



Royal Borough of Greenwich

WINTER SERVICE POLICY STATEMENT AND OPERATIONAL PLAN

2022 - 2023

**This Document is Volume 5 of the Council's Highway
Infrastructure Maintenance Policy and Delivery Plan**

Royal Borough of Greenwich
Directorate of Communities, Environment and Central
Transportation
The Woolwich Centre
35 Wellington Street
Woolwich SE18 6HQ

October 2022

Contents

	Page
1. Introduction.....	1
2. Winter Service Policy Statement.....	3
3. Winter Service Operation Plan	5
3.1 Introduction	5
3.2 Period of Operation.....	5
3.3 The Client/Contractor Responsibilities.....	5
3.4 Route Priorities.....	7
3.5 Route Coverage.....	9
3.6 Snow Clearance	10
3.7 Salt Bins.....	11
3.8 Labour, Vehicles and Plant Resources	12
3.9 Salt.....	12
3.10 Weather Information.....	13
3.11 Decision Making.....	13
3.12 Operational Communications.....	14
3.13 Pre-Season Arrangements	15
3.14 Performance Monitoring.....	15
3.15 The Duty Officer	16
Appendices	17
Appendix A - Decision making matrix	18
Appendix B - Priority 1 Carriageway Beats.....	19
Appendix C - Priority 2 Carriageway and Priority 1 and 2 Footway listings.....	39
Appendix D - Beat Plan.....	64
Appendix E - Inventory of vehicles and plant.....	65
Appendix F - Location of Salt Bins	66
Appendix G - Distribution List.....	70

WINTER SERVICE POLICY STATEMENT

1.0 Introduction

- 1.01 Winter service is of vital importance in fulfilling the Council's responsibilities as a highway authority. It is a high-profile service that is essential for keeping highways open and safe during adverse weather conditions.
- 1.02 This operational plan follows the principles set out in Well Managed Highway Infrastructure: A Code of Practice 2016 (the "2016 Code") commissioned by the Department for Transport (DfT) and published by the UK Roads Liaison Group (UKRLG). It also reflects the Council's policies and priorities set out in its own Borough Street Maintenance Plan.
- 1.03 The 2016 Code replaces Well Maintained Highways: A Code of Practice for Highway Maintenance Management 2005 (the "2005 Code") upon which previous Winter Service Policies have been based.
- 1.04 In contrast to the 2005 Code the 2016 Code no longer provides detailed and specific recommendations to practitioners regarding the delivery of the winter service. Instead, general guidance and overarching principles of risk management, evidenced based approach, collaboration and local decision making are encouraged.
- 1.05 Additionally, in recognition of the technical quality and level of expertise of the National Winter Service Research Group (NWSRG), the UK Roads Board, on behalf of the UKRLG, requested the NWSRG to make its Practical Guide generally available to all practitioners and interested parties, as it is considered to constitute the best way of providing national best practice guidance on these issues.
- 1.06 Accordingly, this Winter Service Policy and Delivery Plan is based on both areas of best practice / Code of Practices. As the NWSRG reviews and publishes new guidance it will be considered and, where appropriate, adopted by the Royal Borough. The latest guidance published is, where relevant and practical, included within the Council's policy and delivery plan. A copy of the guidance is published at the following website: <https://nwsrg.org/>
- 1.07 In the main, it is not intended to make significant in-year changes to policy or service delivery. Any new guidance following the publication of this document shall be properly assessed and implemented for the following winter season.

1.1 Legal Framework and Approach to Discharging Duty

- 1.1.1 The statutory basis for Winter Service in England and Wales is set out in Section 41 (1A) of the Highways Act on the 31st October 2003, by Section

111 of the Railways and Safety Transport Act 2003. The first part of Section 41(1) states:

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 (4) 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'.

1.1.2 Section 150 of the Highways Act 1980 also sets out a duty on Highway 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'.

1.1.3 Additionally, the Traffic Management Act 2004 placed a network management duty on all local traffic authorities in England. It requires authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving. In meeting the duty, authorities should establish contingency plans for dealing with unplanned events, such as unforeseen weather conditions, as far as is reasonably practicable.

1.1.4 The 2016 Code recognises that given the scale of financial and other resources involved in delivering Winter Service, it is not considered reasonable to:

- provide the service on all parts of the Network; and
- ensure carriageways, footways and cycle routes are kept free of ice or snow at all times, even on the treated parts of the network.

1.1.5 On the above basis the Winter Service Policy and Plan is written in a way to maximise use of available resources and to target those resources in a prioritised way, addressing areas of greatest risk first.

2. Winter Service Policy Statement

2.1 Objectives

The Council aims to provide an efficient and cost-effective response to keeping the Royal Boroughs highway free of snow, ice and frost, deliver the authorities statutory duty and keep the resilience network open at all times.

