



CITY OF YORK COUNCIL HIGHWAYS WINTER SERVICE PLAN 2022/23

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1 INTRODUCTION

1.1 Document Purpose

This Highways Winter Service Plan describes the policy, objectives, procedures and operational arrangements for the delivery of winter service and details the alert procedures and actions in the event of severe weather on the City of York's (the Council's) Highway Network.

The document serves a number of more specific purposes:

1.1.1 Policy Document

Sets out the Council's policy and objectives in the context of local service delivery.

1.1.2 Quality Plan

Forms part of Council's approach to quality and business management.

1.1.3 Operations Manual

Describes the processes, procedures and operational arrangements for those responsible for delivering winter services and details the alert procedures and actions in the event of severe weather.

1.1.4 Reference Document

Comprehensive reference document for all of the Council's winter service delivery.

1.2 Legal Duty

The Council must plan all winter services such that they meet all statutory requirements. The nature of the operation will invariably call for a degree of judgement, but that judgement may have to be defended in a court of law so it should be sound and recorded.

1.2.1 Duty to maintain highways maintainable at public expense

This requirement is reflected in Highways Act 1980, Section 41(1A) of the Act was inserted on 31 October 2003, by Section 111 of the Railways and Transport Act 2003. The first part of Section 41 now reads:

(1) The authority who are for the time being a highway authority for a highway maintainable at public expense are under a duty subject to subsections (2) and (4) below, to maintain the highway.

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

1.2.2 Duty to remove snow soil etc. from highway

Section 150 of the Highways Act 1980 requires highway authorities to remove obstructions in a highway arising from the accumulation of snow.

1.3 UK Industry Practice

This Plan has been developed in line with the recommendation and guidance provided in the Code of Practice: Well-Managed Highway Infrastructure (October 2016) (the Code), Section B.7 Winter Service which is recognised as good industry practice in the UK.

1.4 Council Policy

In accord with its legal duty the Council's policy to ensure, so far as is reasonably practicable, that safe passage within the City is not endangered by snow or ice, and that alert procedures and actions are taken to minimise risk to safe passage posed by fog, high temperatures, heavy rain and high winds. When forming its policy the Council understood that it could not provide a winter service that treats the entire Highway Network and therefore keep all routes completely clear of snow and ice, this position is reflected within the service scope and service levels section of the plan.

2 DEFINITIONS

Council	Means City of York Council.
Extreme Weather	Means when snow is lying on the ground which is a minimum of 50mm deep and the weather forecast is for severe conditions to last for more than three (3) days, or a prolonged cold spell is forecast, where temperatures remain below freezing for at least five (5) days.
Highway Network	Means the highway boundary of the City of York (see map in weblink York Boundary Map)
Risk Assessments and Method Statements (RAMS)	Means working Council produced risk assessments and method statements specific to the tasks required to deliver the service.
Highways Winter Service Plan (HWSP)	This document
Winter Service Group (WSG)	Means an Incident Management Team established in accordance with Emergency Incident protocols
Winter Service Team (WST)	Means the team responsible for delivery of the winter service including the management team, decision makers and operatives.
Core Winter Service Period (CWSP)	Means the period when the Council delivers the winter service provision
Winter Service Routes (WSR)	Means winter service treatment routes designed by the Council within the Highway Network.
Volunteer Snow Warden (VSW) scheme	Means the residents snow warden scheme operated by the Council.
Volunteer Snow Warden (VSW)	Means residents that have volunteered to clear snow during bad weather and have joined the Councils "Volunteers Snow Warden Scheme".

3 HIGHWAY NETWORK DETAILS

3.1 The City of York

The Council, as the highway authority, is responsible for the delivery and administration of the winter service across the adopted public Highway Network excluding trunk roads.

York is a city with an abundance of natural and manmade assets. The city needs to make best use of these assets in order to function successfully. Some need to be preserved, some enhanced, some promoted. These assets include things such as the city walls, green spaces, a prosperous economy, an extensive Park & Ride system, good rail links, an extensive cycle network and new development sites.

3.2 Key Transport Issues

York is located at the confluence of the River Ouse and the River Foss. The Council has an established and continually improved plan for the management of the risk of flooding for both of these rivers. See [Weblink - CYC Floods In York](#)

The rivers and rail lines constrain movement in the city. There are only four all-purpose bridges of the River Ouse in the urban area, which tends to concentrate movements between residential areas and other key attractors through the city centre. In addition, longer distance movements are concentrated on the ring road (A1237 and A64) making use of the strategic river crossings. Alternative crossings are approximately 20 miles to the north and south of the city.

Many journeys from home to work are cross-city via radial routes into and out of the city centre, rather than around the city.

3.3 The Highway Network

The Highway Network comprises of approximately 1,000 kilometres of carriageway and eighty six (86) bridges. In addition to this, twenty one (21) kilometres of the A64 trunk road is the Highways England's responsibility. York's has road transport links to a number of other towns and cities in the region, the main routes are summarised below:

- A19 (South) to Selby and the south via the A1.
- A19 (North) to the North.
- A59 to Harrogate.
- A64 part outer southern ring road which serves as a connecting road between the other A Roads (i.e., A19, A166, A1079).*
- A64 to the A1 and Leeds.*
- A64 trunk road to Scarborough.*
- A166 to Driffield and Bridlington.
- A1036 to the A64 trunk road.
- A1079 to Beverly and Hull.
- A1237 outer northern ring road which serves as a connecting road between the other A Roads (ie, A59, A19, A64).

* the A64 is owned and maintained by Highways England.

3.4 City Cycling

In recent years the Council has developed, and continues to develop, an extensive on street and dedicated path cycling network.

The cycle network currently consists of eighty-five (85) kilometres of off-road paths and sixty (60) kilometres of on-road lanes. Across the city there are approximately two-thousand five hundred (2,500) formal cycle parking spaces.

3.5 Public Transport

York has two local train stations – York and Poppleton. York is on the East Coast Main Line (ECML), is well connected nationally, and is approximately two (2) hours from London and Edinburgh.

The bus network in York is extensive and comprises several operators and many serve the five (5) Park & Ride sites.

The relatively sparsely populated rural hinterland surrounding the city limits the opportunities for conventional public transport running to a frequency that can compete with private transport.

4 COMMUNICATION PROTOCOL

The Council approach to communication of the winter service is aligned to the strategy promoted in the Councils published [Highways Maintenance Communication Strategy](#).

4.1 Internal Communication

4.1.1 Members Briefing

When the WSG has been convened due to an event of Extreme Weather the WSG will hold briefing sessions with nominated Council Members.

4.1.2 Customer Contact Centre

The Councils customer contact centre is briefed to deal with and signpost any calls regarding winter service issues on the Highway Network to the most appropriate WST officers.

4.2 Reciprocal Arrangements

The Council has reciprocal arrangements in place with Highways England and all neighbouring local highway authorities – for details see Appendix A (Communication Reciprocal Arrangements).

4.3 Local Media

The Council recognise that winter service issues are relevant to the full range of local media, particularly when the weather itself becomes news over the winter period. The Councils WST make winter service information available to the Councils Media Officer as agreed and requested.

The Councils WST do not liaise directly with the media unless directed by the Councils Media Officer.

4.4 Digital Media

4.4.1 Council Website

The Council has the following web pages dedicated to the winter service provision:

[Gritting routes](#)

[Clearing snow and ice from pavements](#)

The information provided on the web pages above provides useful links to most aspects of the winter service including a copy of this document in PDF format.

4.4.2 Social Media

The Council keep stakeholders informed about gritting via social media - follow [@YorkGritter on Twitter](#) for updates.

5 SCOPE OF SERVICE

The scope of service delivered during the CWSP is outlined within this section of the plan.

5.1 Precautionary Treatment

5.1.1 Route Categories

The precautionary treatment route types included within the scope of service are outlined below:

Carriageway Priority 1 (P1) Primary Precautionary WSR, - The road sections included within the Councils P1 Primary Precautionary WSR are the most important routes for maintaining traffic movement around the Highway Network. The roads determined to be P1 routes are the first roads to be treated by the Council to prevent the formation of a hazard such as frost or ice.

Carriageway Priority 2 (P2) Secondary Precautionary WSR, - The road sections included within the Councils P2 Secondary Precautionary WSR are predominantly community routes comprised of link roads, roads serving areas of dense population locations of schools, medical centres, care homes and other key / sensitive community locations as far as is reasonably practicable.

The list of schools in the city is maintained and kept up to date in the [Schools Directory](#) managed by Education Services.

Footway (FW) Precautionary WSR, - The footway sections included within the Councils (FW) Footway Precautionary WSR are footways that are considered the most important footway routes for maintaining pedestrian traffic movement around the Highway Network.

Cycle Path (CP) Precautionary WSR, - The off road cycle-path sections included within the P4 Off Road Cycle-path Winter WSR are off road cycle-paths that are considered the most important off road cycle-path routes for maintaining cycle traffic movement around the Highway Network.

5.1.2 Route Design

The Council designs all road and footway WSR to ensure that all physical constraints on the Highway Network such as gradients, widths, radii, traffic calming features, operations near railways and the like are identified and taken into account in the design of routes and plans for the deployment of resources.

5.1.3 Annual Review

The Council reviews its designed WSR annually to ensure that changes in the Highway Network are considered and that WSR are optimised to be as efficient as possible in terms of treatment lengths and time to complete treatment.

5.1.4 Route Details

Primary Routes

The Councils Carriageway Priority 1 (P1) Primary Precautionary WSR, are listed in the table below. Each route is clearly detailed in map and schedule format in Appendix B (Precautionary WSR Details).

Table A - P1 Carriageway Primary Precautionary WSR List

Route Number	Route Short Description
1	(North East) A166 City Centre to boundary
2	(South West) A1036 City Centre to A64
3	(North) A1036 City Centre to A64 /A1237
4	(West) A1237 and City Centre
5	(West) A59 / B1224 to boundary
6	(North West) A19 /B1363 to boundary
7	(North) Strensall Road / York Road to boundary
8	(South East) A19 / A1079 to boundary
9	Defined Restricted Access Routes

Secondary Routes

The Councils Priority 2 (P2) Secondary Precautionary WSR are listed in the table below. Each route clearly detailed in map and schedule format in Appendix B (Precautionary WSR Details).

Table B - P2 Carriageway Secondary Precautionary WSR List

Route Number	Route Short Description
N/A	(All other locations as reasonably practicable during severe weather

Footways

The Councils Footway (FW) WSR are listed in the table below. Each route detailed in map and schedule format in Appendix B (Precautionary WSR Details).

Table C - FW Footway Precautionary WSR List

Route Number	Route Short Description
F1	City Centre, foot streets and routes to station and car parks
F2	Front Street, Acomb
F3	Oak Rise
F4	The Village, Haxby
F5	Old School Court
F6	William Plows Avenue
F7	Wentworth Road, Scarcroft Hill
F8	St Helen's Road
F9	Bishopthorpe Road, shopping area
F10	Clarence Street and Wigginton Road, hospital frontage

Cycle Paths

The Councils dedicated Cycle Path (CP) WSR are listed in the table below. Each route is clearly detailed in map and schedule format in Appendix B (Precautionary WSR Details).

Table D - CP Cycle Path Precautionary WSR List

Route Number	Route Short Description
10	CP Cycle Path Precautionary WSR (Brine Spray) Route 1
11	CP Cycle Path Precautionary WSR (Path Clear Spray) Route 2

Combined treatment route map information is shown on the Councils website (see link [Gritting Routes](#)).

5.2 Snow Clearance

5.2.1 Carriageway Route Details

The Council apply snow clearance to the carriageway precautionary WSR detailed in section 5.1 above.

5.2.2 Designated Footways

The Council apply snow clearance to the footway precautionary WSR detailed in section 5.1 above.

5.3 Salt Bins

5.3.1 Allocation

The Council provide salt bins at key points to encourage 'self-help' when roads are icy. There are two types of salt bin allocation:

- Highway Network consisting of approximately one hundred and fifty (150) salt bins; &
- Ward network consisting of approximately ninety (90) salt bins.

5.3.2 Annual Review

The Council reviews its salt bin allocation annually to ensure that changes in the Highway Network are considered and that the bin locations selected are appropriate.

5.3.3 Resident Requests

Residents can request a new salt bin, request the relocation of an existing bin and report missing bins by contacting their Ward Community Involvement Officer. Refills of Highway Salt bins can be requested at the [reporting webpage](#).

5.3.4 Bin Location Details

Salt bin location information is shown on the Councils website (see link: [Salt Bin Locations](#)).

5.4 Community Self-help

5.4.1 Snow & Ice Clearance

The Council operate a Volunteer Snow Warden Scheme (VSWS) for resident that are willing to clear snow during bad weather. Volunteer Snow Wardens (VSW) are residents who give up their time to clear snow during bad weather, but residents do not have to be a VSW to assist in your community.

More information about snow & ice clearance and the VSWS is shown on the Councils website (see weblink: [Clearing Snow and Ice](#)).

6 LEVEL OF SERVICE

6.1 Precautionary Treatment

It is the Council's objective to keep all treatment routes clear of snow and ice during the CWSP. This is achieved by undertaking precautionary treatments and/or reactive treatments to prevent the formation of ice or accumulation of snow.

6.1.1 Road Treatment

The level of service requirement for road treatment is based on the following response and treatment times:

Mobilisation response time = one (1) hour. The mobilisation response time is defined as the maximum time taken from the decision to treat until the winter service vehicles are loaded, manned and ready to leave the compound. Where the decision is taken more than one hour before the planned treatment time, the response time is no longer applicable.

Treatment time = two and a half (2.5) hours. The treatment time is defined as the maximum time taken from leaving the compound through to returning to the compound after completion of the treatment route and is subject to local traffic conditions.

Note: the response times described above apply to both Primary and Secondary Precautionary WSR.

6.1.2 Footway Treatment

The level of service requirement for footway treatment is based on the following response and treatment times:

Mobilisation response time = two (2) hours. The mobilisation response time is defined as the maximum time taken from the decision to treat until the winter service vehicles are loaded, manned and ready to leave the compound. Where the decision is taken more than one hour before the planned treatment time, the response time is no longer applicable.

Treatment time = four (4) hours. The treatment time is defined as the maximum time taken from leaving the compound through to returning to the compound after completion of the treatment route.

6.1.3 Cycle Path Treatment

The level of service requirement for cycle path treatment is based on the following response and treatment times:

Mobilisation response time = two (2) hours. The mobilisation response time is defined as the maximum time taken from the decision to treat until the winter service vehicles are loaded, manned and ready to leave the compound. Where the decision is taken more than one hour before the planned treatment time, the response time is no longer applicable.

Treatment time = four (4) hours. The treatment time is defined as the maximum time taken from leaving the compound through to returning to the compound after completion of the treatment route.

6.2 Snow Clearance

During periods of significant snowfall causing widespread and severe disruption to services and leaving many roads closed or impassable the Council will provide emergency snow

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clearance where reasonably practicable to reduce the impact or severity of any potential highway disruption that may occur.

7 SERVICE DELIVERY

7.1 Outside Core Winter Service Period

7.1.1 Winter Service Group (WSG) Preparation

The Council will confirm and establish a WSG as required in extreme weather. In this scenario a formal incident may be raised in accordance with Emergency Incident protocols

7.1.2 Winter Service Team (WST) Meetings

The Councils WST formally meet as required throughout the CWSP to discuss the winter service provision as required, otherwise daily operational liaison will occur.

7.1.3 HWSP Review and Update

The Council will nominate a HWSP Author to review the HWSP annually to ensure that any changes in the Highway Network and/or change in the Council’s winter service policy / strategy are considered. The timescales for completion of the review process are outline in the table below.

Table F - HWSP Review and Update Timeline

Item	Action	Timescale
1	Review experience gathered and reported from previous CWSP	June
2	Review HWSP (this document) *	June - September
4	Submit updated HWSP for WST comment	September
5	Receive comment from WST	September
6	Incorporate comment and gain approval	October

Note: The actions listed in section 7.1.4 below will all contribute towards the annual HWSP review.

7.1.4 Management Team Preparation

There are several activities that need to be completed each year by the Councils management team in preparation for delivery of the winter service, many of which contribute towards update of the HWSP each year. The timescales for completion of the review and update of the operational preparation processes are outline in the table below.

Table G – WST Management Team Preparation Timeline

Item	Action	Timescale
1	Communications protocol and associated appendices (see section 4 (Communications Protocol))	August
2	Scope of service and associated appendices (see section 5 (Scope of Service))	August
3	Level of service and associated appendices (see section 6 (Level of Service))	August

4	Service Delivery and associated appendices (see section 7 (Service Delivery))	June
4	Operational arrangements and associated appendices (see section 8 (Operational Arrangements))	August
5	Human resource details and associated appendices (see section 9 (Human Resource))	October
6	De-icing materials details and associated appendices (see section 10 (De-icing Materials))	October
7	Vehicles, plant and equipment details and associated appendices (see section 11 (Vehicles, Plant and Equipment))	October

7.1.5 Operations Team Preparation

There are several activities that need to be completed each year by the Councils operations team in preparation for delivery of the winter service, many of which contribute towards update of the HWSP each year. The timescales for completion of the operational preparation process are outline in the table below.

Table H – WST Operations Team Preparation Timeline

Item	Action	Timescale
1	Establish communication to comply with the Councils communications protocol and associated appendices (see section 4 (Communications Protocol))	August
2	Action human resource requirement to comply with requirements of updated HWSP (see section 9 (Human Resource))	August
3	Action stock level requirement to comply with requirements of updated HWSP (see section 10 (De-icing Materials))	September
4	Action vehicle, plant, and equipment requirement to comply with requirements of updated HWSP (see section 11 (Vehicles, Plant and Equipment))	September

7.1.6 Operations Team Briefing and Familiarisation

The Council recognise that successful delivery of the service is highly dependent on the operations team being in a state of readiness and importantly each driver’s ability to operate the fleet and that the operatives have a knowledge of the Highway Network and WSR, to this end a winter route familiarisation exercise is completed annually. The timescales for completion of the operations team preparation are outline in the table below.

