 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>OP20</td>
<td>002</td>
<td>20/12/10</td>
<td></td>
</tr>
</tbody>
</table>
**OP20 WINTER GRI TTING OF ROADS PROCEDURE**

**Grit stock levels - decision making**

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Cont ...</td>
<td>If it is anticipated that the grit levels may become critically low as a</td>
<td>DRES, DNS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>result of continued severe weather conditions a decision is made</td>
<td></td>
<td>OP65 Winter</td>
</tr>
<tr>
<td></td>
<td>by the DRES Head of Service (Planning &amp; Transportation) in</td>
<td></td>
<td>Maintenance</td>
</tr>
<tr>
<td></td>
<td>collaboration with the Service Director (Regeneration) and DNS</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>HW&amp;SSS:</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>For more information on DRES activities see OP65 Winter</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maintenance (DRES Quality Management System). An uncontrolled copy</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>can be found within the DNS Quality Management System (External Quality</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Procedures).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notification to grit roads**

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>DRES Duty Manager notifies HW&amp;SSS/WMOTL via telephone to grit:</td>
<td>DRES</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DRES Duty Manager states which route, what salt rate of spread is</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>required and what time gritting should be undertaken based upon the</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>decision made in steps 1 and 2.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>For notification during out of normal working hours go to step 4.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>For notification during normal working hours go to step 6.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Arranging resources outside of normal working hours**

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>WMOTL contacts staff on rota via telephone. Gritting LGV Drivers and</td>
<td>WMOTL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mechanic Instructed to Attend the Depot.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Instruction to what route and what rate of spread is given to the</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>LGV Drivers.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Arranging resources during normal working hours**

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>WMOTL is informed as indentified by the duty rota for winter gritting.</td>
<td>HW&amp;SSS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The rota is managed by the HW&amp;SSS.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>WMOTL, Gritting LGV Drivers and Mechanic are instructed to</td>
<td>WMOTL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>prepare to grit and stand down their normal duties.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Instruction to what route and what rate of spread is given to the</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>LGV Drivers.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Go to Step 7</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Directorate of Neighbourhood Services

### OPERATIONAL PROCEDURE

## OP20 WINTER GRITTING OF ROADS PROCEDURE

### Deployment of Resources

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Upon arrival gritting drivers obtain vehicle keys from secure key cupboard in depot.</td>
<td>LGV Driver</td>
<td>OP10</td>
</tr>
<tr>
<td></td>
<td>It is the driver’s responsibility for ensuring that keys are available to gain access to any schools or Learning Centres on their route. If keys are not available they must contact the WMOTL before leaving the depot to grit.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>LGV Driver carries out a first use inspection (daily check) of the vehicle and passes the nil defect ticket to the WMOTL.</td>
<td>LGV Driver</td>
<td>OP12</td>
</tr>
<tr>
<td></td>
<td>If a defect is found this is reported immediately to the on duty mechanic.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>If the defect cannot be repaired quickly the spare vehicle is taken.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Any keys for schools/learning Centres should be taken from the defected vehicle’s key fob so you can gain access.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>The LGV Driver completes Part A of the Winter Gritting Drivers Log.</td>
<td>LGV Driver</td>
<td>OP20/1</td>
</tr>
</tbody>
</table>

### Gritting

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Vehicle Reports to the Grit Silo (Salt Barn).</td>
<td>LGV Driver</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The LGV Driver provides the loader with the vehicle cell reading before the grit is loaded and the route and rate of spread they have been asked to do.</td>
<td>LGV Driver</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The WMOTL records the vehicle’s fleet number, route, rate of spread, time of loading, and the pre-load cell weight given by the driver on a Winter Gritting Loading Record.</td>
<td>WMOTL</td>
<td>OP20/2</td>
</tr>
<tr>
<td></td>
<td>The vehicle is loaded with the required grit. Grit from the external sheeted storage bay is used first before the salt stored in the salt barn.</td>
<td>WMOTL</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The LGV Driver provides the WMOTL with the vehicle’s cell weight reading after the loading of grit.</td>
<td>LGV Driver</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The WMOTL records the vehicle’s loaded cell weight given by the driver on the Winter Gritting Loading Record. Each time a vehicle is loaded this is recorded on the Winter Gritting Loading Record. This potentially may mean a vehicle may have more than one entry on the Winter Gritting Loading Record, e.g. gritting vehicle is loaded more than once in a particular shift. For further stores activities go to step 17</td>
<td>WMOTL</td>
<td></td>
</tr>
</tbody>
</table>

---

Reference | Issue No. | Issue Date | Page
---|----------|------------|-----
OP20      | 002      | 20/12/10   | 4
## Directorate of Neighbourhood Services

### OPERATIONAL PROCEDURE

#### OP20 WINTER GRITTING OF ROADS PROCEDURE

**Gritting**

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Each route is programmed into the on board satellite navigation systems. The correct route is chosen from the options available. If satellite navigation systems are not available gritting routes and maps should be obtained from the WMOTL</td>
<td>LGV Driver</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LGV Driver leaves the depot and arrives at the starting point of the route.</td>
<td>LGV Driver</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Before commencing the route the rate of spread is set to the required setting.</td>
<td>LGV Driver</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The start time of the gritting route is recorded in Part B of the Winter Gritting Drivers Log.</td>
<td>LGV Driver</td>
<td>OP20/1</td>
</tr>
<tr>
<td></td>
<td>The route is followed as described on the satellite navigation system.</td>
<td>LGV Driver</td>
<td></td>
</tr>
<tr>
<td></td>
<td>If there are any instances when the route cannot be followed this is recorded on Part B of the Winter Gritting Drivers Log. Please note it is important to record all deviations from the route directed on the satellite navigation system. Tracking data is checked at a later date to confirm that routes have been completed and as described on the satellite navigation system.</td>
<td>LGV Driver</td>
<td>OP20/1</td>
</tr>
</tbody>
</table>

**End of Gritting Shift**

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>At the end of the gritting route the time is recorded on Part B of the Winter Gritting Drivers Log. The vehicle is taken back to the depot for refilling or to stand down.</td>
<td>LGV Driver</td>
<td>OP20/1</td>
</tr>
</tbody>
</table>

---

**Reference**

| OP20 | 002 | 20/12/10 |

Page 5 of 8
## OP20 WINTER GRIFFTING OF ROADS PROCEDURE

### End of Gritting Shift

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>At the end of the gritting shift any excess grit is unloaded back at the grit silo. <strong>Before</strong> this is done the cell weight on board of the vehicle is given to the WMOTL. This reading is recorded on the Winter Gritting Loading Record. The vehicle is refuelled ready for the next use. Gritting vehicles can be refuelled using rebated fuel (red diesel). To refuel the vehicle the leader must be contacted so that the fuel can be dispensed. See OP32 Rebated Fuel (Red Diesel) Issue and Restocking Procedure. The vehicle is washed down with high volumes of cold water (do not use hot water as this will remove the waxoil protection on the chassis and components). Ensure that all possible salt deposits and saline (salt water) is removed from areas where it may collect. <strong>Part C</strong> of the Winter Gritting Drivers Log is completed. The keys to the vehicle are returned to the electronic key cupboard. If any keys to Schools or Learning Centres have been taken from another vehicle’s key fob these should be returned to the workshop so that they can be reunited with the original key fob where they came from.</td>
<td>LGV Driver</td>
<td>WMOTL OP32</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>OP20/2</td>
</tr>
<tr>
<td>14</td>
<td>The driving time is recorded on a Driver’s Log sheet.</td>
<td>LGV Driver</td>
<td>OP10</td>
</tr>
<tr>
<td>15</td>
<td>The completed Winter Gritting Drivers Log is passed to the WMOTL at the next earliest opportunity.</td>
<td>LGV Driver</td>
<td>OP20/1</td>
</tr>
</tbody>
</table>

Reference | Issue No. | Issue Date |
-----------|-----------|------------|
OP20       | 002       | 20/12/10   |
### Directorate of Neighbourhood Services