Table I – WST Operations Team Briefing and Familiarisation Timeline

Item	Action	Timescale
1	HWSP briefing by WST management	September

2	Route familiarisation / dry run completion	October
3	Complete any training required	October
4	RAMS working methods (training and toolkit presentation by WST management)	October

7.2 During Core Winter Service Period

7.2.1 Treatment Process

When a decision is made to apply treatment (gritting) on the Highway Network the sequence applied to delivery of the winter service is as follows:

Stage 1 – apply treatment to the following Highway Network sections:

- Carriageway Priority 1 (P1) Primary Precautionary WSR
- Cycle Path (CP) Precautionary WSR
- Footway (FW) Precautionary WSR

When the first stage of the precautionary treatment process is complete the Council may, by instruction from the WSG, apply stage 2 precautionary treatment, or if there is significant snowfall the WSG may instruct a repeat of stage 1.

Stage 2 – apply treatment to the following Highway Network sections:

- Carriageway Priority 2 (P2) Secondary Precautionary WSR

7.2.2 Snow Clearance

When a decision is made to provide emergency snow clearance on the Highway Network the sequence applied to delivery of the winter service is as follows:

Stage 1 – apply snow clearance to the following Highway Network sections:

- Carriageway Priority 1 (P1) Primary Precautionary WSR
- Cycle Path (CP) Precautionary WSR
- Footway (FW) Precautionary WSR

Stage 2 – Mobilise VSW’s from the VSWS

8 OPERATIONAL ARRANGEMENTS

8.1 Service Organogram

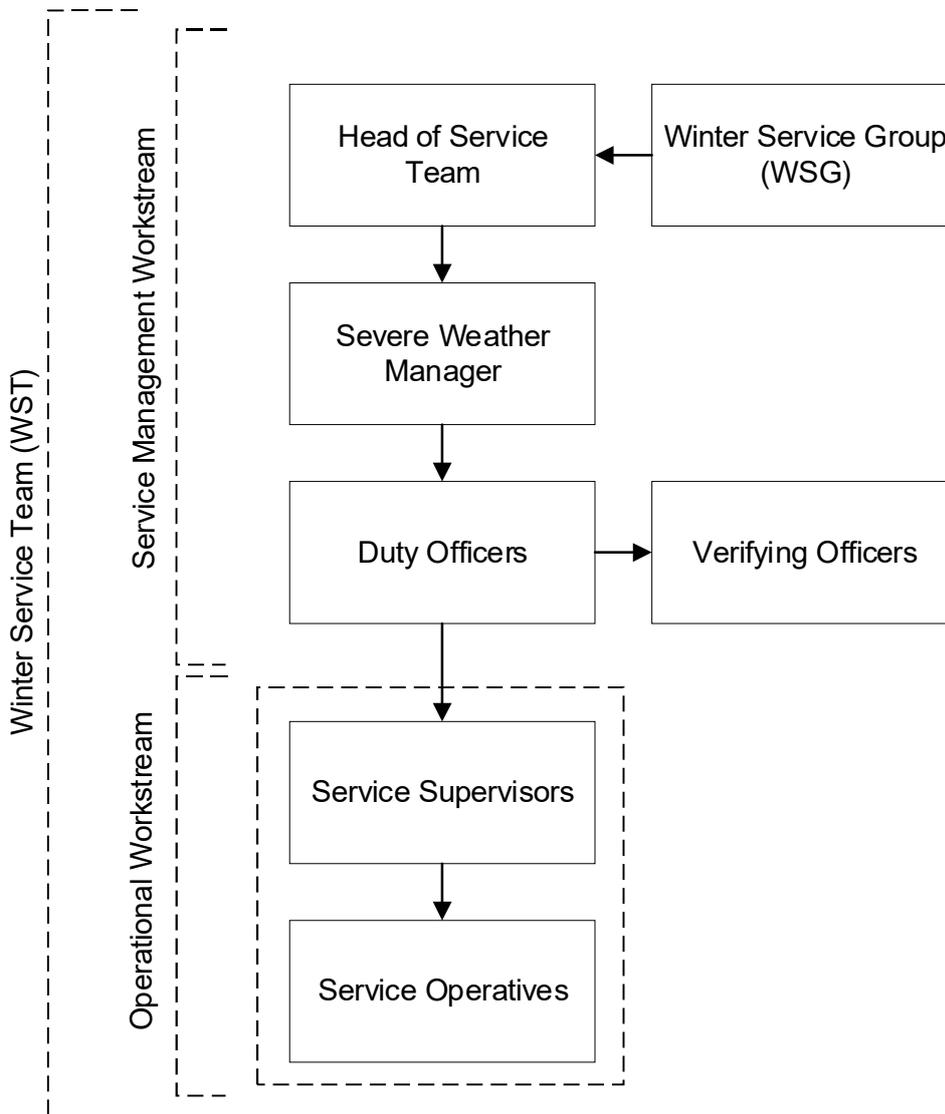
8.1.1 The Winter Service Group (WSG)

In the event of Extreme Weather, the WSG will be convened, during such an event the WSG shall be responsible for direction and decision making.

8.1.2 The Winter Service Team (WST)

The Council has a WST responsible for delivery of the winter service including the management team, decision makers and operatives.

Figure 1 – Winter Service Organogram



Key:

Winter Service Group (WSG)	Incident Management Team established in accordance with Emergency Incident protocols
Severe Weather Manager	Responsible for ensuring the delivery of the HWSP for the City. The decision to instigate an incident is the severe weather manager's responsibility. This role will typically act as a Highways Bronze Commander in accordance with the protocols set out by the North Yorkshire Resilience Forum
Winter Maintenance Duty Officer (WMDO)	Available 24/7 throughout the winter period is responsible for obtaining weather forecast information, proposing precautionary treatment, and monitoring its effectiveness together with amending proposed treatments if required.
Verifying Officers	An experienced winter practitioner will be available 24/7 throughout the CWSP to confirm the action proposed by the WMDO's and offer guidance and support as required. Verifying Officers include: <ul style="list-style-type: none">• Other WMDOs• Severe Weather Manager• Head of Service
Service Managers	Ensures that instructions received from the WMDOs are passed to the service operatives carried out at all times.
Service Operatives	Deliver the winter service provision on the Highway Network.

The Council's winter service human resource for delivery of the winter service including the management team, decision makers and operatives is included in section E (WST Staffing Schedule).

8.2 Decision Making

8.2.1 Treatment Matrix

Decisions are made primarily in the interest of service delivery and continuity and takes account of weather and decision information from adjacent local authorities and Highways England.

All decisions made by the Council are subject to continuous monitoring, recording & review.

All winter decisions are evidence based and are made in accordance with the guidance contained within the following decision and treatment matrix. The decision-making process applied to the matrix is as follows:

- Step 1 = Road surface temperature assessment
- Step 2 = Precipitation assessment
- Step 3 = Road treatment assessment & proposal

The duty officer will apply the process outlined above by making reference to the guidance provided in the matrix in the Decision Making Matrix below. When a Step 3 proposal has been reached the proposed treatment will be issued by the CYC SMS system and recorded using the MetDesk decision board web-based software.

Decision Making Matrix (Carriageway and Cycleway):

Weather Conditions Road Surface Conditions Road Surface Temperature (RST)	Forecast Road Surfaces Temperature	Treatment		
		Salt Barn- Dry Salting (g/m ²)	Salt Barn- Dry Salting (g/m ²)	Open Storage Salting (g/m ²)
Road Surface State		Dry/Damp	Wet	All
Frost or ice forecast	+0.5 to -1.0	10	10	15*
Frost or ice forecast	-1.1 to -2.0	10	15	15*
Frost or ice forecast	-2.1 to -4.0	15	20	20*
Frost or ice forecast	-4.1 to -5.0	15	25	20*
Frost or ice forecast	-5.1 to -7.0	20	30	30*
Frost or ice forecast	-7.1 to -10.0	20	40 or (2x20)	40* or (2x20)
Light snow forecast (<10mm) Pre-salt	All	20	20	20*
Medium/Heavy snow or freezing rain forecast	All	40 or (2x20)	40 or (2x20)	40* or (2x20)
Snow covering exceeding 30mm		20 - 40 with ploughs on (successive)	20 - 40 with ploughs on (successive)	20 -40* with ploughs on (successive)
* Subject to stockpile exposure and condition and spreader capability.				
Notes:				
<ol style="list-style-type: none"> 1. When forecast wind speeds exceed 20mph consider increasing spread rates on dry roads. 2. Damp conditions are defined as water present which darkens the carriageway with no spray 3. Wet conditions are defined as water present on the carriageway with spray evident 4. Particular attention should be given to any possibility of water running across carriageways and such locations should be monitored and treated as required 5. Below -11°C the action of salt is ineffective. 				

Decision Making Matrix (Footway):

Footways will be treated if Ice, Snow or Sleet is forecast as a Hazard.

8.3 Service Instructions

8.3.1 Treatment Process

The Council's WMDOs are responsible for the instruction of all stage 1 primary carriageway, footway, and Cycle Path precautionary treatments (see section 7.2.1 (treatment process)).

The Council's WSG are responsible for the instruction of all stage 2 secondary route precautionary treatments (see section 7.2.1 (treatment process)).

8.3.2 Snow Clearance

The Council's WSG are responsible for the direction and decision making when an Extreme Weather occurs (see section 7.2.2 (Snow Clearance)).

The Council's WMDOs are responsible for the instruction of all snow clearance activity on the Highway Network, subject to application of the direction and decisions made by the WSG.

The Council's WMDOs are responsible for the mobilisation of the VSW's from the VSWS.

8.4 Service Operations

At an operational level the WST consists of two operational service delivery teams (Team A & B), this arrangement allows the Council to provide twenty-four (24) hours seven (7) days a week cover during the CWSP.

8.4.1 WMDO Daily Activity

During the CWSP each day (including weekends) the Council's on duty WMDO will apply the procedure outlined below and record the outcome.

Action	Activity
1	Review the weather forecast(s) provided by the Councils external providers (Metdesk).
2	Obtain further from the Metdesk forecasters as required.
3	Make decision on proposed action based on the decision-making matrix in Section 8.2 (Decision Making). Contact Supervisors if required
4	Verify proposed action with Verifying Officer(s) if required
5	Issue report and instruction to operational workstream, Supervisors and media team via SMS system.

8.4.2 Operational Activity

When an instruction to complete apply treatment is received at any time during the CWSP from the operations team will apply the procedure outlined below and record the outcome.

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Action	Activity
1	Complete the service instruction given by the WMDO
2	During treatment the duty supervisor will report any issues to the WMDO
3	Confirm when treatment is complete
4	Complete treatment reports and logs
5	Complete daily reports
6	Clean down vehicles and plant ready for next instruction

9 HUMAN RESOURCE

9.1 Winter Service Group

In the event of Extreme Weather, the Winter Service Group (WSG) will be convened in accordance with Incident Management protocols

9.2 Winter Service Team

The Council has a WST responsible for delivery of the winter service including the management team, decision makers and operatives. The WST consists of two workstreams, these are:

Service Management workstream, - responsible for decision making and service instructions (as detailed in section 8). This team consists of the Head of Service, the Severe Weather Manager, 3 no. WMDO's and the Verifying Officer.

Operational workstream, - responsible for operational delivery (as detailed in section 8). This team consists of 3 no. Service Supervisors and 32 no. Service Operatives (16 in each team A&B).

9.3 Volunteer Snow Wardens (VSW's)

The Council operate a VSW for residents that are willing to clear snow during bad weather. VSW's are residents who give up their time to clear snow during bad weather, but residents do not have to be a snow warden to assist in your community. In 2021 there are approximately two hundred (200) registered VSW's across York.

9.4 Qualifications, Experience and Training

9.4.1 WSG Team Members

Senior management team members selected in their capacity as subject experts within their business areas.

9.4.2 WST Service Management Workstream

All members of the WST service management workstream will receive appropriate instruction and training which shall include:

- Familiarisation with the Severe Weather Plan;
- Weather forecasting;
- Effective decision-making;
- Severe weather desk training (including scenario training).

A record of all training undertaken will be retained in electronic format by the Council.

9.4.3 WST Operational Workstream

All members of the WST operational workstream will receive appropriate instruction and training.

Service supervisor experience and training will include:

- Risk assessments and method statements;
- Familiarisation with the Severe Weather Plan;
- Weather forecasting;
- Effective decision-making;
- Severe weather desk training (including scenario training).

Service operative experience and training will include:

- Risk assessments and method statements;
- Driving Licences - All operatives will have driving licenses to the appropriate class;
- Gritter training - Winter Maintenance Operators Qualification awarded by the City and Guilds Institute;
- Snow blower training - Winter Maintenance Operators Qualification awarded by the City and Guilds Institute.

A record of all training undertaken will be retained in electronic format by the Council.

9.5 Health and Safety

9.5.1 Risk Assessments and Method Statements (RAMS)

Risk assessment and safe working practice method statements associated with each task carried out by the Councils WST are provided to each service operative.

9.5.2 Toolbox Talks

The Council will supplement the issue of RAMS with tool-box talks provided to each service operative.

10 DE-ICING MATERIALS

10.1 Type and Specification

The Council use the de-icing materials listed in the table below when delivering the winter service.

Table L – De-icing Materials Type and Specification

Item	Material Type	Specification
1	Dry Rock Salt	BS 3247:2011 Specification for salt for spreading on highways for winter maintenance (+A1:2016).
2	Grit Sand	Rock salt and grit blend.
3	Non-corrosive Salt	BS 3247:2011 Specification for salt for spreading on highways for winter maintenance (+A1:2016).
4	Brine	Brine/ Non-Corrosive Brine.

10.2 Storage Details

The Council stores all of winter service de-icing materials at the highway’s maintenance facility at its Eco Depot, Hazel Court, York, YO10 3DS. The storage facilities for de-icing materials are as listed in the table below.

Table M – De-icing Materials Storage Details

Item	Material Type	Store Type	Maximum (tonnes / litres)	Minimum (tonnes)
1	Dry Rock Salt	Salt barn	3000t	1000t
2	Grit Sand	Salt barn	50t	25t
3	Non-corrosive Salt	Open container	56t	Replenished as required
4	Brine	Open container	1000l	Replenished as required
5	Non corrosive Brine	Open container	1000l	Replenished as required

10.3 Supply Arrangements

The Council de-icing materials procurement arrangements are as outlined in the table below.

De-icing Materials Supply Arrangements

Item	Material Type	Primary Supplier	Secondary Supplier
1	Dry Rock Salt	Compass Minerals UK Limited	Highways England, Misterton
2	Grit Sand	Compass Minerals UK Limited	Highways England, Misterton

3	Non-corrosive Salt	Keyline Limited	J.C. Peacock and Sons Limited
4	ProBrine Spray	J.C. Peacock and Sons Limited	tbc
5	Pathway KA Spray	Winter Service Solutions Limited	tbc

10.4 Reserve and Contingency Arrangements

If the Council cannot source de-icing materials from its primary or secondary suppliers as listed in table above the Council will source materials from alternative supply sources. The Council also has a mutual aid arrangement in place with Highways England.

10.5 Monitoring and Reporting

The Council has a nominated supervisor responsible for monitoring salt stocks (and stocks of other appropriate materials) regularly during the CWSP.

10.6 Dry Rock Salt Maintenance

When dry rock salt is stored for extended periods the Council has a maintenance and test procedure in place.

10.7 Restriction in salt supply

In order to conserve salt stocks in times of restricted supply the following mixes will be introduced when levels drop to:

Stock level	Mix (salt: grit sand)
1000t	3:1
500t	2:1
250t	1:1

All these options will be ratified by the Winter Service Team dependent on prevailing conditions and weather forecasts.

11 VEHICLES, PLANT & EQUIPMENT

11.1 Available Resources

The Council use the vehicles, plant and equipment listed in the table below when delivering the winter service.

Table O – Vehicle Details

Item	Type	Quantity	Description
1	Gritters	9	For gritting carriageways
2	Snow blowers	2	for footpath / footway use.
3	Mini tractors	4	with mechanical snow brushes and rear salting attachment.
4	Salt Bins	150 (approx.)	Standard salt bin.
5	Snow plough attachments	9	attachments purchased for grounds maintenance tractors.

11.2 Vehicle Maintenance

The Council has its own in-house maintenance facility for maintenance of winter service vehicles during the CWSP.

***Appendix A (Communications Reciprocal Arrangements)**

Reciprocal arrangements are included as part of the route plans.

North Yorkshire County Council



Your Ref:

Our ref: TL/TH W2

Contact: Tony Lewis

Area Manager's Office
Highways and Transportation
Area 2 - Thirsk Office
Thirsk Industrial Park
York Road
Thirsk
North Yorkshire YO7 3BX
Tel: 01609 780780
Email: area2.thirsk@northyorks.gov.uk
Web: www.northyorks.gov.uk

2 September 2022

Maintenance Manager
Environment & Development Services
City of York Council
9 St Leonard's Place
YORK
YO1 7ET

Dear Sir./ Madam

2022 / 2023 WINTER MAINTENANCE – CROSS BOUNDARY ARRANGEMENTS

I am currently finalising the winter maintenance arrangements within my Area for the forthcoming season. As a result, I would like to reach agreement with your Authority on the cross boundary arrangements that should apply.

Could you please confirm that you are happy to continue with the arrangements that were in place last winter, namely:-

- **A19 York to Shipton (Priority 1)**
COYC to treat northwards to the junction with Overton just to the south of Shipton-by-Beningbrough.

Please note that you will need to liaise with other Area Offices on their cross boundary arrangements.

Also could you advise if this letter has been sent to the correct address or if there is another more suitable address for correspondence.

I look forward to hearing from you.

Yours faithfully

Tony Lewis
Project Engineer

Copy to:- Highway Asset Management, County Hall

Business and Environmental Services ■

OFFICIAL



Our records show that we do not grit this road and I have attached a screenshot of this area showing the length that we treat (green) and our dry run (red) there.

East Riding of Yorkshire Council

RE: CYC and ERYC Cross boundary winter maintenance gritting arrangements.

Good Afternoon John,

Like yourselves we have had a change of staff, Tony Ali no longer works for ERYC. Just to give you an update, I am the currently acting Senior Engineer, Maureen Ward is our Engineer and Eileen Reed and David O’Pray are our Assistant Engineers.

However, with regards to your query, I am happy to continue with the cross boundary arrangements which were in place last season.

Kind Regards

Ben
Senior Engineer - Winter Services

Highways
(01482)
www.eastriding.gov.uk

Technical

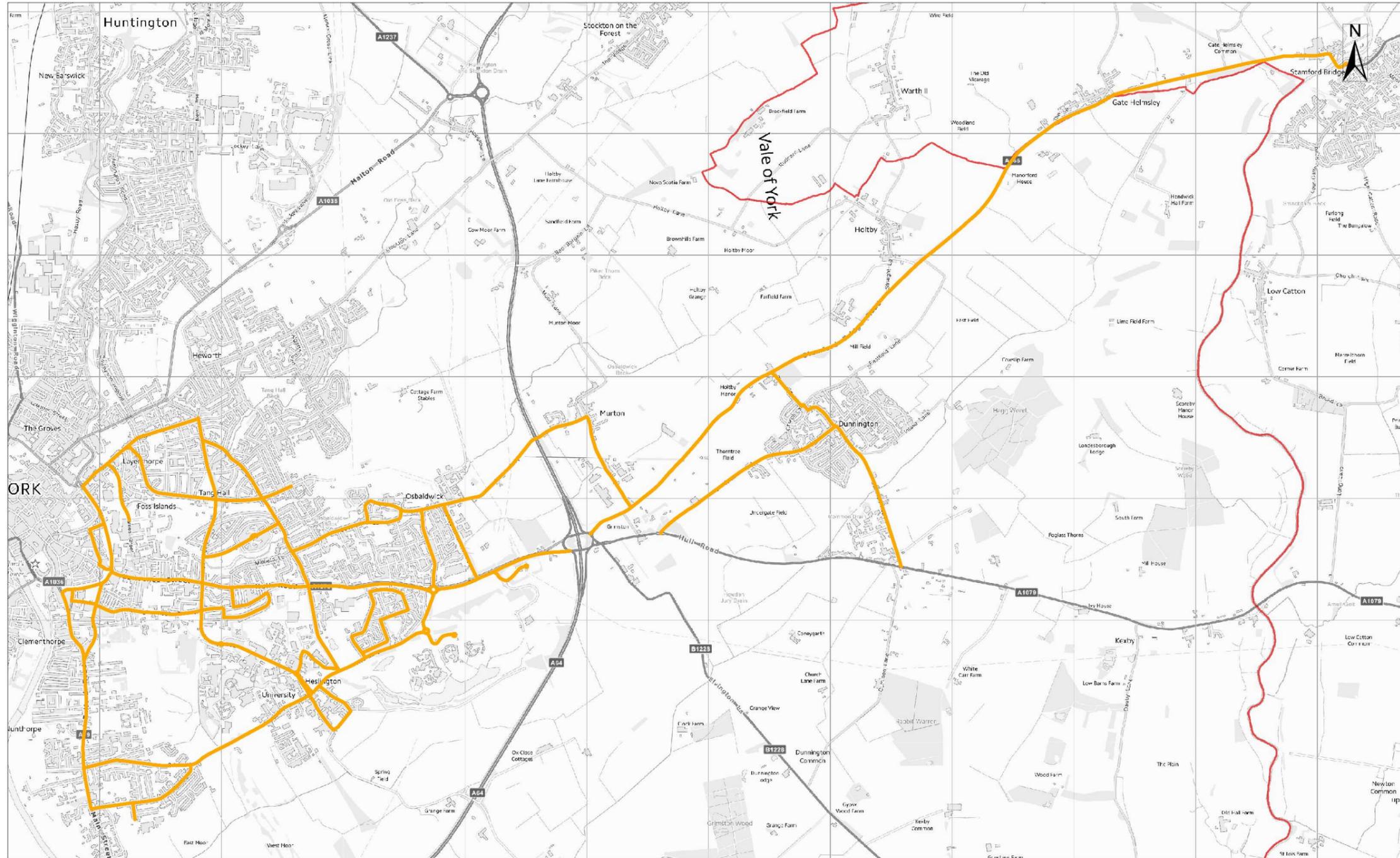
Towse

Services
395050



APPENDIX B

P1 Carriageway Primary Precautionary WSR, Route 1, (North East) A166 City Centre to boundary



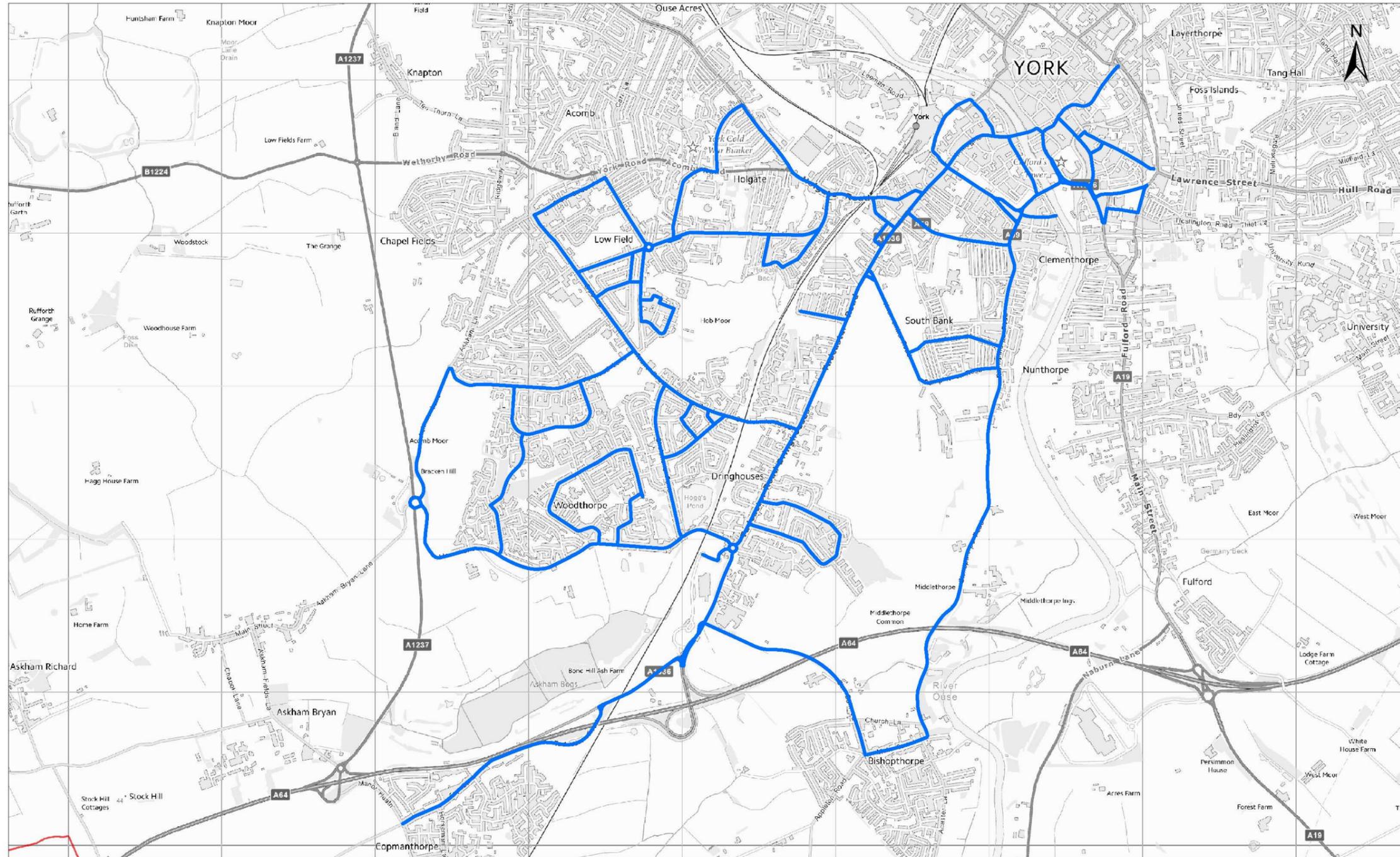
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Grit Route 1			
Drawn by	RW	Date	September 2017
		Scale	1:10,007

GRIT ROUTE 1

- GRIT** Right James St, Left Layerthorpe, Left onto Foss Islands Rd, Right Navigation Rd, Left Walmgate, Right Foss Islands Rd, Barbican Rd, Left Cemetery Rd, Right onto Fulford Rd, Fishergate, Right onto Paragon St, Fawcet St, Left onto Kent St.
- TRAVEL** Right onto Cemetery Rd to Fulford Rd.
- GRIT** Left onto Fulford Rd, Left onto Broadway, Right onto Heslington Lane, Left into Fulfordgate turn round at School, Left onto Heslington Lane, (Travel) Right Broadway, (Grit) Heslington Lane, University Road, Right onto Thief Lane, Right Newland Park Close, Left Newland Park Drive, Left Thief lane, Right Garrow Hill Avenue, Left onto Hull Road, Lawrence Street, Left Barbican Road, Left Heslington Road, Left onto Green Dykes Lane, Melrosegate Mini Roundabout, Right onto Tang Hall Lane, Left onto Fifth Ave (Turn round at end near school), Straight over Tang Hall Lane onto Fifth Ave, Cross Melrosegate, Right onto Fourth Ave, Right Tang Hall Lane, Right onto Hull Road.
- TRAVEL** Right onto Melrosegate.
- GRIT** Right onto Alcuin Ave, (Travel) Right onto Tang Hall Lane, (Grit) Left onto Osbaldwick Lane, Around Osbaldwick Village, Right Osbaldwick Link Road, Left Hull Road, Right to Park and Ride, Turn Around at Roundabout, Left onto Hull Road, Left Field Lane, Left Kimberlow Lane around bus interchange, Left Field Lane, Right Sussex Road, Right onto the Crossways, Right Yarburch Way, Right Deramore Drive, Left Eastfield Cres, Left Sussex Road, Right Field Lane, Right Church Lane, Left at Mini Roundabout, Left University Road (from Roundabout), Left onto Field Lane, Right School Lane, Right Low Lane, Right Main Street, Right Field Lane.,
- TRAVEL** Field Lane to Hull Road.
- GRIT** Tranby Ave, Right Murton Way (all the way to Murton), Right A166, Left towards Stamford Bridge turn around at Co-op, (travel) back on A166, (Grit) Left Dunnington, Right York Street, (Travel) Left A1079, (Grit) Left Common Road to York Street, (Travel) to A166, (Grit) from Murton Way on A166 to Grimston Bar (360 Big Roundabout), Hull Road.
- TRAVEL** Right Tang Hall Lane to Mini Roundabout at Melrosegate.
- GRIT** Melrosegate from Mini Roundabout to East Parade, Left East Parade, Left onto Harcourt Street, Right onto Fifth Ave, Reverse Down Glen Road, Layerthorpe
- TRAVEL** Return to Depot.

P1 Carriageway Primary Precautionary WSR, Route 2, (South West) A1036 City Centre to A64



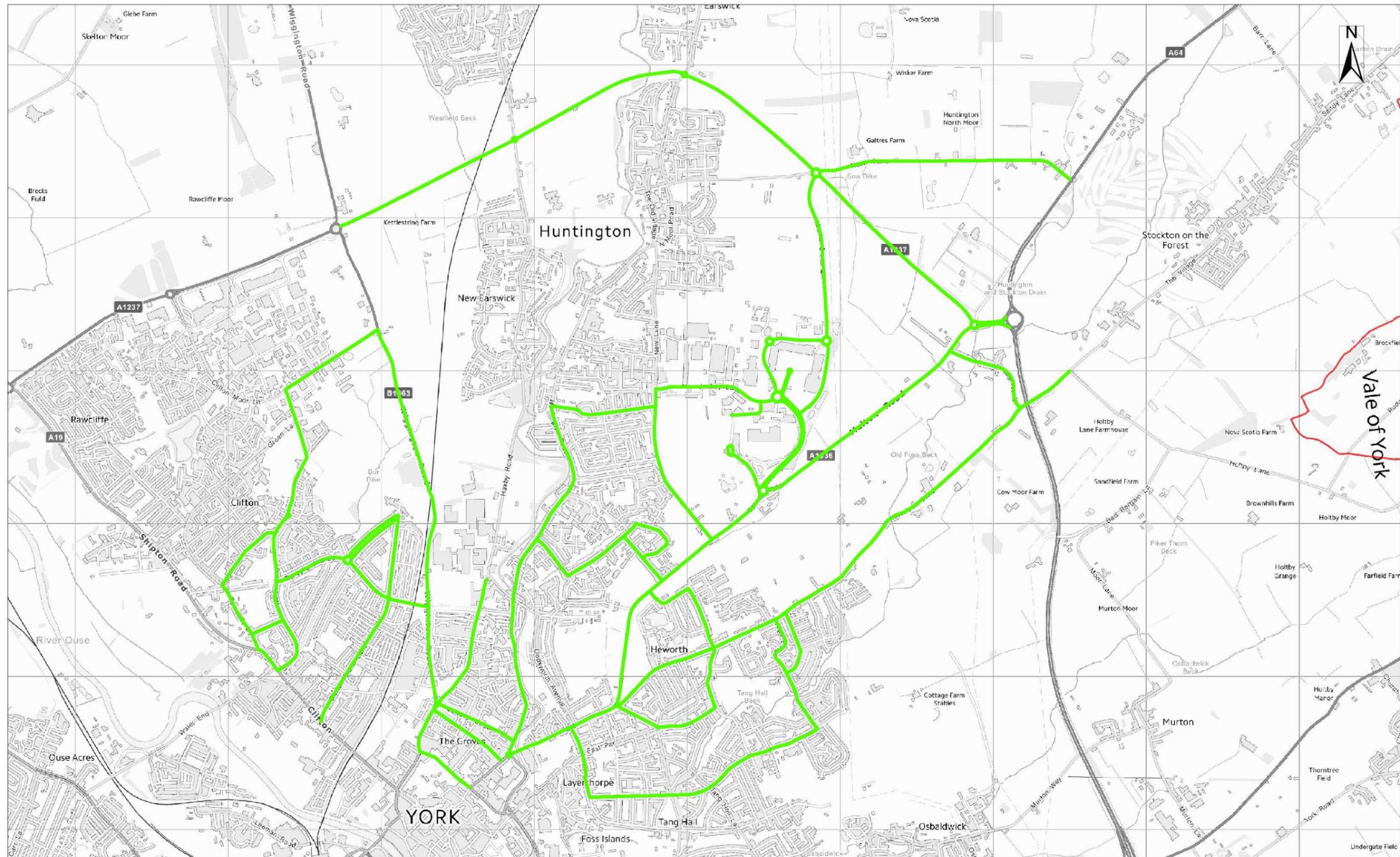
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<h2>Grit Route 2</h2>			
Drawn by	RW	Date	September 2017
		Scale	1:7,942

GRIT ROUTE 2

- GRIT** Peasholme Green, The Stonebow, Pavement, Coppergate, Left Tower St, Paragon St, Right Barbican Rd, Right Kent St, Fawcett St, Fishergate, Tower St, Skeldergate Brige, Bishopgate St, Left Clementhorpe turn round Jnct with Terry Ave, Nunnery Lane, Left blossom St, The Mount, Right Dalton Terrace, Right Holgate Rd, Left Blossom St, Left Queen St, Station Rd, Rougier St, George Hudson St, Left Bridge St, Low Ousegate, Clifford St.
- TRAVEL** Tower Street
- GRIT** Piccadilly, Merchantgate, Walmgate, St Deny's Road, Right Piccadilly.
- TRAVEL** Coppergate, Low Ousegate, Bridge St.
- GRIT** Micklegate
- TRAVEL** Blossom St, The Mount.
- GRIT** Scarcroft Road, Left Bishopthorpe Road, Nunnery Ln, Prices Ln, Left Skeldergate, Bishopthorpe Rd, Right Campleshon Rd, Right Knavesmire Ave, Queen Victoria St, Balmoral Terr.
- TRAVEL** Right Bishopthorpe Rd, Campleshon Rd to Knavesmire Ave.
- GRIT** Knavesmire Rd, Right Mount Vale, Left Dalton Terr, Left Driffield Terr, Love Lane, Left Knavesmire Rd, Turn Round in Layby, Left Mount Vale, Tadcaster Rd, Left Middlethorpe Dr, Lycett Rd, Middlethorpe Gr, Right Tadcaster Rd, Left St Helens Rd, Eason View, Right Turnmire Rd, Thanet Rd, Eason View, Leaside, Right West Thorpe, Right Thanet Rd, Right Eason View, Right Chaloners Rd, Right Thanet Rd.
- TRAVEL** Right West Thorpe, Leaside, Eason View.
- GRIT** Left Chaloners Rd, Left Moor Ln, Right into Park and Ride Turn around at Rbt, Right Tadcaster Rd, Under A64 to Copmanthorpe, turn around at former Fox and Hounds Pub, Tadcaster Rd, Left Pulleyn Dr turn around at end of road.
- TRAVEL** Tadcaster Rd, Right St Helens Rd, Thanet Rd.
- GRIT** Right Danesfort Ave, Left Stuart Rd, Right Tudor Rd, Right Kingsway West, Windsor Garth, Ashford Pl, Ascot Way, Right Kingsway West, Left Danesfort Ave, Right Gale Ln, Right Tudor Rd, Hamilton Dr, Right Collingwood Ave, Left Hob Moor Dr, Holly Bank Rd, Right Hamilton Dr Left Holgate Rd Poppleton Rd, Left Grantham Dr, Right Acomb Rd, Left Moorgate, Right Hamilton Dr, Right Green Ln, Front St, Gale Ln, Right Foxwood Ln, Left Askham Ln to ring road, Turn around.
- TRAVEL** Askham Lane, Right Foxwood Ln.
- GRIT** Right Bellhouse Way (full loop), Right Acomb Wood Dr, Alness Dr, Left Moor Ln, Right Through Layby, Left to ring road, Turn Around, Moor Lane, Left Moorcroft Rd, Acorn Way, Rycroft Ave, Grassholme, Left Moor Lane.
- TRAVEL** Right Tadcaster Rd.