**OPERATIONAL PROCEDURE**

### OP20 WINTER GRIFFING OF ROADS PROCEDURE

**Operations Gritting Data Collection and Monitoring**

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>The completed Winter Gritting Drivers Logs and all defect tickets are collected together from the shift the next day.</td>
<td>WMOTL</td>
</tr>
<tr>
<td></td>
<td>1. An Operational Winter Gritting Managers Control Record is completed and checked off with the completion of the following.</td>
<td>WMOTL</td>
</tr>
<tr>
<td></td>
<td>2. Each Winter Gritting Driver Log is checked for completeness.</td>
<td>WMOTL</td>
</tr>
<tr>
<td></td>
<td>3. The all defect tickets are checked for completeness and passed to Operational Support for input into the Vehicle Compliance spreadsheets</td>
<td>WMOTL</td>
</tr>
<tr>
<td></td>
<td>4. At least one tracker report from each shift is taken to confirm whether the route was completed.</td>
<td>HW&amp;SSS</td>
</tr>
<tr>
<td></td>
<td>5. If the route was not completed and there is no record on the Winter Gritting Drivers Log for the omission or deviation of the route the LGV Driver is asked for the reason.</td>
<td>HW&amp;SSS</td>
</tr>
<tr>
<td></td>
<td>6. If the reason is considered as unsatisfactory appropriate action is taken.</td>
<td>WMOTL, HW&amp;SSS</td>
</tr>
<tr>
<td></td>
<td>7. A stores requisition for grit is completed and handed to stores.</td>
<td>WMOTL</td>
</tr>
<tr>
<td></td>
<td>8. An &quot;Enhanced Additional Hours Claim Form&quot; is filled in and passed to Payroll. A copy is retained for the Management Control Pack. Please note all claim forms must be submitted by the 24th of each month to be included in the pay that month.</td>
<td>WMOTL, Bortha, Staff, Managers' Resources</td>
</tr>
</tbody>
</table>

A Management Control Pack is built using the documentation above. The pack should include:

- A completed copy of an Operational Winter Gritting Managers Control Record at the front of the pack.
- A Winter Gritting Driver Log for each LGV Driver.
- A copy of the Enhanced Additional Hours Claim Form.

All documentation is placed in a plastic sleeve and all documentation must be complete and available.

The Management Control Pack is forwarded to Operational Support.

### Reference Information

<table>
<thead>
<tr>
<th>Reference</th>
<th>Issue No</th>
<th>Issue Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>OP20</td>
<td>002</td>
<td>20/12/10</td>
</tr>
</tbody>
</table>
# Directorate of Neighbourhood Services

## OPERATIONAL PROCEDURE

### OP20 WINTER GRITTING OF ROADS PROCEDURE

#### Stores Data Collection

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>The net quantity of grit loaded onto the vehicles is recorded on the</td>
<td>WMOTL</td>
<td>Operational Share Point Site</td>
</tr>
<tr>
<td></td>
<td>Grit Status Spreadsheet located on the Operational Share Point site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The net weights can be taken from the Winter Gritting Loading Record.</td>
<td>WMOTL</td>
<td>OP20/2</td>
</tr>
<tr>
<td></td>
<td>Once all loads have been entered onto the spreadsheet and saved Stockmaster is updated with the total net weight of grit used.</td>
<td>WMOTL</td>
<td>Stockmaster</td>
</tr>
<tr>
<td></td>
<td>The Winter Gritting Loading Record is completed and passed to Operational Support to marry to the Management Control Pack (see step 16).</td>
<td>WMOTL</td>
<td></td>
</tr>
</tbody>
</table>

#### Operational Support Data Capture and Record Storage

<table>
<thead>
<tr>
<th>Process Step</th>
<th>Activity</th>
<th>Action</th>
<th>Doc/System Ref</th>
</tr>
</thead>
<tbody>
<tr>
<td>19</td>
<td>The Management Control Pack is received from the WMOTL.</td>
<td>OS</td>
<td>Management Control Pack</td>
</tr>
<tr>
<td></td>
<td>The pack is checked to make sure all of the pack is available. (See step 16 for contents) If there is any documentation missing the pack is returned to the WMOTL to insert the missing documentation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The gritting shift is entered onto CONFIRM and closed off.</td>
<td>OS</td>
<td>CONFIRM</td>
</tr>
<tr>
<td></td>
<td>The Winter Gritting Loading Record is received from Stores and checked for completeness. If there is any missing information the document is returned to stores for completion.</td>
<td>OS</td>
<td>OP20/2</td>
</tr>
<tr>
<td></td>
<td>When all of the Management Control Pack and Winter Gritting Loading Record have been received data from the gritting run is captured in the Gritting Log file found on the DNS Operational Share Point site.</td>
<td>OS</td>
<td>Gritting Log</td>
</tr>
<tr>
<td></td>
<td>The Winter Gritting Loading Record is placed into the Management Control Pack.</td>
<td>OS</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The Management Control Pack is placed into the Winter Gritting File and recorded on the Winter Gritting Activity sheet in the file. A tick and the rate of spread indicate that gritting took place on that day.</td>
<td>OS</td>
<td>OP20/2</td>
</tr>
<tr>
<td></td>
<td>Records of gritting are retained for a minimum period of 6 years.</td>
<td>OS</td>
<td>Winter Gritting File</td>
</tr>
</tbody>
</table>

| Reference | Issue No. | Issue Date | Page 8 of 8 |
|-----------|-----------|------------|-------------|-------------|
| OP20      | 002       | 20/12/10   |             |
Appendix 3: Primary Carriageway Network

Pre and Post-Treatment: Gritting following formation of frost/ice & thin snow covering (up to 30mm)

Priority is given to the following list of roads in the order in which they appear below:

M62 Motorway
A5300 Knowsley Expressway
A561/2 Speke Rd/Speke Boulevard/Higher Rd
A580 East Lancs Rd/Moorgate Rd South, Randles Roundabout /Knowsley Wood Lane
A58 Prescot By-Pass
A57 Liverpool Rd/Derby St/High St/Warrington Rd

Thereafter the remaining roads on the Primary Carriageway Network are generally of comparable importance to each other and can be treated in any order. In times of frost/ice or thin snow covering, the post treatment route will be the same.

Primary Network (Carriageway)

ROUTE A = YELLOW
ROUTE B = BLUE
ROUTE C = GREEN
ROUTE D = ORANGE
ROUTE E = PINK

In times of frost/ice or thin snow covering the post treatment routes will be the same as those identified for pre-treatment. These will be treated as priority, before dealing with roads on the remainder of the highway network. NOTE: THE ACTUAL ROUTE TAKEN IS SUBJECT TO CHANGE IN ORDER TO MEET DNS OPERATIONAL OBJECTIVES.

ROUTE A

AINTREE LANE
ACORNFIELD ROAD
ADMIN ROAD
ARBOUR LANE
ASHCROFT ROAD
Winter Service Policy

BANK LANE - A506
BEWLEY DRIVE
BIGDALE DRIVE
BIRCHILL ROAD
BOYES BROW
BRADMAN ROAD
BRACKNELL AVENUE
BRITONSIDE AVENUE
BROAD LANE
BROOK HEY DRIVE
CAWTHORNE AVENUE
CHARLEYWOOD ROAD
CHERRYFIELD DRIVE
COPPLEHOUSE LANE
COUNTY ROAD-A506
DEPOT ROAD
DRAW WELL ROAD
FIELD LANE
GALE ROAD
GILSECROFT AVENUE
GLOVERS BROW
GORES ROAD
HALL LANE (Tower Hill)
HALL LANE - A506 (Kirkby Town Centre)
HAMMOND ROAD
HEADBOLT LANE
HESKIN ROAD
IRLAM DRIVE
JAMES HOLT AVENUE
KIRKBY BANK ROAD
KIRKBY ROW
LEES ROAD
LONGMOOR LANE–A506
MARL ROAD
MELROSE ROAD
MERCER AVENUE
MILL LANE
MINSTEAD AVENUE
MOORFIELD
MOORGATE ROAD - A5207
MOSS LANE
MOSS END WAY
NEWSTET ROAD
NORWICH WAY
OLD ROUGH LANE
PARK BROW DRIVE
PINGWOOD LANE
QUARRYSIDE DRIVE
Winter Service Policy