P1 Carriageway Primary Precautionary WSR, Route 3, (North) A1036 City Centre to A64 /A1237



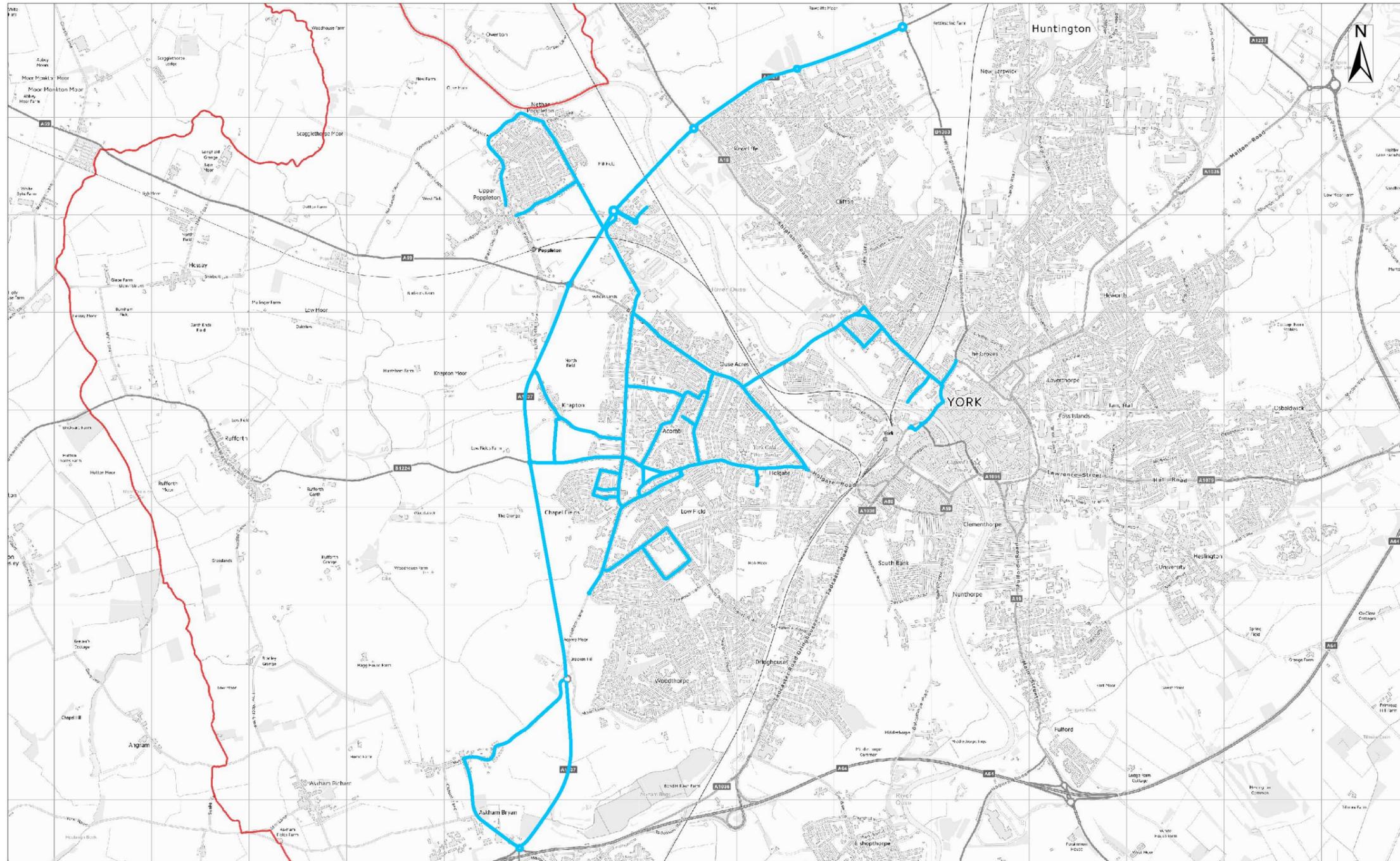
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Grit Route 3		Drawn by RW		Date September 2017		Scale 1:7,931	

GRIT ROUTE 3

- GRIT** Heworth Green, Right Heworth Rd, Left Heworth Village, Left Hempland Ln to Stockton Ln..
- TRAVEL** Left Stockton Ln to Rbt.
- GRIT** Stockton Ln, Right Algarth Rd, Applecroft, Left Ashley Park Rd, Left Stockton Lane, Left Algarth, Applecroft, Stray Rd, Right Bad Bargain Ln, Fourth Ave, Right Harcourt St, Mill Lane.
- TRAVEL** Left Heworth Green, round roundabout back to Malton Rd
- GRIT** Malton Rd, Left Monks Cross, Left Park and Ride, Left Monks Cross right at Rbt, turn around at Rbt at ASDA, Left at Rbt, , Left Malton Rd, Travel A64 to North Lane, Grit to Rbt and A1237 to Wiggington Rd, Return A1237, Grit from North Lane to A64,Rbt, Left Hopgrove Ln South, Left Stockton Ln, Turn around at Holtby Lane end, Stockton Ln, Right Straylands Grove, Right Malton Rd, Left Elmfield Ave, Left Monkton Rd, Right Byland Ave, Right Huntington Rd, Right Brockfield Park Dr, Right New Lane.
- TRAVEL** Left Malton Rd, Left Monks Cross.
- GRIT** Right slip road to rear of ASDA, turn around at Rbt, Right Monks Cross, 3rd Exit on Rbt to rear of Monks Cross, Second Rbt, Left A1237, Turn around at Rbt.
- TRAVEL** Monks Cross, Right at RBT, Left at Rbt.
- GRIT** Right at Rbt, Left Aldi to entrance of Park and Ride, Left Jockey Ln to New Ln.
- TRAVEL** Left New Ln, Right Brockfield Park Dr, Left Huntington Rd.
- GRIT** Jnct of Mini Rbt with Byland Ave, Huntington Rd, Right Penleys Grove St, Right Clarence St, Right Lowther St.
- TRAVEL** Right Monkgate.
- GRIT** Right Lord Mayors Walk, Right Clarence St, Left Wiggington Rd, Left Clifton Moorgate, Left Water Ln, Right Brompton Rd, Right Rawcliffe Lane, Right Rawcliffe Dr, Right Water Ln, Left Burdyke Ave, Round Rbt, Left Burton Green, Right Burton Stone Ln.
- TRAVEL** Right Clifton.
- GRIT** Right Water Lane, to bottom of Brompton Rd.
- TRAVEL** Right Burdyke Ave.
- GRIT** Chrichton Ave.
- TRAVEL** Right Wiggington Rd to Jnct with Haxby Rd.
- GRIT** Haxby Rd from Wiggington Rd to Hayleys Terr.

P1 Carriageway Primary Precautionary WSR, Route 4, (West) A1237 and City Centre



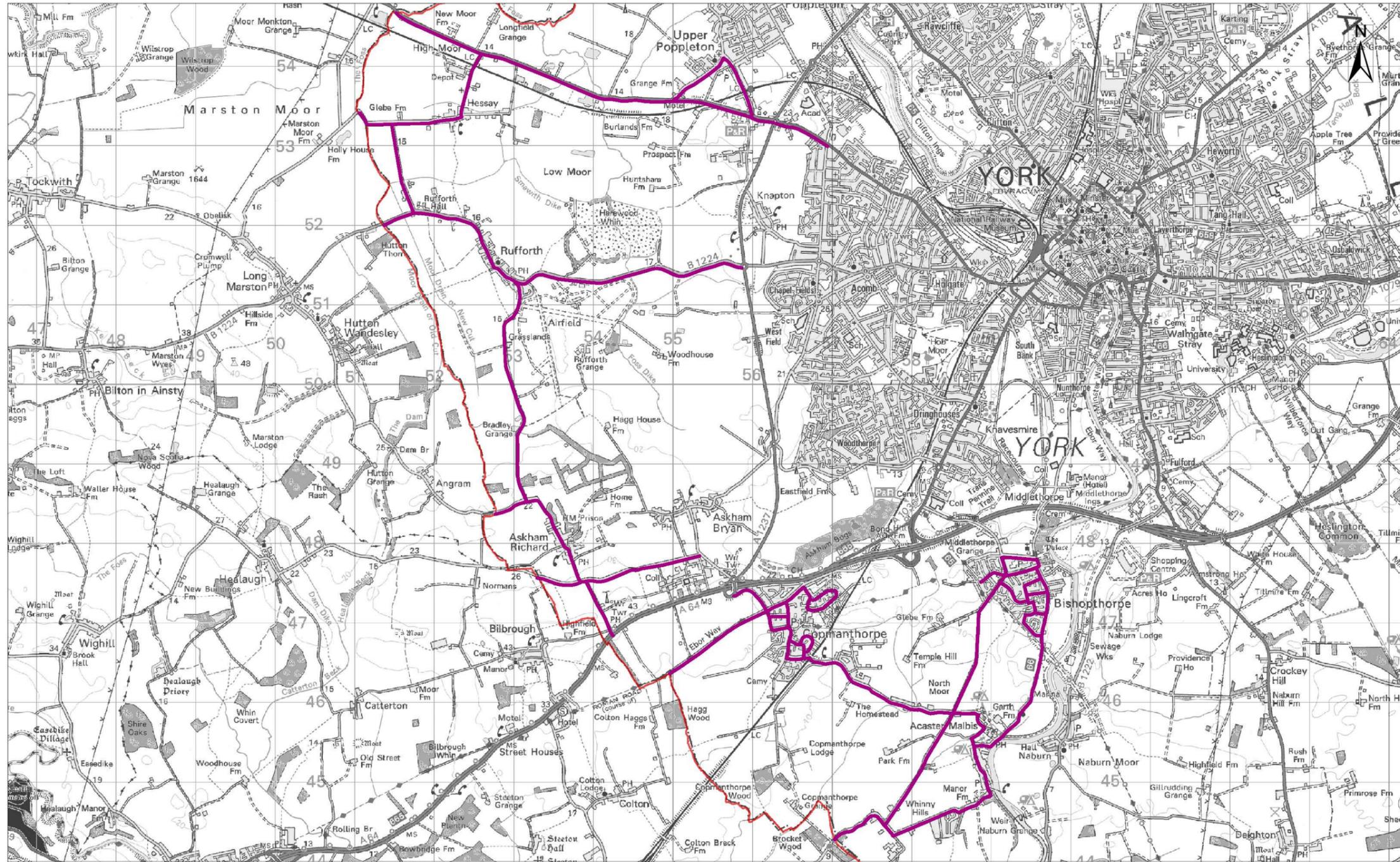
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<h2>Grit Route 4</h2>			
Drawn by	RW	Date	September 2017
		Scale	1:12,532

GRIT ROUTE 4

- GRIT** Gillygate, St Leonard's Pl, Museum St.
- TRAVEL** Lendal Br.
- GRIT** Station Rd Station Ave..
- TRAVEL** Lendal Br, Museum St, St Leonards Pl.
- GRIT** Bootham, Left Marygate, Left Bootham, Clifton, Clifton Green, Left Water End, Left Westmintser Rd, Left the Avenue, Left Clifton Green, Right onto Water End, Right onto Clifton, Right onto Clifton Green, Left onto Water End, Left onto Poppleton Rd, Right Acomb Rd, Left onto Acomb Rd, York Rd, Left at Rbt, Right onto Front St, Askham Ln, Turn Round at Rbt with Foxwood Ln, Right onto Cornlands Rd, Right onto Gale Lane, Right onto St Stephens Rd.
- TRAVEL** Left onto Cornland Rd, Right onto Askham Ln.
- GRIT** Ridgeway, Bramham Ave, Left onto Bramham Rd, Left onto Barkston Ave, Left onto Ridgeway, Left onto Chapelfields Rd, Left Bramham Rd, Left Bramham Ave, Left Ridgeway, Right onto York Rd, Right The Green to Askham Lane, Front St, Left York Rd, turn around at Beckfield Ln Rbt, Left onto Carr Ln, Left Woodlea Bank turn round, Left Carr Ln, Left onto Almsford Rd, Woodlea Ave, Right onto Danebury Ave.
- TRAVEL** Right onto Acomb Green
- GRIT** Right onto Beckfield Ln, turn round at Broughbridge Rd, Left onto Ostman Rd.
- TRAVEL** Left onto Danebury Dr, Woodlea Ave, Right onto Almsford Rd.
- GRIT** Left onto Carr Ln, Left onto Boroughbridge Rd, Right Low Poppleton Lane, Left Millfield Lane, Main Street, Left Long Ridge Lane, Right Millfield Lane, Right Great North Way, Left White Rose Way, Right A1237 to Wiggington Rd, return A1237 to Copmanthorpe Rbt, Right Askham Bryan, , Right Askham Bryan Ln to A1237.
- TRAVEL** Left A1237 to Wetherby Rd.
- GRIT** Right Wetherby Rd, Left Beckfield Lane, Left Knapton Ln, Ten Thorn Ln, Main St, Left A1237, Left Wetherby Rd, Left Bland Ln.
- TRAVEL** To Salisbury Road
- GRIT** Salisbury Rd, Salisbury Terrace, Kingsland Terrace, Garfield Terrace, Leeman Road.
- TRAVEL** Return To Depot.

P1 Carriageway Primary Precautionary WSR, Route 5, (West) A59 / B1224 to boundary



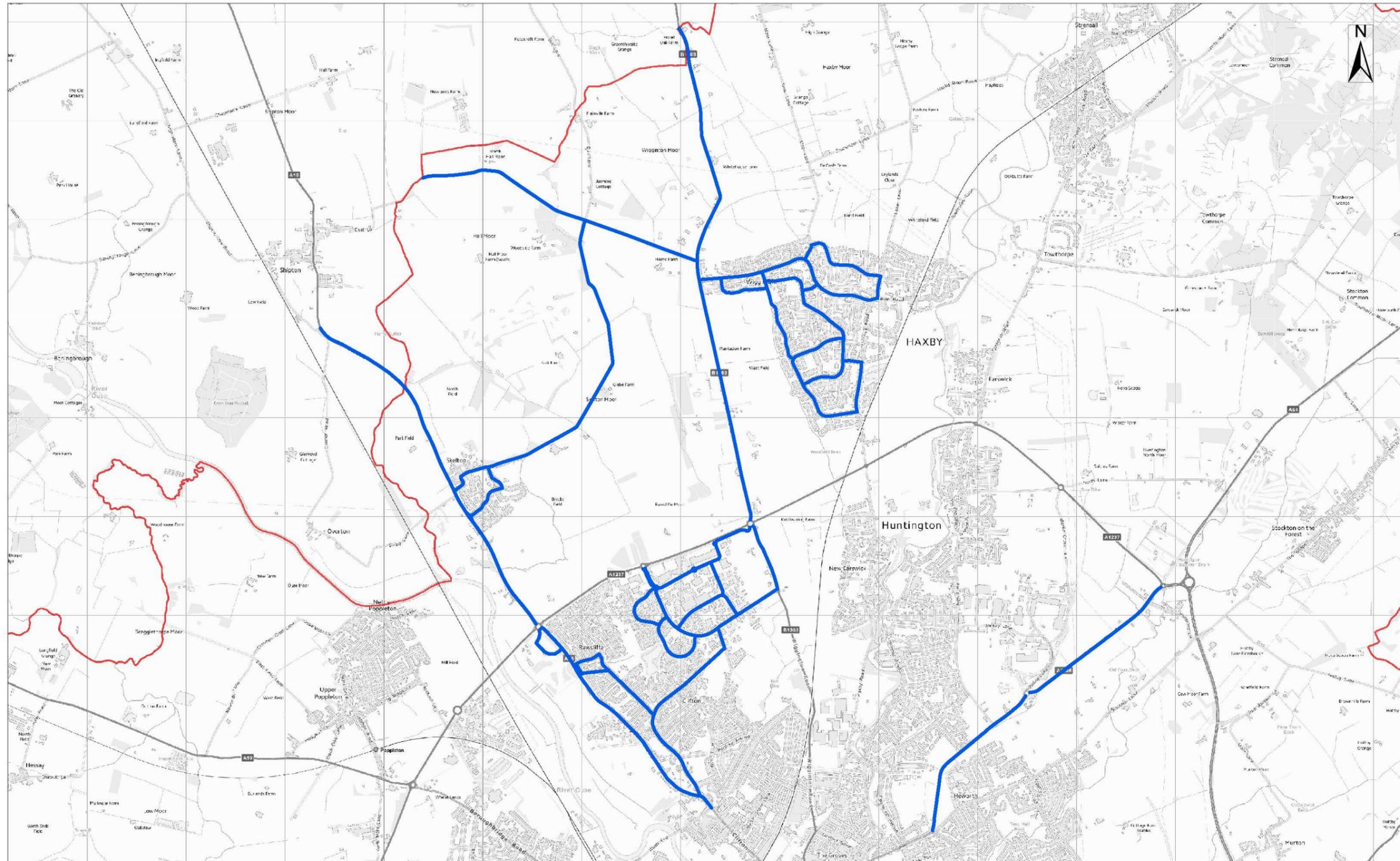
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Grit Route 5			
Drawn by	RW	Date	September 2017
Scale	1:15,354		

GRIT ROUTE 5

- GRIT** Holgate Rd from the Mount to the Fox Pub, Poppleton Rd, Boroughbridge Rd, A59 to Hessay including Hodgson Lane/ Station Rd Loop, Left New Rd, Right Main St, Atterwith Ln to Boundary, Right A59 grit to New Rd, Travel to Main St, Grit Mill Ln, Wetherby Rd to Boundary, Turn Grit to A1237.
- TRAVEL** Return to Rufforth.
- GRIT** Left onto Bradley Ln to T Jct right to Boundary, Turn around and Return to Jct, to Askham Richard, Right at Jct to Boundary, turn around and Return to Staggered Crossroads, Right to Buckles Inn, Turn Around, Return to Staggered Crossroads, Right York Rd to Jct Askham Field Ln.
- TRAVEL** Right A1237 Rbt.
- GRIT** From Rbt over A64, Left Manor Heath, School Lane, Left Horseman Ln, Left Horseman Dr, Right Manor Heath, Right Hallcroft Ln, Top Lane Right Merchant Way, Left Flaxman Croft, Right Merchant Way, Left Top Lane, Left Horsman Lane, Main St, Left Station Rd, Left St Giles Way, 2nd Right Barons Crescent, Right St Giles Way, Left Main St, Left Station Rd, Temple Lane over Cross Roads, Cowper Ln, to Acaster Malbis, Left Hauling Lane, Acaster Lane to Bishopthorpe, Left into Keeble Park North.
- TRAVEL** Right Acaster Lane, Hauling Lane to Mill Lane.
- GRIT** Left Mill Lane, Intake Ln to Jct Right to Boundary, Turn Around back to Appleton Rd, Left to Bishopthorpe. Main St, Left Bishopthorpe Rd, Left Church Ln, Left Sim Balk Lane, Right Appleton Rd, Right Copmanthorpe Ln, Turn around at the end and Return, Right Appleton Rd, Left Maple Ave, Left Montague Rd, Right Acaster Ln, Right Ramsey Ave, Left Montague Rd, Right Acaster Ln, Right Ramsey Ave, Left Montague Rd, Lefty Lamplugh Crescent, Right Lamplugh Crescent, Left Keble Park North, Left Acaster Ln to Main St.
- TRAVEL** Return To Depot.

P1 Carriageway Primary Precautionary WSR, route 6, (North West) A19 /B1363 to boundary



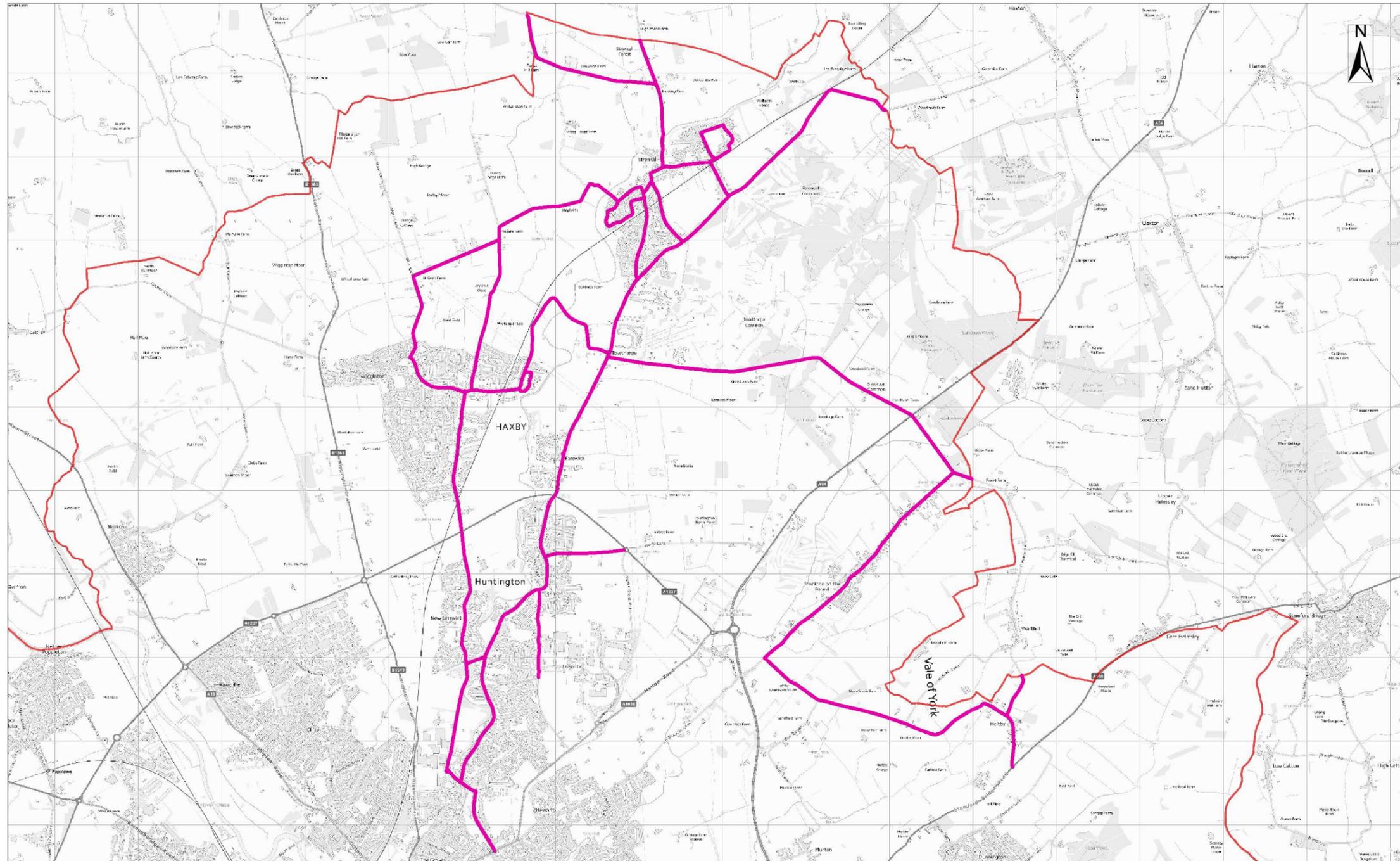
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<h2>Grit Route 6</h2>			
Drawn by	RW	Date	September 2017
		Scale	1:12,348

GRIT ROUTE 6

- GRIT** Shipton Rd to A1237, Turn around at Rbt, Shipton Rd, Left onto Park and Ride Entrance, Left A19, Turn round at Benningbrough Rd junction (Sidings 1Km past boundary)
- TRAVEL** Return on A19
- GRIT** Left Fairfield Drive, Brecksfield, Right The Village, Moorlands Rd turn round J/W Croban Ln (Browns Nursery), St Giles Rd.
- TRAVEL** Left Shipton Rd.
- GRIT** Left Rawcliffe Ln, Left Eastholme Dr, Left Howard Dr, Left at Mitre Pub, Left Bowness Dr grit around island, Right Eastholme Dr, Left Green Lane, Left Water Lane, Left Clifton Moorgate, 2nd Left Oakdale Rd, Left Clifton Moorgate, Left at Rbt onto Longwood Rd, Rivelin Way, Left Oakdale Rd.
- TRAVEL** Right Clifton Moorgate.
- GRIT** Left Kettlestring Ln (Moss Tyres), Right Audax Rd, Right Stirling Rd, Right at Rbt turn round at A1237 Rbt, Return on Stirling Rd, Round Rbt at Screwfix, Carry on down Stirling Rd, Right on Clifton Moorgate, Turn round at A1237, Left Kettlestring Ln, Left Clifton Moorgate, Left Wiggington Rd over ringroad, Left Corban Ln, turn round in farm entrance at boundary, Left Wiggington Rd to boundary, Turn round at Junction to Sutton on Forest.
- TRAVEL** Back down Wiggington Rd.
- GRIT** Left Mill Ln, The Village, around Rbt, Left Usher Ln, Left Oaken Gr, Left Moor Ln, Right The Village, Left Westfield Ln, Green Dike, Eastfield Ave, Left York Rd, Left Holly Tree Ln, Right Greenshaw Dr, Left Westfield Ln, Right Walmer Carr, Right Mill Ln, The Village, Right Westfield Ln, Left Greenshaw Dr, Left Westfield Rd.
- TRAVEL** Right The Village, Right York Rd, Right Holly Tree Ln, Right Oak Tree Ln.
- GRIT** Left Wheatfield Ln, Left Eastfield Ave, Left York Rd, Left Holly Tree Ln, Left Oak Tree Ln, Left Eastfield Ave.
- TRAVEL** To A1237 Turn Left onto A1237 to Rbt Jnct with Malton Rd.
- GRIT** Malton Rd from Jnct with A1237 to Heworth Rd (Incl Bus Lane).
- TRAVEL** Return to Depot.

P1 Carriageway Primary Precautionary WSR, Route 7, (North) Strensall Road / York Road to boundary



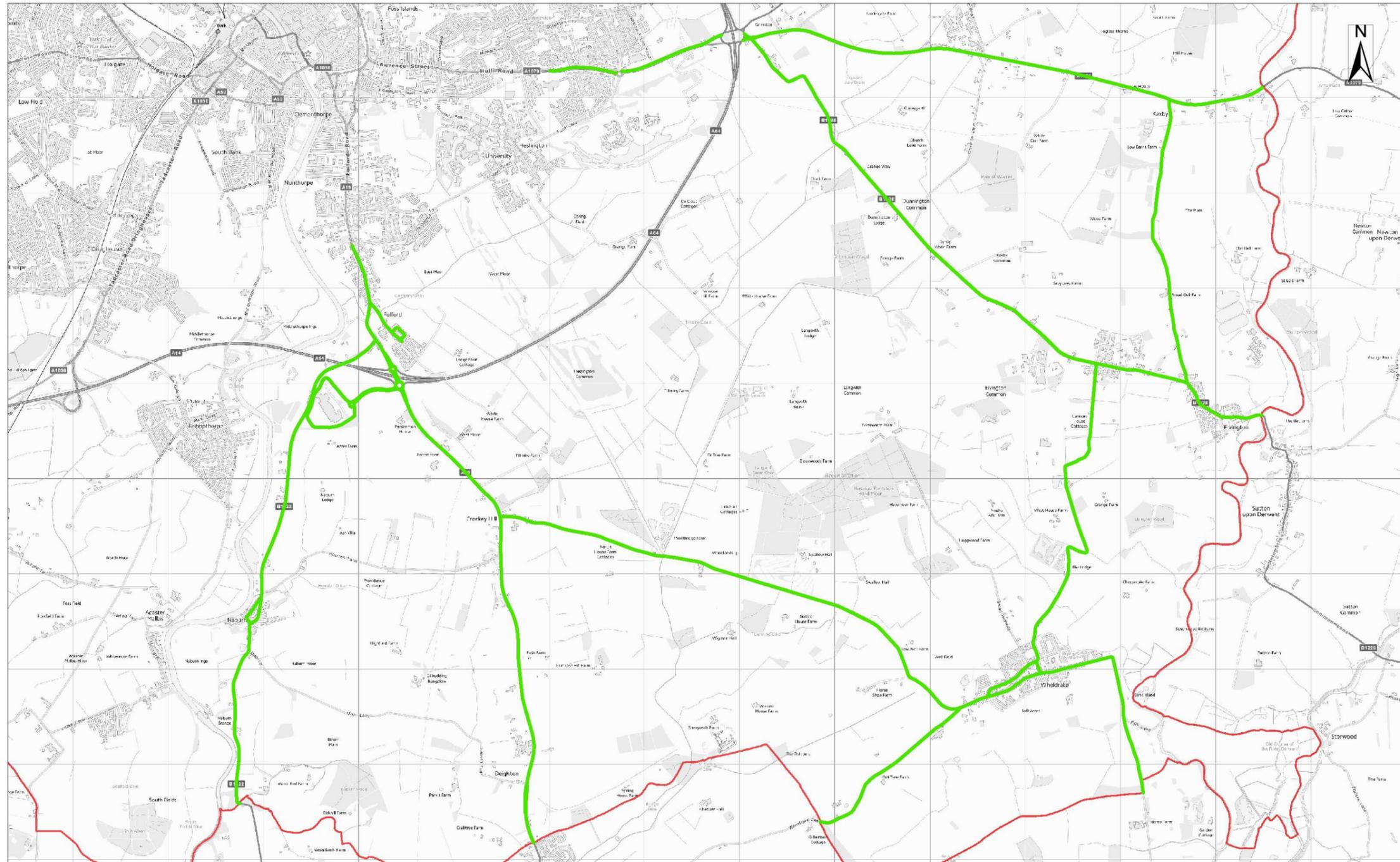
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Grit Route 7			
Drawn by	RW	Date	September 2017
		Scale	1:14,635

GRIT ROUTE 7

- GRIT** Dodsworth Ave From Heworth Green, Fossway, Hayleys Terr, Right Haxby Rd, Right Link road around roundabout back to Right Haxby Road, Right Station Rd, Left Usher Ln to Crossmoor Ln, Turn Crossmoor Lane into Wigginton, Left the Village (Haxby) across roundabout straight, 2nd Right Onto West Nooks Loop to Station Rd, Right Towthorpe Rd, Left at Strensall Rd Junction, Left York Rd, Left West End, Left Westpit Lane, Middlecroft Dr, Left West End, Left York Road, onto The Village (Strensall), Left Sheriff Hutton Rd and Turn around at Boundary Return , Right Oak Wood, Turn Round at Boundary (Ent High Roans House).
- TRAVEL** Right Sheriff Hutton Rd, Right The Village.
- GRIT** Left Princess Rd, Moor Ln, Left Flaxton Rd to Boundary (Cattle Grid), Turn Round.
- TRAVEL** Return along Flaxton Rd.
- GRIT** Right Lords Moor Lane, Right Brecks Lane, Left Park Gate, Right Heath Ride, Right Thompson Drive, Right Brecks Ln, Right The Village.
- TRAVEL** Left Princess Rd, Moor Ln.
- GRIT** Right Ox Carr Ln, Strensall Rd, Huntington Rd, Left North Moor Ln, turn at Rbt, Left Huntington Rd, Turn around at Rbt, Right Huntington Rd.
- TRAVEL** Left brickfield Park Dr.
- GRIT** Left New Ln, North Moor Rd, Strensall Rd, Right to Stockton on Forest, Towards Warthill, Turn Round at Boundary, Left Through Stockton on Forest, Turn Left at Holtby, Left Towards Warthill, Turn round at Boundary, Through Holtby village to A166.
- TRAVEL** Return to Depot.

P1 Carriageway Primary Precautionary WSR, Route 8, (South East) A19 / A1079 to boundary



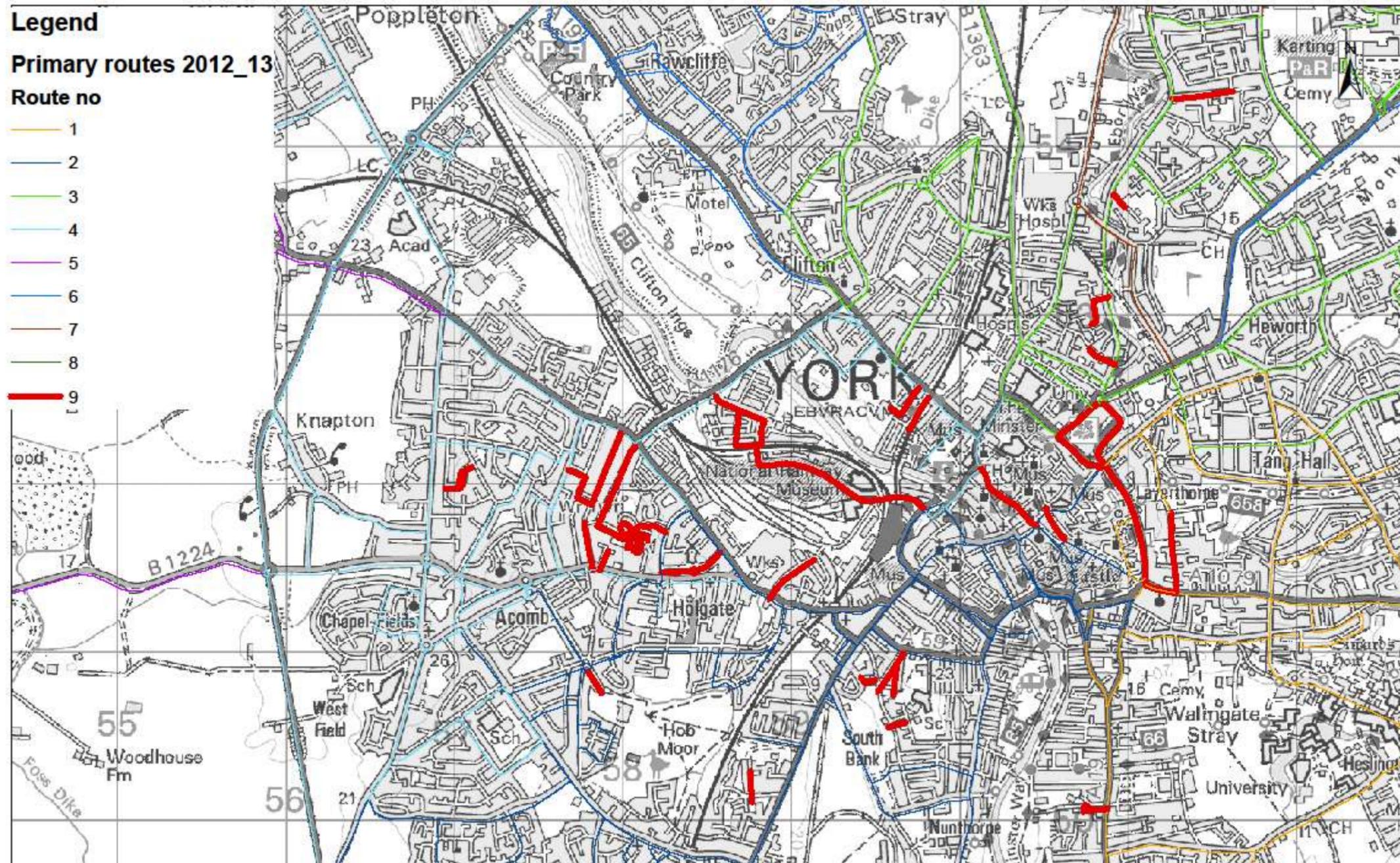
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<h2>Grit Route 8</h2>			
Drawn by	RW	Date	September 2017
		Scale	1:12,828

GRIT ROUTE 8

- GRIT** Hull Rd from Black Bull, Grimston Bar Rbt (ALL), Left A1079 to Kexby, Turn round at Kexby House, Left Elvington Ln, Main St over Bridge, Turn Round.
- TRAVEL** Back Through Main St.
- GRIT** Right to Kexby (Side of School) to A1079, Turn Round.
- TRAVEL** Back to Elvington, Right to Wheldrake Ln.
- GRIT** Left to Wheldrake, Right at School, Left Main St to Boundary at Thicket Priory (Thorganby), Turn Round.
- TRAVEL** Back to Wheldrake Ln..
- GRIT** Right Wheldrake Ln to School, Turn Round at Junction, Right on Main St, Left Towards Escrick, Turn Round at Boundary (Wheldrake Grange)
- TRAVEL** Back to Wheldrake
- GRIT** Left to Crockey Hill Jnct with A19
- TRAVEL** Right to A64
- GRIT** A19 to Boundary.
- TRAVEL** Left Howden Ln to Naburn.
- GRIT** Left Naburn Ln to boundary (Moreby Hall), Turn Round
- TRAVEL** Back to Naburn Village.
- GRIT** Left in Village to School, Left Naburn Lane to Jnct With /A19, Right to Second Rbt, Turn Round (Both Rbt's) Right St Nicholas Ave (round McArthur Glen Circuit), Return on A19, Right Fordlands Rd, Right Fulford Rd to Heslington Ln.
- TRAVEL** Return to Depot.