RAVENHEAD AVENUE
RIBBLERS LANE From Moorgate Road to Heskin Rd
RICHARD HESKETH DRIVE
ROCKFORD AVENUE Ravenhead Avenue to Cawthorne Ave
ROUGHWOOD DRIVE
SAXON WAY
SHEVINGTONS LANE
SHIRDLEY AVENUE
SIMONSWOOD LANE
ST CHADS DRIVE
STOCKPIT ROAD
STOPGATE LANE
TELEGRAPH WAY Hall Lane to Irlam Drive
VALLEY ROAD - A506
WEBBER ROAD
WEBSTER DRIVE
WELLFIELD AVENUE
WESTHEAD AVENUE
WOODWARD ROAD
WHITEFIELD DRIVE
YARDLEY ROAD

SOUTH PARADE – KIRKBY TOWN CENTRE
MOOR LANE – FAZAKERLEY

ROUTE B
ABERCROMBIE ROAD
AINSWORTH LANE
CADDICK ROAD
COOPERS LANE- A5208
DALE LANE
DENES WAY
EAST LANCASHIRE ROAD A580
FARADAY ROAD
FREDERICK LUNT AVENUE
GELLINGS ROAD
HASWELL DRIVE
HEATH ROAD
HILLSIDE ROAD
HORNHOUSE LANE
KIRKBY ADMIN BUS TERMINUS
KITLING ROAD
KNOWSLEY LANE
KNOWSLEYWOOD LANE - A580
LEACH CROFT
MOORGATE ROAD SOUTH - A580
NORTH PERIMETER ROAD
Winter Service Policy

NUNTHORPE ROAD
ORMSKIRK ROAD
OVERBROOK LANE
OWEN ROAD
PENRHYN ROAD
PERIMETER ROAD
PRINCESS DRIVE
RANDELS ROAD
RANDELS ROUNDABOUT – A580
SCHOOL LANE
SCHOOL LANE/RIBBLERS LANE (Access road to Hotels)
SETH POWELL WAY - A526
SOUTH BOUNDARY ROAD - A5208
STOCKBRIDGE LANE
SUGAR LANE
TERMINUS ROAD
THE WITHENS
TITHEBARN ROAD
VILLIERS ROAD
WATERPARK DRIVE
WOOLFALL HEATH AVENUE

PRIMROSE DRIVE – HUYTON

ROUTE C

ALDER ROAD
DERBY STREET - A57
CABLES WAY
CARR LANE
HIGH STREET - A57
HOLT LANE
KNOWSLEY EXPRESSWAY - A5300
LIVERPOOL ROAD - A57
MOTORWAY M62
OLIVER LYME ROAD
PRESCOT BY-PASS - A58
SCOTCHBARN LANE
ST HELENS ROAD - A58
ST JAMES ROAD
TWO BUTT LANE
WARRINGTON ROAD - A57

ROUTE D

ACKERS STREET
ADSWOOD ROAD
ARCHWAY ROAD
ASH GROVE
ASPINALL STREET
ATHERTON STREET
ATTLEE ROAD Lansbury Rd to Seel Rd and Hardie Road to Lansbury Rd
BAKERS GREEN ROAD
BEECHWOOD GROVE
BLACKLOW BROW
BLUEBELL LANE
BOWRING PARK AVENUE
BRICKFIELDS
BRIDGE ROAD (Prescot)
BRIDGE ROAD (Roby)
BUTTERMERE ROAD
CAMPBELL DRIVE
CEDAR ROAD
CHARNWOOD ROAD
CHILDWALL LANE
CHURCH ROAD (from Bridge Rd to Dinas Lane)
CHURCH STREET
CIVIC WAY (including access road to Asda filling station and all adjacent car parking areas up to and including taxi rank off Archway Rd.)
CORONATION DRIVE
COURT HEY AVENUE
COURT HEY DRIVE
COURT HEY ROAD
CRONTON ROAD- A5080 -from Tarbock Interchange to Manley Rd
CROSS LANE
CUMBER LANE
CYPRUS STREET
DELPH LANE
DERBY ROAD
DINAS LANE
DRAGON DRIVE
DRAGON LANE
ECCLESTON STREET
ELIZABETH ROAD
ELLIS ASHTON STREET
FAZAKERLEY ROAD
FIRE STATION ROAD
FLORIDA WAY
GLADE ROAD
GREENES ROAD (from Windy Arbor Rd to Pottery Lane)
GRIFFITHS ROAD
HALL LANE (Prescot)
HALL LANE (Huyton Quarry)
HARDIE ROAD
HOUGHTON STREET
Winter Service Policy

HUGHES AVENUE
HURST PARK DRIVE
HUYTON BUS TERMINUS
HUYTON HEY ROAD
HUYTON LANE
KEMBLE STREET
KINGSWAY (Prescot)
KINGSWAY (Huyton, from Liverpool Rd to Rupert Rd)
LANSBURY ROAD
LATHOM ROAD
LATHUM CLOSE (Hill section only from Kingsway to "T" junction.)
LINK ROAD
LOGWOOD ROAD
LONGVIEW DRIVE
LONGVIEW LANE
LYNDRhurst WAY Archway Road to Asda Car Park Incl Taxi Rank
MANCHESTER ROAD
MANOR FARM ROAD
MARINA CRESCENT
MARKET PLACE
MEADOW DRIVE
MILTON AVENUE (Roby)
MILTON AVENUE (Whiston)
OLD LANE
PENNYWOOD DRIVE
PILCH LANE EAST
PLUCKINGTON ROAD
POPLAR BANK
PORTICO LANE
POTTERY LANE
RIMMER AVENUE
ROBY ROAD - A5080
RUPERT ROAD
SALERNO DRIVE
SAUNDERS AVENUE
SEEL ROAD
SEWELL STREET
SHAW LANE
ST JOHNS ROAD
STANLEY ROAD
STELEY WAY
STONEY LANE
STRETTON WAY
TARBOCK ROAD - A5080
THE CRESCENT (Huyton)
THE ROOLEY
THINGWALL HALL DRIVE
THINGWALL LANE
THOMAS DRIVE
TWICKENHAM DRIVE
TWIG LANE
VICTORIA ROAD
WEST STREET
WESTERN AVENUE
WESTMORLAND ROAD
WHEATHILL ROAD
WHISTON LANE
WHITEFIELD LANE
WILLOW GROVE
WILSON ROAD (Huyton)
WINDSOR ROAD (Roby)
WINDY ARBOR ROAD
WOOD LANE (Huyton Quarry)
WOOD LANE (Prescot)
YORK ROAD

ROUTE E
ALDER LANE (Tarbock)
ARNCLIFFE ROAD
BAILEYS LANE
BARNCROFT ROAD
CAMBERLEY DRIVE
CARTBRIDGE LANE
CHAPEL LANE
CHURCH ROAD (Halewood)
CRAVENWOOD ROAD
CRONTON ROAD - A5080-from Tarbock Interchange to Halton Boundary at Pex Hill.)
FALLows WAY
FINCH LANE
FOXs BANK LANE
GERRARDS LANE
GREENSBRIDGE LANE
HALEWOOD BUS TERMINUS
HALEWOOD ROAD
HALL LANE (Cronton)
HALSNEAD AVENUE
HIGHER ROAD - A562 -(Incl slip roads onto Speke Rd)
HILLINGDEN AVENUE (from Leathers Lane to Cravenwood Rd)
HOLLIES ROAD
HOLLIES ROAD (DUPLICATE?)
LICKERS LANE
LEATHERS LANE
LOWER ROAD
LYDIATE LANE
Winter Service Policy