P1 Carriageway Primary Precautionary WSR, Route 9, (All locations) Restricted Access Routes



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	Grit Route 9				
	Drawn by	RW	Date	Aug 18	Scale

GRIT ROUTE 9 (7.5T WAGON)

James Street (to Lawrence Street)
Lawrence Street (to Foss Islands Rd)
Foss Islands rd
Jewbury
St Maurice's Rd
Monkgate
Penleys Grove
Townend Street
Lowther Street
Foss Bank

Fulford Cross
Scarcroft Hill
St James Mount
Wentworth Rd
Philadelphia Terrace

Nelson Lane to Hob Moor Terrace
Hob Moor Terrace
Askham Bar Park and Ride Loop

Wilton Rise
Windmill Rise
Green Lane
Dane Ave
Manor Drive South
Hebden Rise
Howe Hill Close
Bouthwaite Drive
Burnsall Drive
Sowerby Road
Manort Drive North
Malvern Avenue
Glebe Avenue
Lindsey Avenue

Salisbury Road
Salisbury terrace
Kingsland Terrace
Garfield Terrace
Leeman Road

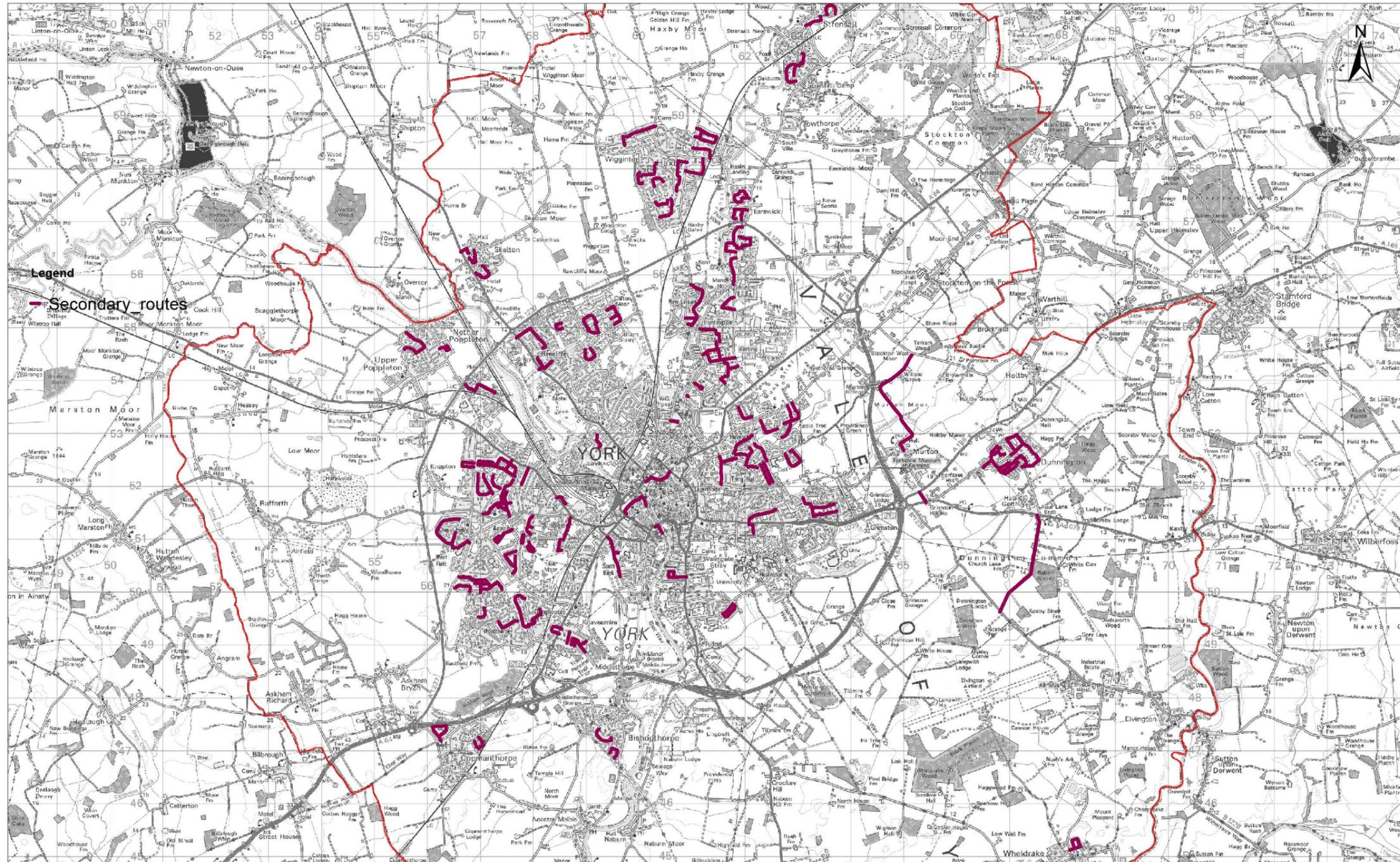
Queen Annes Road
Bootham Terrace
Blake Street
Davygate
Parliament Street

Park Grove
Ramsey Close
Yearsley Bridge Ambulance Station
Yearsley Grove

Whip Ma Whop Ma Gate
Fossgate

West End over Haxby Moor Bridge to Junction with Crossmoor Lane on Usher Lane

P2 Carriageway Secondary Precautionary WSR

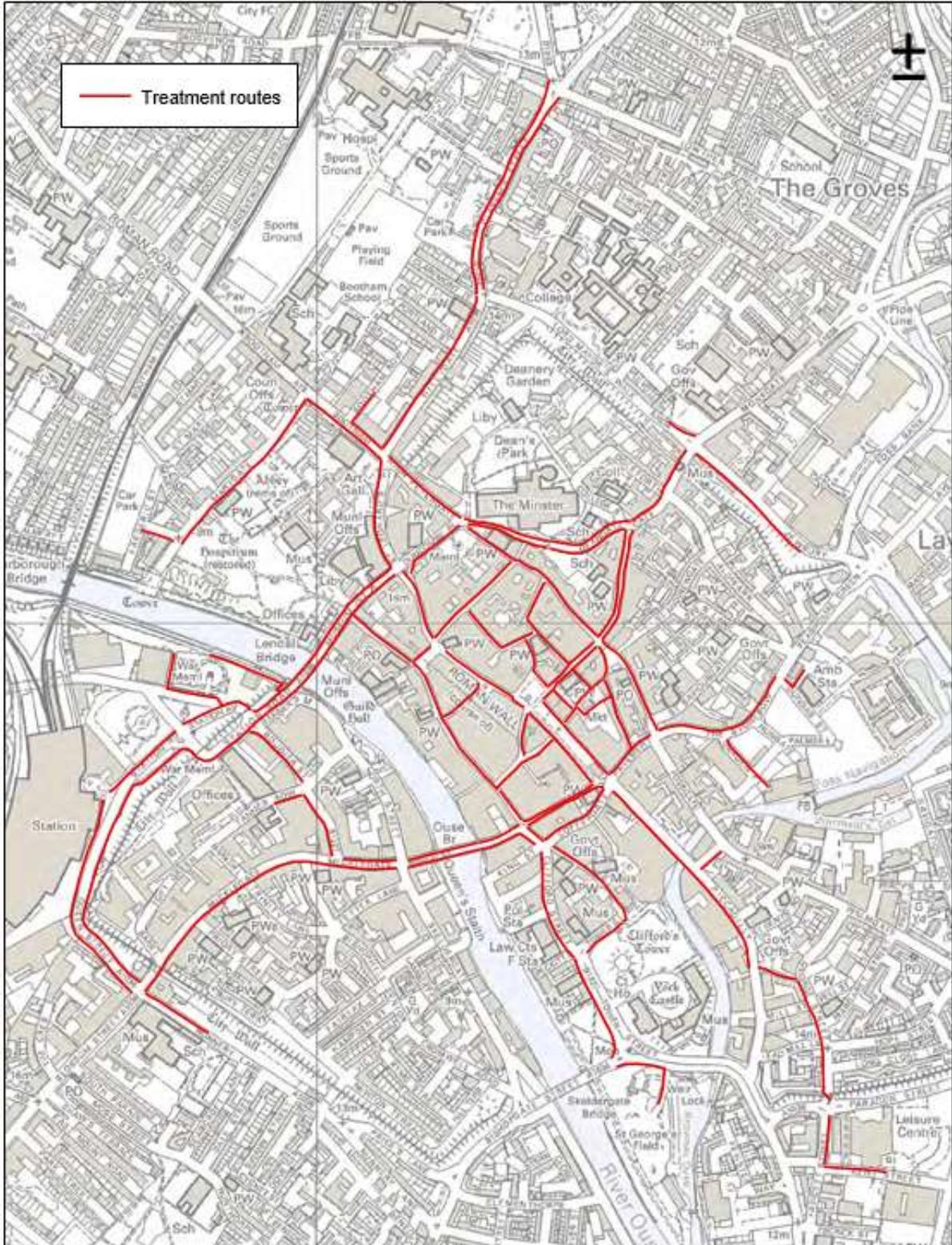


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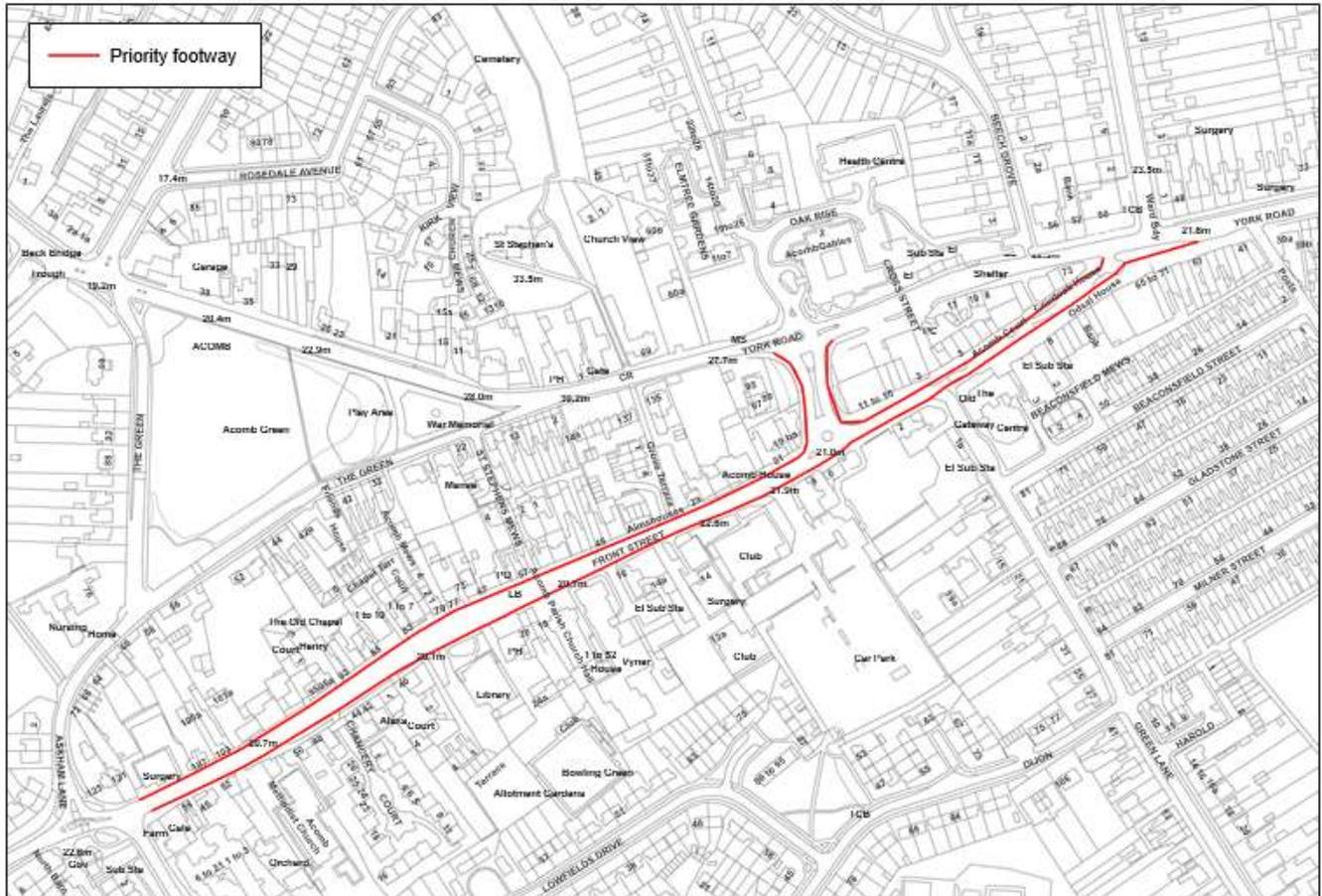
Secondary Gritting Routes			
Drawn by	RW	Date	September 2017
		Scale	1:23,115

Footway (FW) WSR

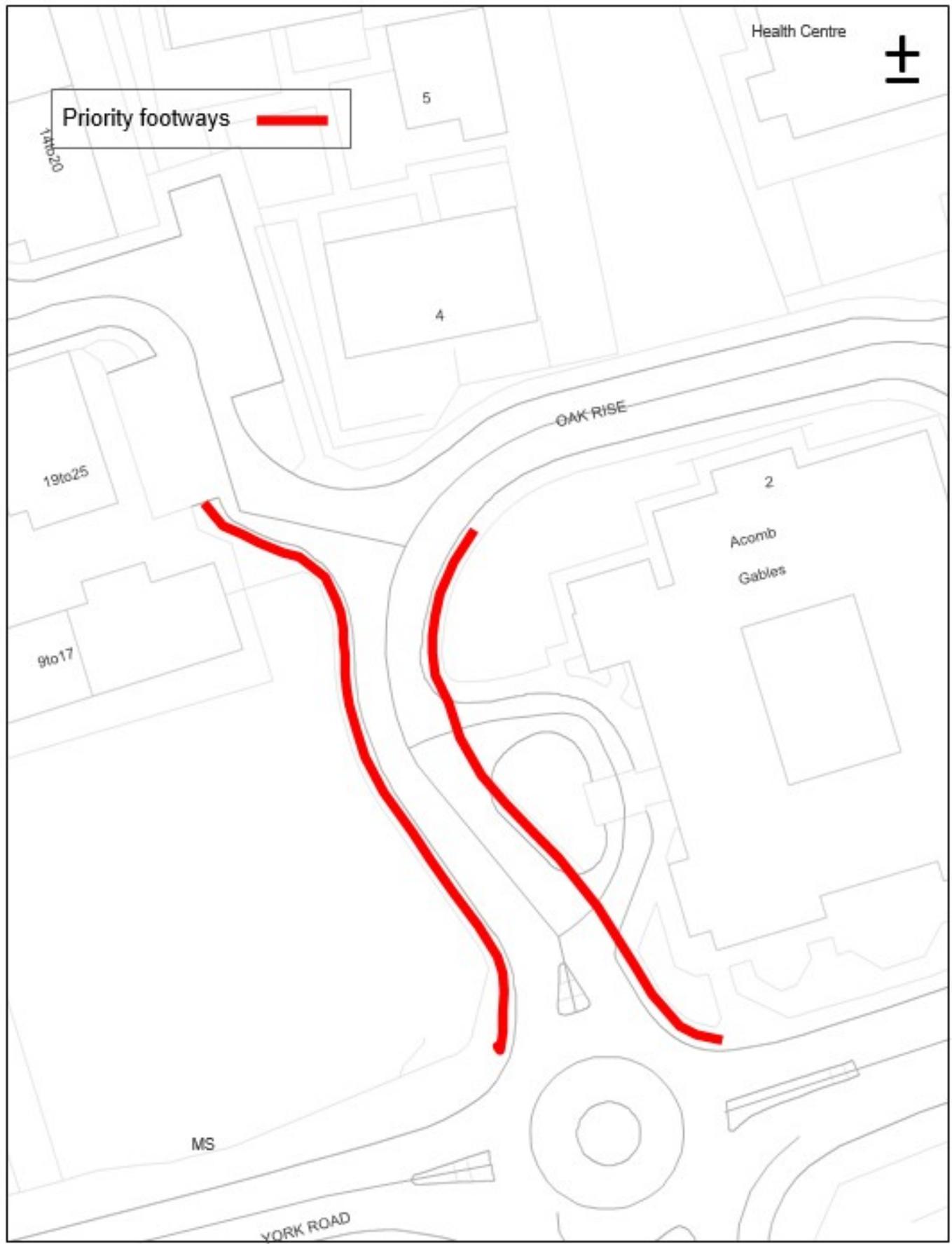
Route 1 - City Centre, foot streets and routes to station and car parks



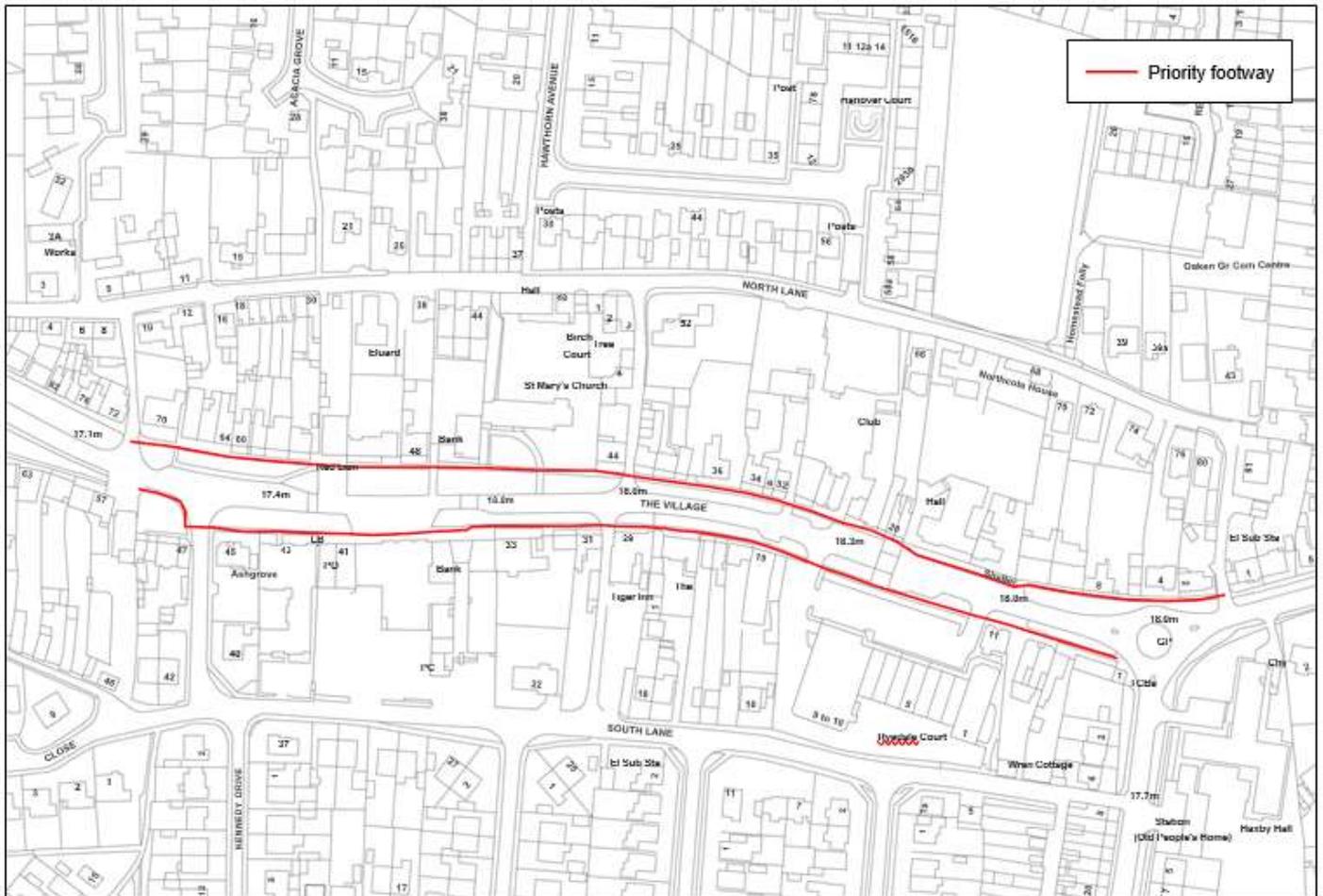
Route 2 - Front Street, Acomb



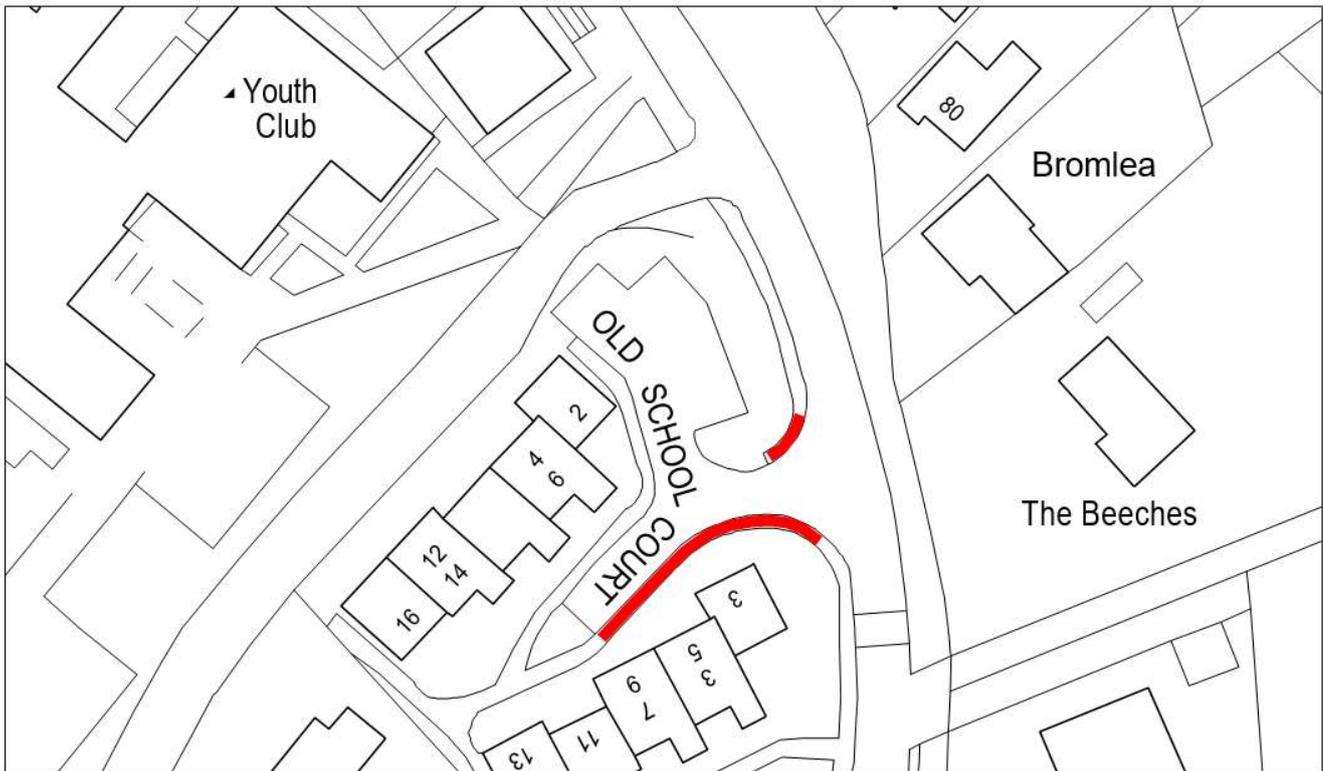
Route 3 – Oak Rise



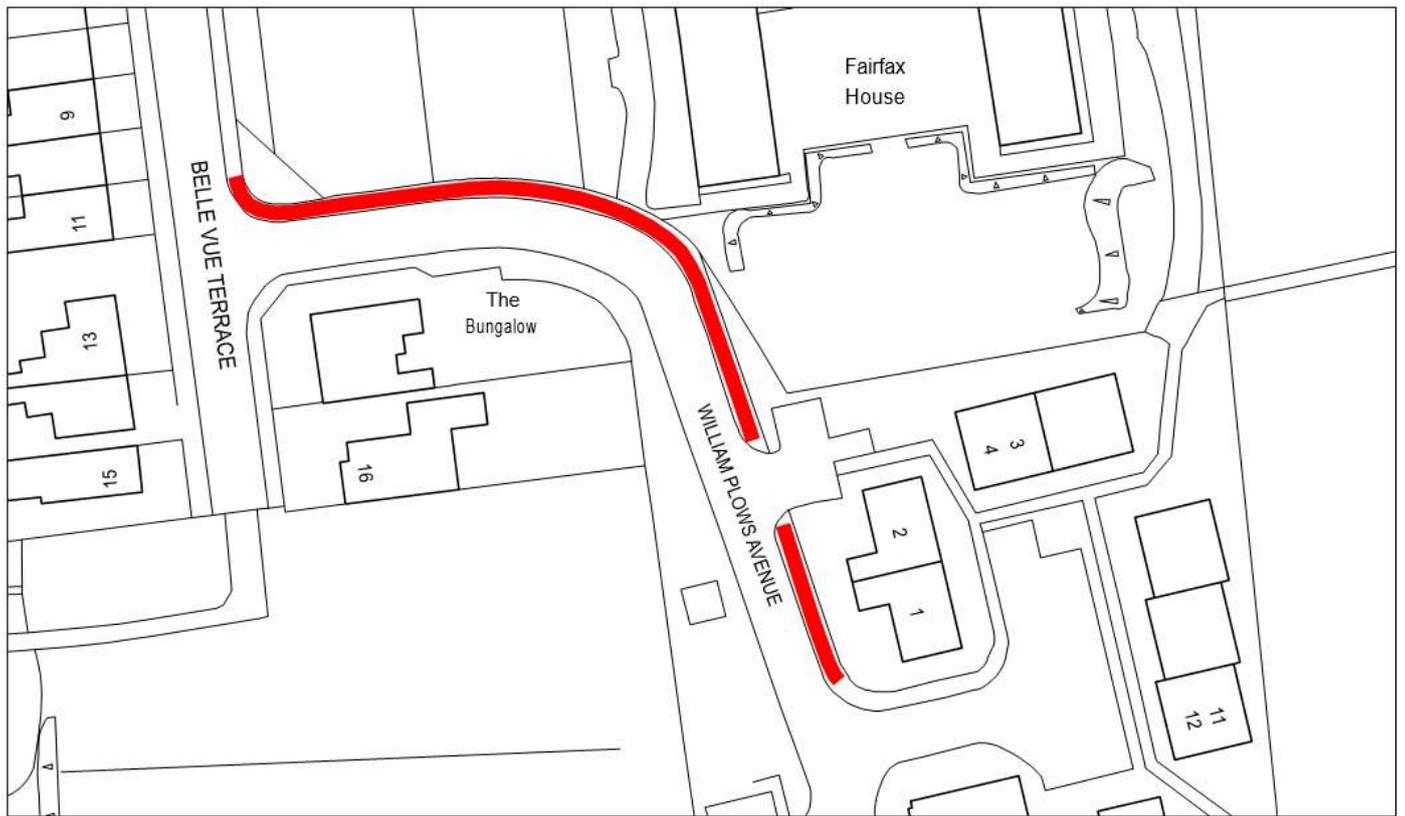
Route 4 - The Village, Haxby



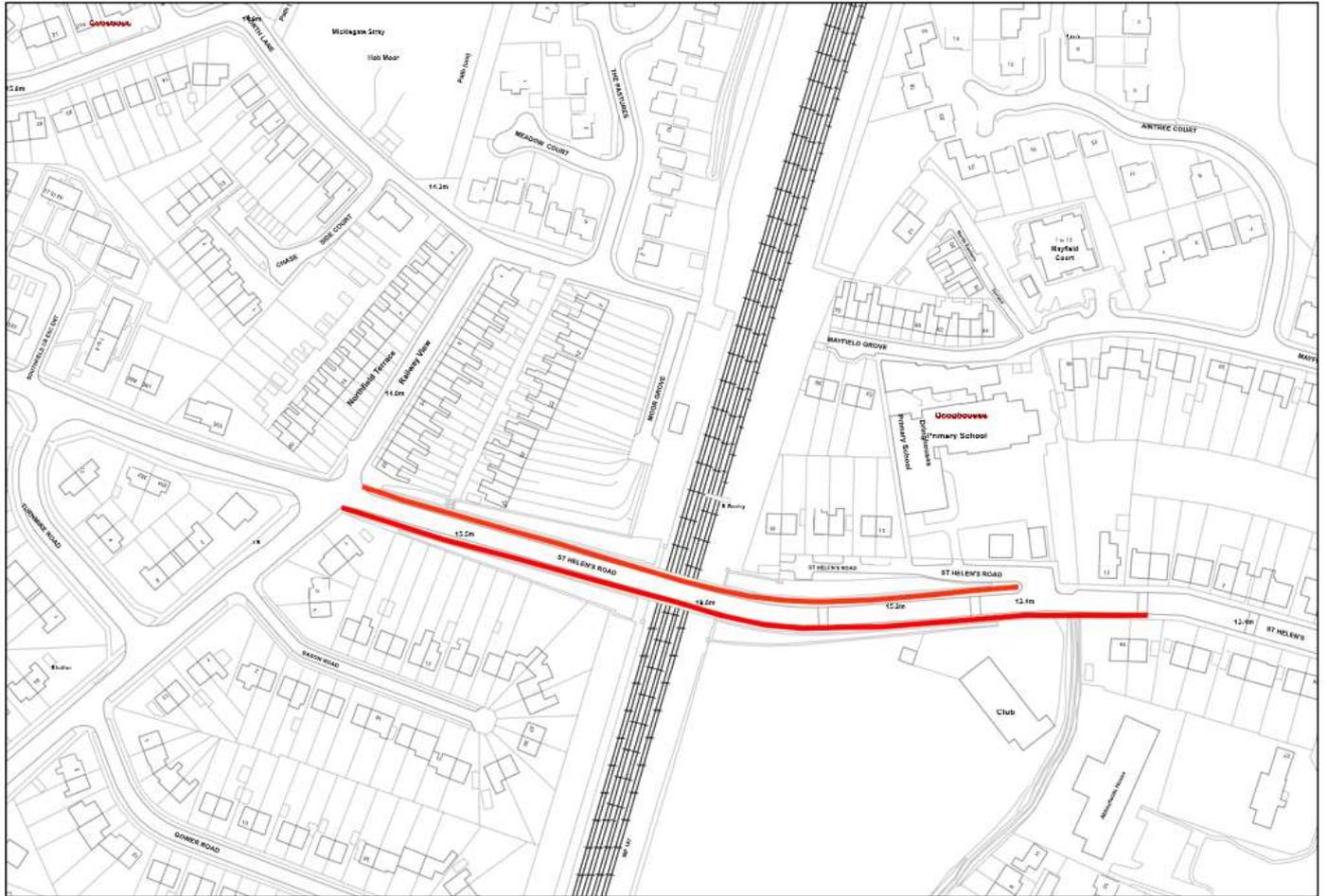
Route 5 - Old School Court



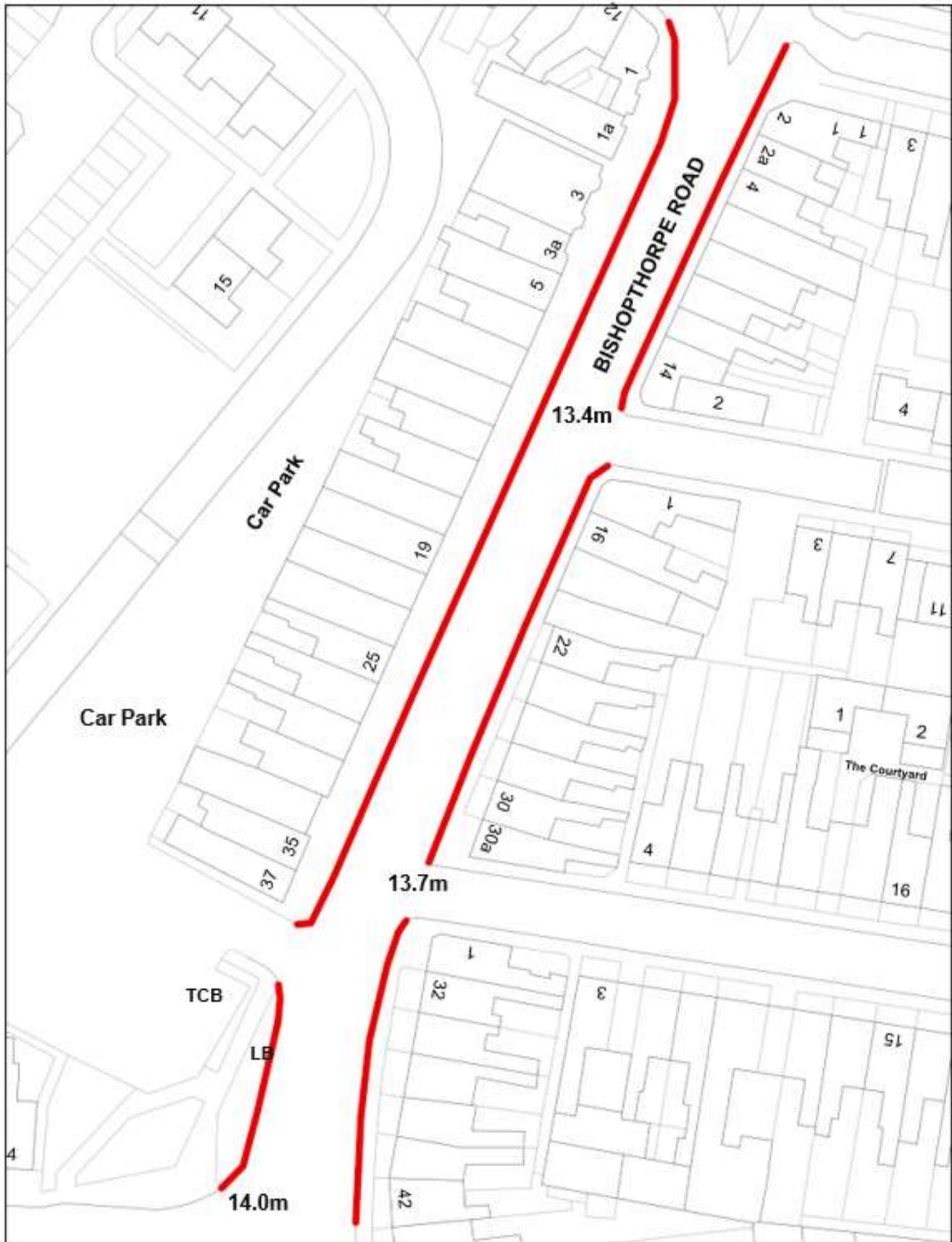
Route 6 - William Plows Avenue



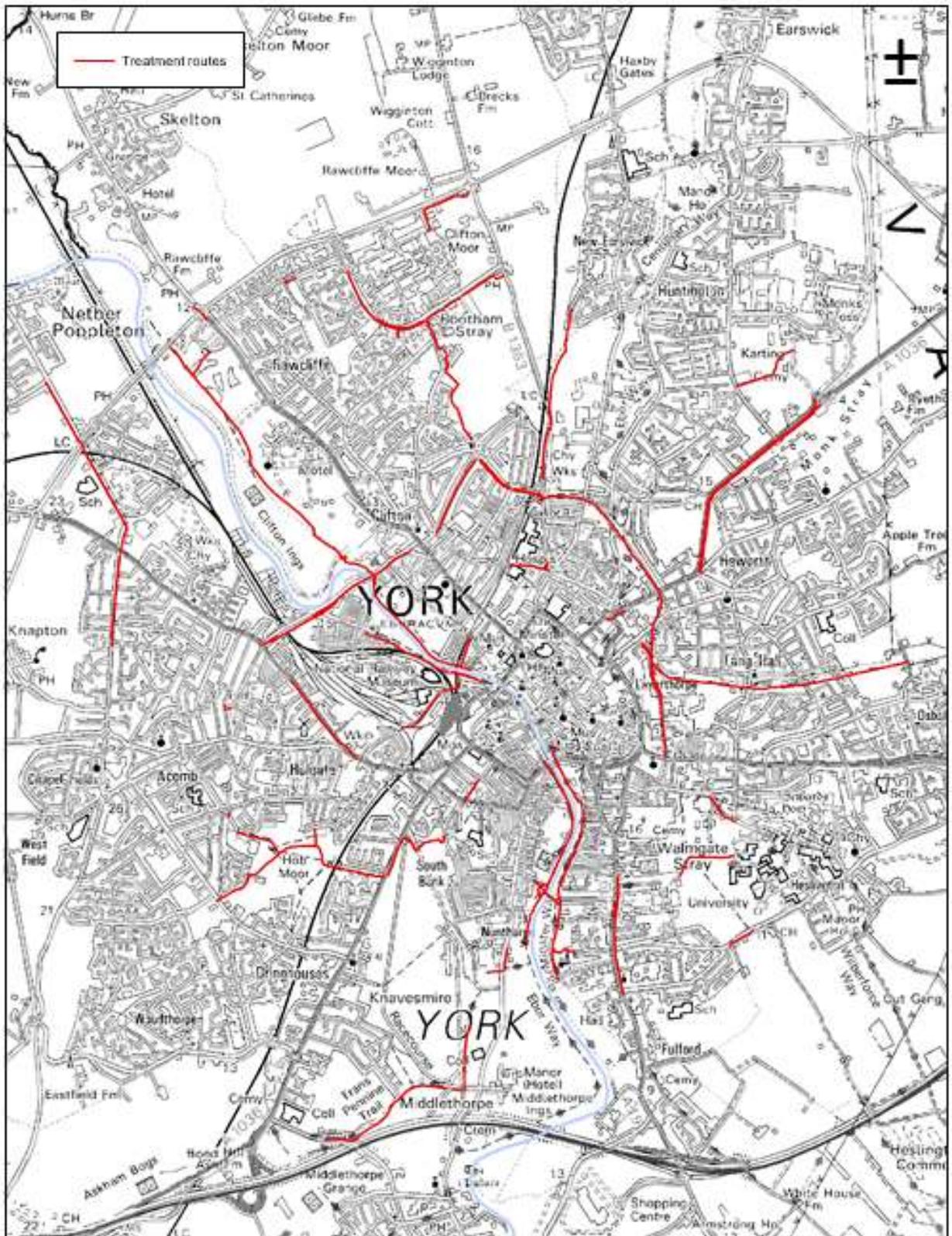
Route 8 - St Helen's Road



Route 9 - Bishopthorpe Road, shopping area

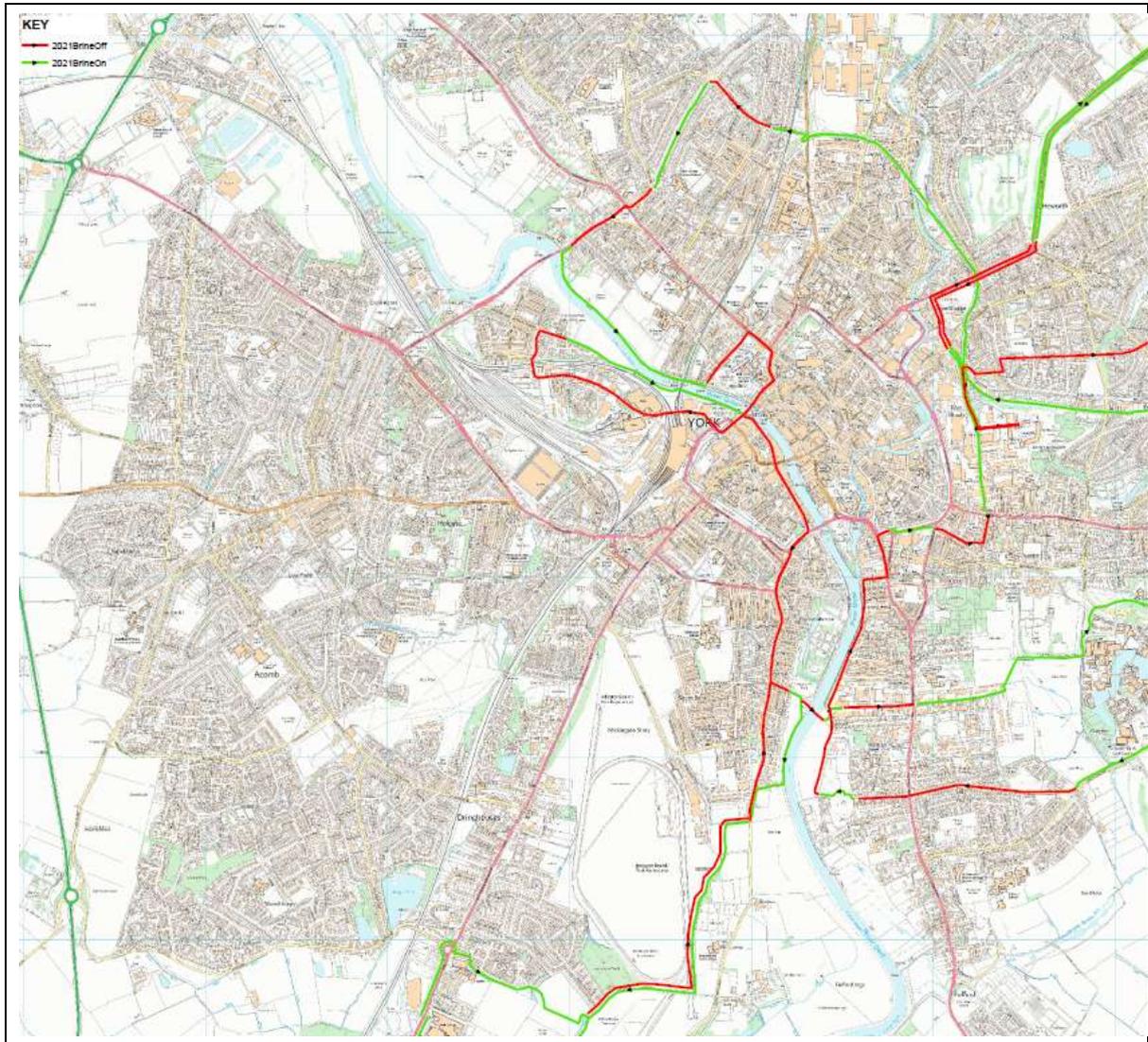


Other Unscheduled Areas

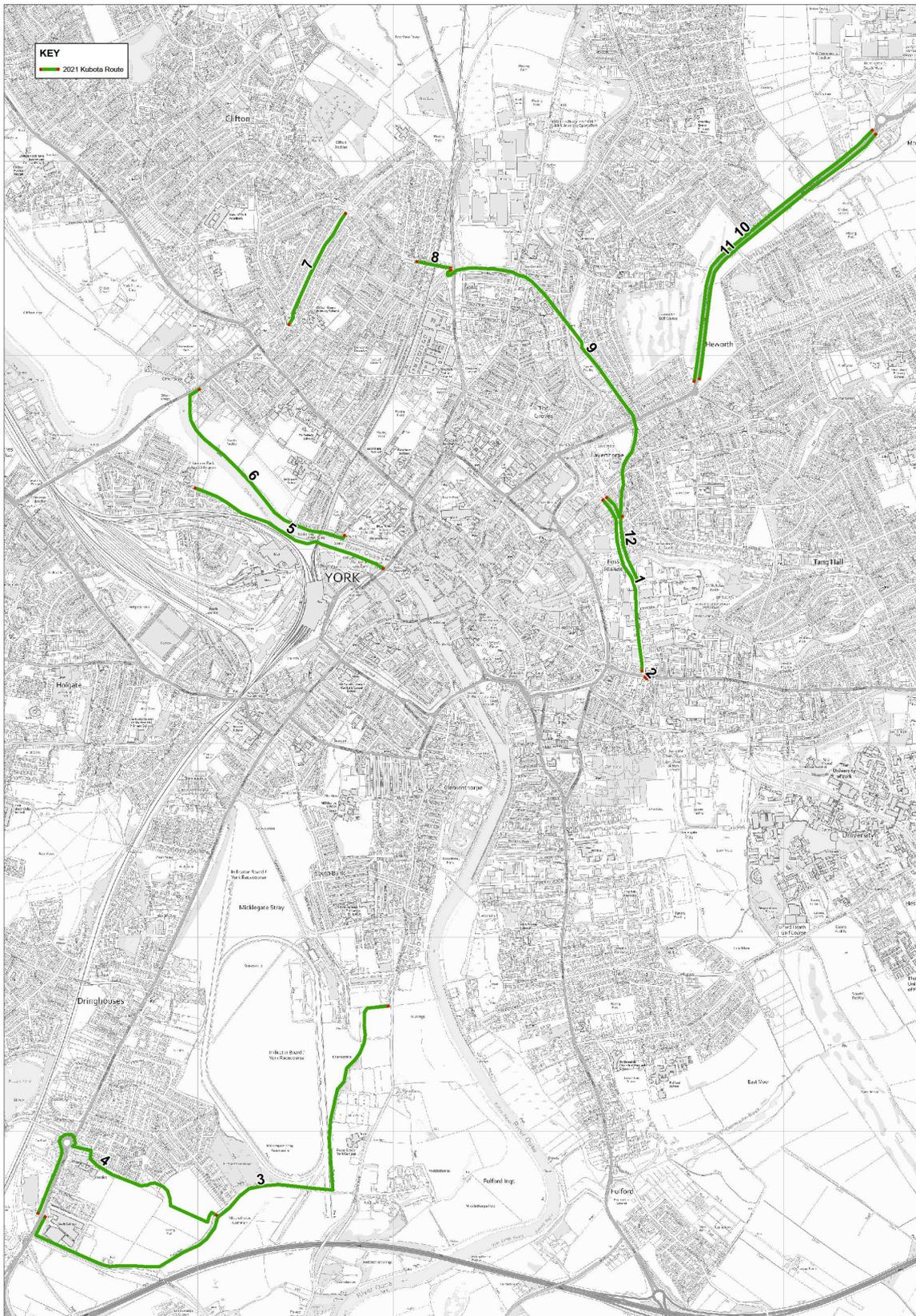


Off Road Cycle routes indicative at time of publication and subject to change following testing

CP Cycle Path Precautionary WSR (ProBrine Spray) Route 1



CP Cycle Path Route 10 Precautionary WSR (Pathway KA) – Ongoing Trial



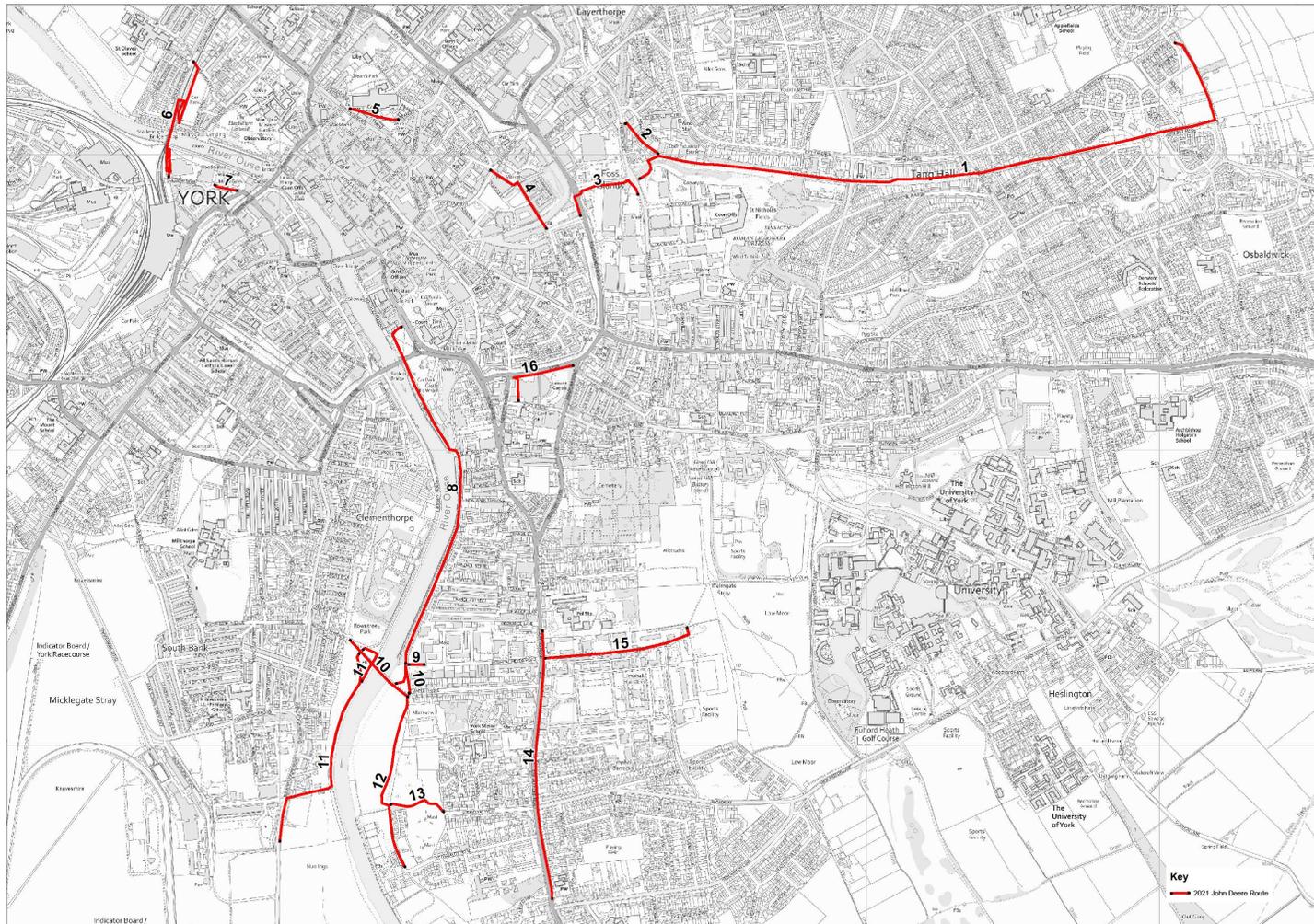
CP Cycle Path Precautionary WSR (ProBrine) Route 10

Route Number	10			
Route Short Description	Cycle Path WSR Brine Spray			
Link ID	Cycle Route Link	On/Off	Metres	Comments on link (Barriers /gates etc)
1	James Street North Bound off road paths	ON	928	Check vehicle can get through the cycle gap at the end of Regent Street
2	Lawrence Street to Regent Street off road cycle path	ON	26	Check vehicle can get through the barriers at the start of the Knavesmire off road path at either side of the racecourse access road and the one where the path meets Green Lane
3	Bishopthorpe Road (by old terrys) to York College Pededstrian Crossing	ON	2947	Check vehicle can get through the bollards at either end of the path between the old Tech College site and Green Lane
4	York College Pedestrian Crossing to Green Lane	ON	1524	Check vehicle can get through archway under Scarborough Bridge
5	Lendal Bridge to Jubilee Terrace (Access via Side of Post office during EA works)	ON	1078	Barrier at bottom of ramp but adjacent field gate for access, check vehicle can get through archway under Scarborough Bridge
6	Marygate to Government House Road on riverside	ON	1243	Need to check gaps in fencing are wide enough for vehicle and it can get past telegraph poles CP Cycle Path Precautionary WSR (Brine Spray) Route 1
7	Kingsway North Central cycle Path to pifold court	ON	660	
8	Crichton Avenue West bound	ON	190	