MACKETS LANE
NETHERLEY ROAD
NEW HUTTE LANE
OKELL DRIVE
OLD HUTTE LANE
PENNY LANE
PRESCOT ROAD
ROSEHEATH DRIVE Barncroft Rd to Leathers Lane
SMITHY LANE
SPEKE BOULEVARD - A561 - (Incl all slip roads to Jaguar Plant and Higher Rd)
SPEKE ROAD - A561 - (Incl slip roads west of Knowsley Expressway Interchange)
ST NICHOLAS ROAD
STOCKSWELL ROAD
TORRINGTON DRIVE
TUE LANE
WATER LANE
WINDY ARBOR ROAD
WOOD ROAD
Appendix 4. Primary Footway Network

In accordance with the national Code of Practice the priority should focus on the pedestrian areas of the main town shopping centres. In Knowsley, this translates as:

- The three main town shopping pedestrian areas in the Borough - Huyton town centre, Prescot town centre and Kirkby town centre as outlined in the Winter Service Operational Plan (Diagrams 1, 2 and 3 to be inserted)

### HUYTON STREET

<table>
<thead>
<tr>
<th>FEATURE LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centre Way</td>
</tr>
<tr>
<td>Archway Rd</td>
</tr>
<tr>
<td>Civic Way</td>
</tr>
<tr>
<td>Derby Road</td>
</tr>
<tr>
<td>Derby Road</td>
</tr>
<tr>
<td>Derby Road</td>
</tr>
<tr>
<td>Derby Road</td>
</tr>
<tr>
<td>Derby Road</td>
</tr>
<tr>
<td>Griffiths Road</td>
</tr>
<tr>
<td>Huyton Hey Road</td>
</tr>
<tr>
<td>Huyton Lane</td>
</tr>
<tr>
<td>Lathom Rd</td>
</tr>
<tr>
<td>Lyndhurst Way</td>
</tr>
<tr>
<td>Lyndhurst Way</td>
</tr>
<tr>
<td>Poplar Bank</td>
</tr>
<tr>
<td>Sherborne Square</td>
</tr>
<tr>
<td>Westmorland Road</td>
</tr>
</tbody>
</table>

### KIRKBY STREET

<table>
<thead>
<tr>
<th>FEATURE LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherryfield Drive</td>
</tr>
<tr>
<td>Cherryfield Drive</td>
</tr>
<tr>
<td>County Road-A506</td>
</tr>
<tr>
<td>Market Square</td>
</tr>
<tr>
<td>Market Square</td>
</tr>
<tr>
<td>Market Square</td>
</tr>
<tr>
<td>Newtown Gardens</td>
</tr>
<tr>
<td>Street</td>
</tr>
<tr>
<td>-------------------------------</td>
</tr>
<tr>
<td>Norwich Way</td>
</tr>
<tr>
<td>South Parade</td>
</tr>
<tr>
<td>St Chads Drive</td>
</tr>
<tr>
<td>St Chads Drive</td>
</tr>
<tr>
<td>St Chads Parade</td>
</tr>
<tr>
<td>Telegraph Way</td>
</tr>
<tr>
<td>Telegraph Way</td>
</tr>
<tr>
<td>Webster Drive</td>
</tr>
</tbody>
</table>

**Prescot Street Feature Location**

<table>
<thead>
<tr>
<th>Street</th>
<th>Feature Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aspinall Street</td>
<td>Kemble St to cul de sac – both sides</td>
</tr>
<tr>
<td>Atherton Street</td>
<td>High Street to Eccleston Street</td>
</tr>
<tr>
<td>Chapel Street</td>
<td>High Street to Eccleston St</td>
</tr>
<tr>
<td>Church Street</td>
<td>High Street to Eccleston Street</td>
</tr>
<tr>
<td>High Street - A57</td>
<td>Chapel St to Church St : Both Sides</td>
</tr>
<tr>
<td>Hill Street</td>
<td>Leyland St to end : Both Sides</td>
</tr>
<tr>
<td>Leyland Street</td>
<td>High Street to Eccleston Street: both sides</td>
</tr>
<tr>
<td>Market Place</td>
<td>Sewell Street to Eccleston Street: both sides</td>
</tr>
<tr>
<td>Mill Street</td>
<td>High Street to Eccleston Street: both sides</td>
</tr>
<tr>
<td>Stone Street</td>
<td>High St. to Eccleston St.</td>
</tr>
</tbody>
</table>
Appendix 5: Secondary Footway Network (inc snow and ice clearing)

In severe conditions of snow and/or ice DNS will make a decision about availability of resources to be deployed to support the areas below and this will be done by those staff not involved in the winter gritting rota who may treat footways in the following priority:-

1. School frontages (School days only)
2. Main shopping areas identified by Knowsley as Primary Walking Routes (Table 2, S8.9.1 of the Code of Practice)
3. Hospitals and PCT health centre frontages.

<table>
<thead>
<tr>
<th>School Frontages</th>
<th>Street Name</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cronton C of E</td>
<td>Smithy Lane</td>
<td>Cronton</td>
</tr>
<tr>
<td>Holy Family Cronton</td>
<td>Hall Lane</td>
<td>Cronton</td>
</tr>
<tr>
<td>Halewood C of E</td>
<td>Church Road</td>
<td>Halewood</td>
</tr>
<tr>
<td>Holy Family Halewood</td>
<td>Arncliffe Road</td>
<td>Halewood</td>
</tr>
<tr>
<td>Plantation</td>
<td>Hollies Road</td>
<td>Halewood</td>
</tr>
<tr>
<td>St Andrew The Apostle</td>
<td>Higher Road</td>
<td>Halewood</td>
</tr>
<tr>
<td>St Marks</td>
<td>Fir Avenue</td>
<td>Halewood</td>
</tr>
<tr>
<td>Yew Tree</td>
<td>The Avenue/Wood Road</td>
<td>Halewood</td>
</tr>
<tr>
<td>Halewood CFL</td>
<td>The Avenue/Wood Road</td>
<td>Halewood</td>
</tr>
<tr>
<td>Highfield</td>
<td>Baileys Lane</td>
<td>Halewood</td>
</tr>
<tr>
<td>Blacklow Brow</td>
<td>Tarbock Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>Hope</td>
<td>Lordens Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>Huyton with Roby</td>
<td>Rupert Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>Longview</td>
<td>Astley Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>Malvern</td>
<td>Willoughby Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>Mosscroft</td>
<td>Bedford Close</td>
<td>Huyton</td>
</tr>
<tr>
<td>Park View</td>
<td>Twig Lane</td>
<td>Huyton</td>
</tr>
<tr>
<td>Roby Park</td>
<td>Easton Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>Sylvester</td>
<td>St Johns Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>St Aidan’s</td>
<td>Adswood Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>St Aloysius</td>
<td>Twig Lane</td>
<td>Huyton</td>
</tr>
<tr>
<td>St Anne’s</td>
<td>Marina Crescent</td>
<td>Huyton</td>
</tr>
<tr>
<td>St Columba’s</td>
<td>Hillside Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>St Gabriel’s</td>
<td>Ellis Ashton Street</td>
<td>Huyton</td>
</tr>
<tr>
<td>St Josephs</td>
<td>Edenfield Crescent</td>
<td>Huyton</td>
</tr>
<tr>
<td>St Margaret Mary’s</td>
<td>Pilch Lane</td>
<td>Huyton</td>
</tr>
<tr>
<td>Christ the King CFL</td>
<td>Stockbridge Lane</td>
<td>Huyton</td>
</tr>
<tr>
<td>Huyton Arts &amp; Sports CFL</td>
<td>Seel Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>Alt Bridge</td>
<td>Wellcroft Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>Central Primary Support</td>
<td>Mossbrow Road</td>
<td>Huyton</td>
</tr>
<tr>
<td>Kirkby C of E</td>
<td>Hall Lane</td>
<td>Kirkby</td>
</tr>
<tr>
<td>Millbrook</td>
<td>Kirkby Row</td>
<td>Kirkby</td>
</tr>
<tr>
<td>Northwood</td>
<td>Roughwood drive</td>
<td>Kirkby,</td>
</tr>
<tr>
<td>St Marys</td>
<td>Bigdale Drive</td>
<td>Kirkby,</td>
</tr>
<tr>
<td>All Saints CFL</td>
<td>Roughwood Drive</td>
<td>Kirkby,</td>
</tr>
<tr>
<td>Park Brow</td>
<td>Broad Lane</td>
<td>Kirkby,</td>
</tr>
<tr>
<td>St Joseph The Worker</td>
<td>Bewley Drive</td>
<td>Kirkby,</td>
</tr>
<tr>
<td>St Laurence’s</td>
<td>Leeside Avenue</td>
<td>Kirkby,</td>
</tr>
</tbody>
</table>
## Winter Service Policy