Link ID	Cycle Route Link	On/Off	Metres	Comments on link (Barriers /gates etc)
9	Wigginton to James Street off road Cycle path	ON	Correct figure not known*4 384 for both James street to Wigginton Road and Osbalwick Cycle Paths	
10	Malton Road Outbound	ON	1696	
11	Malton Road Inbound	ON	1661	
12	Hallfield Road to James Street Southbound	ON	487	

CP Cycle Path Precautionary WSR (Brine Spray) Route 10

CP Cycle Path Precautionary WSR (Pathclear KA Brine Spray) Route 11



CP Cycle Path Precautionary WSR (Path Clear Brine Spray) Route 11

Route Number

11

Route Short Description

Cycle Path WSR Path Clear Spray

Link ID	Cycle Route Link	ON/OFF	Metres	Comments on link (Barrier s /gates etc)
1	James Street to Morrisons Access	ON	334	
2	James Street to Osbaldwick off road cycle pat	ON	Correct figure unknown as above	
3	James Street to Navigation Road	ON	Same section as 1	Check vehicle can get through the bollards at either end of Hungate Bridge
4	Navigation Road to Peasholme Green (through Hiscox)	ON	304	Check vehicle can get through the bollards er either end of this section
5	Minster Yard	ON	177	
6	Bootham Terrace through Underpass and over Scarborough Bridge (all ramps) and to Leeman Road	ON	774	Check vehicle can get through underpass and over Scarborough Bridge
7	Leeman Road Bus Contraflow	ON	88	
8	Tower Street to Hospital Fields Road (Access best from Kings Street)	ON	1281	504/506 for bollard
9	Hospital fields link (through chicane only and turn around	ON	?	Check vehicle can get through the chicane barriers and concrete bollards at either end
10	Millennium Bridge	ON	219	Check vehicle can get through bollards at either end of bridge
11	Millennium Bridge to Bishopthorpe Road opposite old Terrys	ON	890	Check vehicle can get through chicane barriers at the foot of the ramp between the riverside and Bishy Road

Link ID	Cycle Route Link	ON/OFF	Metres	Comments on link (Barrier s /gates etc)
12	Millennium bridge to Broadway West (turn around) and Love Lane	ON	625	Check vehicle can get past barrier near caravan site
13	Fulford Road off road from St Oswalds church to barracks (and turn around at edge of Walmgate Stray)	ON	218	
14	Fulford Road Off road to near police station	ON	922	
15	Raised cycle path by Barbican from Kent Street parallel Paragon Street	ON	267	