<table>
<thead>
<tr>
<th>Kirkby Sports College CFL</th>
<th>Bracknell Avenue</th>
<th>Kirkby,</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield</td>
<td>Cawthorne Close</td>
<td>Kirkby,</td>
</tr>
<tr>
<td>The Elms</td>
<td>Whitethorn Drive</td>
<td>Kirkby,</td>
</tr>
<tr>
<td>Eastcroft Park</td>
<td>Hollinghurst Road,</td>
<td>Kirkby</td>
</tr>
<tr>
<td>Ravenscroft</td>
<td>Ebony Way</td>
<td>Kirkby</td>
</tr>
<tr>
<td>Saints Peter and Paul</td>
<td>Moorfield</td>
<td>Kirkby</td>
</tr>
<tr>
<td>St Michael &amp; All Angels</td>
<td>Sidney Powell Ave</td>
<td>Kirkby,</td>
</tr>
<tr>
<td>Westvale</td>
<td>Melverley Road</td>
<td>Kirkby,</td>
</tr>
<tr>
<td>Knowsley Village</td>
<td>Sugar Lane</td>
<td>Knowsley Village</td>
</tr>
<tr>
<td>St John Fisher</td>
<td>Tithebarn Road</td>
<td>Knowsley Village</td>
</tr>
<tr>
<td>Evelyn</td>
<td>Evelyn Avenue</td>
<td>Prescot</td>
</tr>
<tr>
<td>Our Lady’s</td>
<td>Ward Street</td>
<td>Prescot</td>
</tr>
<tr>
<td>Prescott Primary</td>
<td>Maryville Road</td>
<td>Prescot</td>
</tr>
<tr>
<td>St Luke’s</td>
<td>Shaw Lane</td>
<td>Prescot</td>
</tr>
<tr>
<td>St Mary &amp; St Paul’s</td>
<td>Bryer Road</td>
<td>Prescot</td>
</tr>
<tr>
<td>Knowsley Park CFL</td>
<td>Knowsley Park Lane</td>
<td>Prescot</td>
</tr>
<tr>
<td>Stockbridge Village</td>
<td>The Withens</td>
<td>Stockbridge Village</td>
</tr>
<tr>
<td>St Albert’s</td>
<td>Steers Croft</td>
<td>Stockbridge Village</td>
</tr>
<tr>
<td>St Brigid’s</td>
<td>Waterpark Drive</td>
<td>Stockbridge Village</td>
</tr>
<tr>
<td>Halsnead</td>
<td>Pennywood Drive</td>
<td>Whiston</td>
</tr>
<tr>
<td>St Leo’s and Southmead</td>
<td>Lickers Lane</td>
<td>Whiston</td>
</tr>
<tr>
<td>Whiston Willis</td>
<td>Milton Avenue</td>
<td>Whiston</td>
</tr>
<tr>
<td>St Edmund Arrowsmith CFL</td>
<td>Cumber Lane</td>
<td>Whiston</td>
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</table>

### Main Shopping Areas

<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>FEATURE LOCATION</th>
<th>AREA NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Copplehouse Lane</td>
<td>Service Road. Alsclot Avenue to End - both sides</td>
<td>Fazakerley</td>
</tr>
<tr>
<td>Copplehouse Lane</td>
<td>Shop frontage adjacent Service Road. Edna Avenue to Copplehouse Lane</td>
<td>Fazakerley</td>
</tr>
<tr>
<td>Dragon Drive</td>
<td>Shop frontage adjacent service road. From 138 Dragon Lane to Library.</td>
<td>Dragon</td>
</tr>
<tr>
<td>Glovers Brow</td>
<td>Shopping area including railway bridge to s/o no. 1 and Bus Turnaround at Sefton Drive</td>
<td>Kirkby Park</td>
</tr>
<tr>
<td>Greenes Road</td>
<td>Windy Arbour Road to Paradise Lane - both sides including service road and all shop frontages.</td>
<td>Windy Arbor</td>
</tr>
<tr>
<td>Hall Lane - A506 -</td>
<td>Valley Road to County Road - right-hand side</td>
<td>Kirkby Town Centre</td>
</tr>
<tr>
<td>Hampton Drive</td>
<td>Smithy Lane to House No 25, (Shop Frontage)</td>
<td>Croton</td>
</tr>
<tr>
<td>Hillside Road</td>
<td>Footways adjacent Service Road fronting shops between Hazel Rd to</td>
<td>Longview</td>
</tr>
<tr>
<td>SITE NAME</td>
<td>FEATURE LOCATION</td>
<td>AREA NAME</td>
</tr>
<tr>
<td>---------------------------</td>
<td>----------------------------------------------------------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Milton Avenue (Whiston)</td>
<td>Shop frontage from jct Byron Avenue to shop no. 28 - left hand side</td>
<td>Dragon</td>
</tr>
<tr>
<td>Molyneux Drive</td>
<td>Service Road fronting shops. From No. 16 to 70</td>
<td>Prescot Molyneux</td>
</tr>
<tr>
<td>North Parade</td>
<td>From St Chads Drive to Rear of Premier Pub (end of highway) - both sides.</td>
<td>Kirkby Town Centre</td>
</tr>
<tr>
<td>Old Rough Lane</td>
<td>Frontage of shops.</td>
<td>North Northwood</td>
</tr>
<tr>
<td>Park Brow Drive</td>
<td>Broad Lane to no. 20 (shop frontage)</td>
<td>Kirkby Central</td>
</tr>
<tr>
<td>Pilch Lane</td>
<td>Childwall Parade from Childwall Lane to Hse No</td>
<td>Swanside</td>
</tr>
</tbody>
</table>

**Winter Service Policy**

- Astley Rd: Church Rd to Hollies Rd
- Irlam Drive: County Road to St. Chad's Drive: both sides
- James Holt Avenue: Shop frontage, from no. 38 to jct Wervin Road - right hand side
- Kingsway (Huyton): Shop frontage - from House 2 to Liverpool Road
- Kingsway (Huyton): Shop frontage from Hse No. 200 to Hse No. 91 Crosswood Crescent.
- Leathers Lane: Shop frontage from jct Roseheath Drive to jct Hillingden Avenue
- Liverpool Road A57: Fways adjacent Service Road to shops at Page Moss, Kwik Save to Hse No 150; both sides
- Liverpool Road A57: Shop front from shop no 66 (Church) to shop no 114, solicitors P/Moss Av
- Longview Drive: Shop frontage only, from Hurst Park Drive to York Road.
- Longview Drive: Shop frontage from shop no. 3 to jct Wallace Drive - left hand side
- Loweswater Way: Shops frontage
- Mackets Lane: Service Road fronting shops from Yew Tree Road to Railway Bridge
- Manor Farm Road: Shop frontage
- SITE NAME: FEATURE LOCATION
- Astley Rd: Church Rd to Hollies Rd
- Irlam Drive: County Road to St. Chad's Drive: both sides
- James Holt Avenue: Shop frontage, from no. 38 to jct Wervin Road - right hand side
- Kingsway (Huyton): Shop frontage - from House 2 to Liverpool Road
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- Longview Drive: Shop frontage from shop no. 3 to jct Wallace Drive - left hand side
- Loweswater Way: Shops frontage
- Mackets Lane: Service Road fronting shops from Yew Tree Road to Railway Bridge
- Manor Farm Road: Shop frontage

**SITE NAME** | **FEATURE LOCATION** | **AREA NAME**
---|---|---
Milton Avenue (Whiston) | Shop frontage from jct Byron Avenue to shop no. 28 - left hand side | Dragon
Molyneux Drive | Service Road fronting shops. From No. 16 to 70 | Prescot Molyneux
North Parade | From St Chads Drive to Rear of Premier Pub (end of highway) - both sides. | Kirkby Town Centre
Old Rough Lane | Frontage of shops. | North Northwood
Park Brow Drive | Broad Lane to no. 20 (shop frontage) | Kirkby Central
Pilch Lane | Childwall Parade from Childwall Lane to Hse No | Swanside
## Winter Service Policy

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pilch Lane</td>
<td>Swanside Parade from Swanside Road to Thingwall Hall Drive</td>
<td>Swanside</td>
</tr>
<tr>
<td>Poplar Bank</td>
<td>Archway Rd to Derby Rd : Both sides</td>
<td>Huyton Town Centre</td>
</tr>
<tr>
<td>Richard Hesketh Drive</td>
<td>Shop frontage from s/o no. 11 to jct Ledsham Road</td>
<td>Westvale</td>
</tr>
<tr>
<td>Rimmer Avenue</td>
<td>Shop front- from Hse No 26 to Service Station; Both Sides of Service Road</td>
<td>Bowring Park</td>
</tr>
<tr>
<td>Scotchbarn Lane</td>
<td>Service Road - Grays Avenue to Vining Road - left side only</td>
<td>Scotchbarn</td>
</tr>
<tr>
<td>Sefton Drive</td>
<td>Grovers Brow to Grovers Brow - left side only</td>
<td>Kirkby Park</td>
</tr>
<tr>
<td>Tarbock Road A5080</td>
<td>F/ws adjacent service rd fronting shops from Blacklow Brow to hse 25 both sides</td>
<td>Huyton Paramount</td>
</tr>
<tr>
<td>Twig Lane</td>
<td>Shop frontage - from Liverpool Road to House 8</td>
<td>Page Moss</td>
</tr>
<tr>
<td>Warrington Road</td>
<td>Service Road. Edward Road to Gilbert Road - right-hand side</td>
<td>Scotchbarn</td>
</tr>
<tr>
<td>Warrington Road</td>
<td>Houghton Street to Chapel Street - both sides</td>
<td>Scotchbarn</td>
</tr>
<tr>
<td>Windy arbor Road</td>
<td>Greenes Road to house 22 - both sides</td>
<td>Windy Arbor</td>
</tr>
<tr>
<td>Wood Road</td>
<td>Shop frontage from jct Higher Road to opposite no. 9</td>
<td>Leathers</td>
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</table>

## Hospitals and PCT Health Centres

<table>
<thead>
<tr>
<th>Hospital/Centre</th>
<th>Street</th>
<th>Feature Location</th>
<th>Area Name</th>
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</thead>
<tbody>
<tr>
<td>Whiston Hospital</td>
<td>Dragon Lane</td>
<td>Warrington Rd to Stoney Lane</td>
<td>Whiston</td>
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<tr>
<td></td>
<td>Warrington Rd</td>
<td>Dragon Lane to Ivy Avenue</td>
<td></td>
</tr>
<tr>
<td>North Huyton Primary Care Resource Centre</td>
<td>Woollfall Heath Avenue</td>
<td>Cartmel Road to Terminus Rd - both sides</td>
<td>Woollfall Heath</td>
</tr>
<tr>
<td>Kirkby Walk in Centre</td>
<td>St Chads Drive</td>
<td>Frontage of PCT Centre</td>
<td>Kirkby Town Centre</td>
</tr>
<tr>
<td>Halewood Walk-in Centre</td>
<td>Cravenwood Rd</td>
<td>Frontage to PCT Centre</td>
<td>Halewood</td>
</tr>
<tr>
<td>Primary Care Resource Centre</td>
<td>Bewley Drive</td>
<td>Frontage to PCT Centre (Next to Falcon Pub)</td>
<td>Southdene, Kirkby</td>
</tr>
</tbody>
</table>
Appendix 6: Minimum Winter Network

ARCHWAY ROAD
BAILEYS LANE – gritting only as traffic calmed
BANK LANE - A506
BEWLEY DRIVE (part from Valley Rd to Cherryfield Dv) – gritting only – traffic calming.
BRIDGE ROAD (PRESCOT)
CHERRYFIELD DRIVE – gritting only – traffic calming
CHURCH STREET (Part from High St to Prescot Bus Station)
COOPERS LANE – A5208
COUNTY ROAD- A506 & A5208
CRAVENWOOD ROAD (part from Roseheath Dv to Hillingden Ave)
CRONTON ROAD - A5080
DELPH LANE (part from Warrington Rd to Fire Station Rd)
DERBY ROAD (Part from Poplar Bank to Huyton Bus Station)
DERBY STREET - A57
DRAGON DRIVE
DRAGON LANE
EAST LANCASHIRE ROAD  A580
FIRE STATION ROAD
GREENSBIDGE LANE
HALEWOOD BUS STATION
HALL LANE (Kirkby Town Centre) - A506

HIGH STREET – A57
HIGHER ROAD - A562
HILLINGDEN AVENUE (part from Leathers Lane to Cravenwood Rd)
HUYTON BUS STATION
HUYTON HEY ROAD
HUYTON LANE
IRLAM DRIVE
KIRKBY ROW – gritting only as traffic calmed
Kirkby Station Interchange
KNOWSLEY EXPRESSWAY A5300
KNOWSLEY LANE
KNOWSLEYWOOD LANE - A580
LEATHERS LANE (part from Higher Rd to Hillingden Ave) – gritting only – traffic calming.
LIVERPOOL ROAD - A57
LONGMOOR LANE - A506
MARKET PLACE
MOORGATE ROAD - A5207
MOORGATE ROAD SOUTH - A580
M62 MOTORWAY (Liverpool CC boundary to J6 Tarbock Island)
NETHERLEY ROAD (from Greensbridge Lane to Whitefield Lane)
ORMSKIRK ROAD (Part from East Lancs Rd to Knowsley Lane)
POPLAR BANK
PRESCOT BUS STATION
PRESCOT BY-PASS - A58
RANDELSES ROUNDABOUT – A580
ROBY ROAD - A5080
ROSEHEATH DRIVE (part from Leathers Lane to Health Centre Access)
SETH POWELL WAY - A526
SEWELL STREET
SOUTH BOUNDARY ROAD - A5208
SPEKE BOULEVARD - A561
SPEKE ROAD - A562
ST CHADS DRIVE
ST HELENS ROAD - A58
STATION ROAD (PRESCOT)
STELEY WAY
STOCKBRIDGE LANE
TARBOCK ROAD - A5080

VALLEY ROAD - A506
WARRINGTON ROAD - A57
WEBSTER DRIVE
WHITEFIELD DRIVE
Appendix 7: Primary Ploughing Network

ARCHWAY ROAD
BAILEYS LANE – gritting only as traffic calmed
BANK LANE - A506
BEWLEY DRIVE (part from Valley Rd to Cherryfield Dv) – gritting only – traffic calming.
BRIDGE ROAD (PREScot)
CHERRYFIELD DRIVE – gritting only – traffic calming
CHURCH STREET (Part from High St to Prescot Bus Station)
COOPERS LANE – A5208
COUNTY ROAD - A506 & A5208
CRAVENWOOD ROAD (part from Roseheath Dv to Hillingden Ave)
CRONTON ROAD - A5080
DELPH LANE (part from Warrington Rd to Fire Station Rd)
DERBY ROAD (Part from Poplar Bank to Huyton Bus Station)
DERBY STREET - A57
DRAGON DRIVE
DRAGON LANE
EAST LANCASHIRE ROAD  A580
FIRE STATION ROAD
GREENSBRIDGE LANE
HALEWOOD BUS STATION
HALL LANE (Kirkby Town Centre) - A506

HIGH STREET – A57
HIGHER ROAD - A562
HILLINGDEN AVENUE (part from Leathers Lane to Cravenwood Rd)
HUYTON BUS STATION
HUYTON HEY ROAD
HUYTON LANE
IRLAM DRIVE
KIRKBY ROW – gritting only as traffic calmed
Kirkby Station Interchange
KNOWSLEY EXPRESSWAY A5300
KNOWSLEY LANE
KNOWSLEYWOOD LANE - A580
LEATHERS LANE (part from Higher Rd to Hillingden Ave) – gritting only – traffic calming.
LIVERPOOL ROAD - A57
LONGMOOR LANE - A506
MARKET PLACE
MOORGATE ROAD - A5207
MOORGATE ROAD SOUTH - A580
M62 MOTORWAY (Liverpool CC boundary to J6 Tarbock Island)
NETHERLEY ROAD (from Greensbridge Lane to Whitefield Lane)
ORMSKIRK ROAD (Part from East Lancs Rd to Knowsley Lane)
POPLAR BANK
PRESCOT BUS STATION
PRESCOT BY-PASS - A58
RANDLES ROUNDABOUT – A580
Winter Service Policy

ROBY ROAD - A5080
ROSEHEATH DRIVE (part from Leathers Lane to Health Centre Access)
SETH POWELL WAY - A526
SEWELL STREET
SOUTH BOUNDARY ROAD - A5208
SPEKE BOULEVARD - A561
SPEKE ROAD - A562
ST CHADS DRIVE
ST HELENS ROAD - A58
STATION ROAD (PRESGOT)
STELEY WAY
STOCKBRIDGE LANE
TARBOCK ROAD - A5080

VALLEY ROAD - A506
WARRINGTON ROAD - A57
WEBSTER DRIVE
WHITEFIELD DRIVE
Appendix 8: Secondary Ploughing Routes

(*Roads incorporating traffic calming)

ABERCROMBIE ROAD
ACKERS STREET
ACORNFIELD ROAD
ADMIN ROAD
ADSWOOD ROAD*
AINSWORTH LANE
AINTREE LANE
ALDER LANE, Tarbock
ALDER ROAD
ARBOUR LANE
ARCHWAY ROAD
ARNCLIFFE ROAD
ASH GROVE
ASHCROFT ROAD
ASPINALL STREET
ATHERTON STREET
ATTLEE ROAD
BAILEYS LANE *
BAKERS GREEN ROAD*
BARNCROFT ROAD
BEECHWOOD GROVE
BEWLEY DRIVE*
BIGDALE DRIVE
BIRCHILL ROAD
BLACKLOW BROW
BLUEBELL LANE
BOWRING PARK AVENUE
BOYES BROW
BRACKNELL AVENUE
BRADMAN ROAD
BRICKFIELDS
BRIDGE ROAD (Prescot)
BRIDGE ROAD (Roby)
BRITONSIDE AVENUE
BROAD LANE*
BROOK HEY DRIVE
BUTTERMERE ROAD
CABLES WAY
CADDICK ROAD
CAMBERLEY DRIVE*
CAMPBELL DRIVE
CARR LANE
Winter Service Policy

- CARTBRIDGE LANE
- CAWTHORNE AVENUE
- CEDAR ROAD
- CHAPEL LANE
- CHARLEWOOD ROAD
- CHARNWOOD ROAD
- CHERRYFIELD DRIVE*
- CHILDWALL LANE
- CHURCH ROAD (Halewood)
- CHURCH ROAD (Roby) from Bridge Rd to Dinas Lane)*
- CHURCH STREET
- CIVIC WAY (including access road to Asda filling station and all adjacent car parking areas up to and including taxi rank off Archway Rd.)
- COPPLEHOUSE LANE*
- CORONATION DRIVE
- COURT HEY AVENUE
- COURT HEY DRIVE
- COURT HEY ROAD
- CRAVENWOOD ROAD
- CROSS LANE*
- CUMBER LANE
- CYPRUS STREET
- DALE LANE
- DELPH LANE
- DENES WAY
- DEPOT ROAD
- DERBY ROAD
- DINAS LANE *
- DRAGON DRIVE
- DRAGON LANE
- DRAW WELL ROAD
- ECCLESTON STREET
- ELIZABETH ROAD, Huyton*
- ELLIS ASHTON STREET
- FALLOWS WAY
- FARADAY ROAD
- FAZAKERLEY ROAD
- FIELD LANE
- FINCH LANE
- FIRE STATION ROAD
- FLORIDA WAY
- FOXS BANK LANE
- FREDERICK LUNT AVENUE
- GALE ROAD
Winter Service Policy

GELLINGS ROAD
GERRARDS LANE
GILSECROFT AVENUE
GLADE ROAD*
GLOVERS BROW*
GORES ROAD
GREENES ROAD
GREENSBIDGE LANE
GRIFFITHS ROAD
HALEWOOD BUS TERMINUS
HALEWOOD ROAD
HALL LANE (Cronton)
HALL LANE (Huyton)*
HALL LANE (Prescot)
HALL LANE (Tower Hill)
HALSNEAD AVENUE
HAMMOND ROAD
HARDIE ROAD
HASWELL DRIVE*
HEADBOLT LANE
HEATH ROAD
HESKIN ROAD
HILLINGDEN AVENUE from Cravenwood Rd to Leathers Leathers Lane
HILLSIDE ROAD
HOLLIES ROAD*
HOLT LANE
HOMER ROAD
HORNHOUSE LANE
HOUGHTON STREET
HUGHES AVENUE
HURST PARK DRIVE
HUYTON BUS TERMINUS
HUYTON HEY ROAD
HUYTON LANE
IRLAM DRIVE
JAMES HOLT AVENUE
KEMBLE STREET
KINGSWAY (Prescot)
KINGSWAY (Huyton) from Liverpool Rd to Rupert Rd*
KIRKBY ADMIN BUS TERMINUS
KIRKBY BANK ROAD
KIRKBY ROW*
KITLING ROAD
KNOWSLEY LANE
LANSBURY ROAD
LATHOM ROAD
LATHUM CLOSE (Hill section only from Kingsway to "T" junction.
LEACH CROFT
LEATHERS LANE*
LEES ROAD
LICKERS LANE*
LINK ROAD
LOGWOOD ROAD
LONGVIEW DRIVE*
LONGVIEW LANE
LOWER ROAD
LYDIATE LANE
LYNDHURST WAY
MACKETS LANE*
MANCHESTER ROAD
MANOR FARM ROAD
MARINA CRESCENT
MARKET PLACE
MARL ROAD
MEADOW DRIVE
MELROSE ROAD
MERCER AVENUE
MILL LANE
MILTON AVENUE (Roby)*
MILTON AVENUE (Whiston)
MINSTEAD AVENUE
MOORFIELD
MOSS END WAY
MOSS LANE*
NETHERLEY ROAD
NEW HUTTE LANE*
NEWSTET ROAD
NORWICH WAY
OKELL DRIVE
OLD HUTTE LANE
OLD LANE
OLD ROUGH LANE*
OLIVER LYTE ROAD
OVERBROOK LANE
OWEN ROAD
PARK BROW DRIVE
PENNY LANE
PENNYWOOD DRIVE
PENRHYN ROAD
PERIMETER ROAD
PILCH LANE EAST
PINGWOOD LANE
PLUCKINGTON ROAD
POPLAR BANK
PORTICO LANE
POTTERY LANE
PRESCOT ROAD
PRIMROSE DRIVE
PRINCESS DRIVE
QUARRYSIDE DRIVE
RANDELLES ROAD
RAVENHEAD AVENUE
RIBBLERS LANE
RICHARD HESKETH DRIVE
RIMMER AVENUE
ROCKFORD AVENUE
ROSEHEATH DRIVE
ROUGHWOOD DRIVE*
RUPERT ROAD*
SALERNO DRIVE
SAUNDERS AVENUE
SAXON WAY
SCHOOL LANE, (Incl Access Roads to Hotels)
SCOTCHBARN LANE
SEEL ROAD
SEWELL STREET
SHAW LANE
SHEVINGTONS LANE*
SHIRDLEY AVENUE
SIMONSWOOD LANE*
SMITHY LANE
ST CHADS DRIVE
ST JAMES ROAD (Prescot)
ST JOHNS ROAD*
ST NICHOLAS ROAD
STANLEY ROAD*
STELEY WAY
STOCKBRIDGE LANE
STOCKPIT ROAD
STOCKSWELL ROAD
STONEY LANE
STOPGATE LANE
STRETTON WAY (Incl access road to council
depot car park)
SUGAR LANE
Winter Service Policy

TELEGRAPH WAY
TERMINUS ROAD
THE CRESCENT (Huyton)
THE ROOLEY
THE WITHERNS
THINGWALL HALL DRIVE
THINGWALL LANE*
THOMAS DRIVE
TITHEBARN ROAD
TORRINGTON DRIVE*
TUE ;LA
TWICKENHAM DRIVE*
TWIG LANE*
TWO BUTT LANE
VICTORIA ROAD
VILLIERS ROAD
WATER R LANE
WATERPARK DRIVE*
WEBBER ROAD
WEBSTER DRIVE
WELLFIELD AVENUE
WEST STREET
WESTERN AVENUE*
WESTHEAD AVENUE
WESTMORLAND ROAD
WHEATHILL ROAD
WHISTON LANE
WHITEFIELD DRIVE*
WHITEFIELD LANE
WILLOW GROVE
WILSON ROAD (Huyton)
WINDSOR ROAD(Huyton)
WINDY ARBOR ROAD
WOOD LANE (Huyton Quarry)
WOOD LANE (Prescot)
WOOD ROAD*
WOODWARD ROAD
WOOLFALL HEATH AVENUE
YARDLEY ROAD
YORK ROAD
Appendix 9 – Operational Plan

Response Times

Pre-Treatment /Post Treatment of Carriageways

During Core Winter Period provision from the beginning of November to the end of March both normal and stand-by shifts will start treatment of all routes within one hour of the Duty Engineer giving an instruction to treat the network. All routes are to be treated within 3 hours from the start of the operation.

Outside the Core Winter Period but within the Overall Winter Period (in effect, the months of April and October), in normal working hours, treatment of all routes will start within 1 hour of the Duty Engineer giving an instruction to treat the network. Outside normal working hours, treatment of all routes to start within 2 hours of the Duty Engineer giving an instruction to treat the network. As in the case of the Core Winter Period, all routes will be treated within 3 hours from the start of the operation.

Pre-Post Treatment of Primary Footway Routes

On the mornings of normal shopping days (not Sundays or Christmas and New Year Bank Holidays) when a grit of the Primary Carriageway Network has been undertaken since 12 noon the previous day and footway surfaces are expected to be wet and sub-zero after 0900, then an early morning (pre 0700) inspection will take place of the 3 main town centres (Diagrams 1, 2 and 3) and, if required, an instruction will be issued by the Duty Engineer to the DNS Duty Supervisor before 0700 to undertake gritting of the footways in the town centre areas. The Huyton M57 sensor will be used to determine the likely surface conditions at the 3 town centre sites, and a decision whether to undertake an early morning inspection will be based on this and any other appropriate forecast data and local information that is available.

Snow Clearance of Carriageways

Where snow accumulations exceed 30mm snow clearing operations should start within 1 hour of the Duty Engineer giving an instruction. The presence of vehicle traffic is very often essential in order to churn up any lying snow/ice on the road surface and gritting and snow ploughing alone may not be effective. It may be appropriate with continuing snowfall for gritting operations to either continue or be repeated. This will be determined by the duty engineer in consultation with the DNS Area Manager/Duty Officer until they are satisfied the roads are clear and safe for traffic.

Snow Clearance of Footways

In normal working hour’s snow clearing operations to start within 1 hour of the Duty Engineer giving an instruction to treat the network.
Winter Service Policy

If there is exceptional weather conditions the Duty Engineer may instruct snow clearance to the footways outside of normal working hours. This operation is to start within 2 hours of the duty engineer issuing an instruction.

**Allocation of Plant, Vehicles, Equipment and materials to routes**

All plant, vehicles, equipment and materials are housed in DNS depot at Stretton Way, Huyton

**Carriageway Routes**

The pre/post- treatment routes have a dedicated gritting vehicle assigned to each route. The Primary Ploughing Network is split between the five gritting vehicles. These routes will be prioritised in numerical order, 1 to 5.

**Footway Routes**

All suitable transportation, loaded with salt will be made available to service the work force carrying out snow clearance/gritting operations

**Materials**

The rock salt is used to treat the network which is stored in a purpose built barn

**Weather Prediction and Information**

The DRES Duty Engineer monitors the forecast information received during the Core Winter Period (November – March inclusive) 24 hours a day, 7 days week. The Engineer is in constant contact with the forecast providers and DNS over this period to ensure that the appropriate actions are taken. All the actions are recorded in the diary of the Icecast software provided by Vaisala.

The forecasts are received via the Icecast software from Meteo Group at approximately 1300 each day 7 days a week from 15th October to 30th April. If conditions change Meteo will send out an amended forecast.

The information is in the form of text and graphs forecasts of predicted and actual road temperature and weather conditions at the sites used by Knowsley. The sensors in the road record the actual road temperature/conditions a minimum of every hour.

With this information to hand, the Duty Engineer makes the decision of what actions to take. It may be necessary to carry out a visual inspection to supplement the information before making a final decision.

The Duty Engineer will discuss the forecast with the Area Manager/Duty Officer and any proposed actions.
Winter Service Policy

Organisation Arrangements and Personnel

The numbers of people listed below form part of the Winter Service operation and are on full alert from 1st November – 31st March. It should be noted that there is a secondary standby requirement which needs to be in place for the months of October and April. Rosters are agreed and circulated prior to commencement of the Overall Winter Period with the names contact numbers and dates to the individuals on standby and all other appropriate people connected with providing the service.

- 4 DRES Duty Engineers of which 1 will be on standby each week
- Minimum of 3 DNS Winter Gritting Team Leaders of which 1 will be on standby each week (the Team Leader is also responsible for loader duties).
- Minimum 15 Drivers of which 5 will be on standby each week
- Minimum 4 Mechanics, of which 1 No on standby each week
- 1 loader each week

Training

The DRES Duty Engineers have benefited from specialist winter meteorological training from both the Met Office and Meteo Group to assist in their decision making capacity.

The vehicle operatives have been trained and accredited in the following:

- City and Guilds 6157 accredited -Winter Maintenance Operations (or equivalent)

The operatives will be upgrading their City and Guilds training to 6159.

Plant, Vehicles and Equipment

Location / Maintenance of Plant, Vehicles

All the vehicles and plant that are required to carry out the winter service are located at DNS depot at Stretton Way Huyton.

The maintenance and servicing of vehicles and equipment is carried out by the DNS Fleet and Logistics Management Service in accordance with their contract to maintain and service all the authority’s vehicular fleet. For the duration of the winter service there is a mechanic on duty in case of any breakdowns. Fuel pumps are located in the depot.

Materials

The salt is stored in purpose built barn and is sited in the Stretton Way Depot with a capacity of 1500 tonnes. An additional 390 tonnes is stored within a
Winter Service Policy

sheeted storage bay alongside the salt barn. This provides the council with a total storage capacity of 1890 tonnes of salt.

The salt is supplied by Salt Union under a contract. Part of the terms of the contract stipulates that they will guarantee to replenish the stocks within 48 hours of receipt of an order to ensure that the barn is always at or near capacity. The salt is loaded using a telescopic loading shovel.


**Operational Communications**

As part of the winter service plan the appropriate officers will be issued with the relevant contacts to ensure communication links are maintained throughout the winter period. DRES Duty Engineers will issue a Duty Engineer’s Rota to DNS, detailing all relevant contact information, including home and mobile telephone nos. DNS are responsible for providing a similar rota to DRES for their operational team leaders including relevant contact details.

The numbers should include:

(a) Contact numbers of all personnel involved in the winter service plan

(b) Each vehicle driver has been issued with a mobile phone

(c) Mechanics issued with mobile phones

(d) Duty engineer and DNS Team Leaders issued with mobile phones

(e) Meteo Group weather centre contact numbers

(f) Vaisala contact numbers

(g) Salt Union contact numbers.

(h) Standby rosters circulated with contact numbers.

(i) Contact numbers for neighbouring authority areas.
AMENDMENTS

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