The Council's policy is to provide a Winter Service that, so far as reasonably practicable, will allow for pre-defined routes of carriageways to be treated in accordance with their priority on the highway network and prevailing weather conditions so as to prevent the formation of ice and also facilitate the removal of ice and snow from carriageways, footways and cycleways.

By adopting this policy, the Council seeks to minimise the risk to safety that highway users confront in winter conditions and to minimise the non-availability of the highway network as a result of frost, ice and snow. However, this policy recognises that given the scale of financial and other resources involved in delivering the Winter Service it is not practically possible to provide the service on all parts of the highway network. Neither is it possible to satisfy the requirements of all those who wish to use the highway.

2.2 Period of Service

Given the variable nature of weather, the occurrence and extent of icy and snowy conditions varies considerably throughout the season and from year to year. In order to achieve a balance between economy and the ability to react quickly and effectively to adverse conditions, the Winter Service period for the purposes of this policy has been defined as:

- 1 November 2022 to 31 March 2023

2.3 Route Priority and Treatment

In seeking to adopt a risk management-based approach and in recognition of the need to balance the legal responsibilities, the level of service provision and the resources available to it, the Council has defined a resilience route and three priority levels for both carriageways and footways. The Service Plan will give highest priority to major roads and main bus routes and in the case of footways to those with high levels of pedestrian activity such as shopping areas, routes to transport hubs and hospitals. A further definition of the priority levels is set out in the Service Plan. The Resilience Route, and conditions upon which "Resilience Route only" gritting is triggered, is also defined.

The treatment of these will involve taking reasonable measures in order to

- (i) Prevent ice from forming – precautionary salting
- (ii) Melt ice and snow already formed – post salting
- (iii) The removal of snow

Salting of the carriageway will be carried out using mechanical means whereas footways will be hand salted. The gritting vehicles will not however be routed into areas where there is a high risk of them becoming stuck. Such an event could jeopardise much of the Service Plan and lessen the ability of the Council to meet its service targets across the network.

The Council does not expect to have need of specialist snow clearing equipment during most winter periods and will rely upon an adequate salting regime coupled with the action of high traffic volumes. Whenever possible, additional staff resources will be deployed for snow clearance on footways. Staff will become available when other services have been suspended.

Over recent years the extent and range of on and off-road cycling routes, lanes and facilities have been introduced. Where on-road cycle lanes exist, these shall be treated along with the rest of the carriageway and no further modification to the Plan is required. This results in a large treated on-road cycle network across the borough.

However, where segregation has taken place through physical separation (i.e., with a kerb separating the cycle lane and the carriageway) and where shared use footway / cycleways exist (at footway level), specific consideration as to the appropriate practical approach needs to be given.

Accordingly, a risk assessment has been completed and concluded that the relatively short sections of segregated / shared use cycleway in the borough shall not be specifically treated. To do so would require a completely new winter service operation to be established and consideration to a new type of de-icer. This is because the conventional road gritting machines cannot access these segregated areas. Even if this were possible salt needs mechanical action for it to be effective and an alternative de-icer would need to be investigated.

Given that the length of the on-road cycle lanes and signed routes forms a large proportion of the cycling provision overall, segregated cycle lanes are relatively short, and the cost and resource implication in treating these would be high, to do so would be disproportionate and result in other higher risk areas not being treated in a timely fashion (or at all).

2.4 Salt Bins

In the past the Council has supplied and maintained a considerable number of salt bins. They provide a self-help facility at locations where difficulties can be experienced, and which are not covered by the salting routes. There are 147 throughout the borough and are shown in Appendix F of this document. No further salt bins will be installed except near steep hills and in the busier town centre locations such as Greenwich, Woolwich, Eltham and Plumstead.

2.5 Weather Information

Reliable and accurate information about predicted borough specific weather and road surface conditions is required throughout the winter period. Information from forecasters Metdesk and neighbouring boroughs will continue to be used to determine when the precautionary salting programme should be initiated.

2.6 Competitive Tendering

All aspects of the Winter Service will be procured and delivered in a way to maximise value for money and in accordance with the Councils Contract Standing Orders. Additional resources beyond core requirements in the event of severe weather conditions will be obtained, as far as possible, from the wider council teams including Housing and Safer Communities, Waste and Street Services and Parks, Estates and Open Spaces. Existing (external) term contractors can also be called upon.

2.7 Co-ordination with other Highway Authorities

Staff will liaise with Transport for London's agents and with officers from neighbouring boroughs to ensure a consistency of approach on the TRLN and boundary roads.

2.8 Winter Service Operational Plan

A Winter Service Operational Plan will be produced and reviewed annually. The Plan will set out how the service operates and how these policy objectives are to be achieved. The review will include performance monitoring with a report to the relevant Council Committee when appropriate.

3. The Winter Service Operational Plan

3.1 Introduction

The Winter Service Operational Plan gives details of how the Council intends to achieve the objectives set out in the Policy Statement.

The Plan sets out the day-to-day duties of, and guidance notes for, the Winter Service Duty Officer and the Contractor.

3.2 Period of Operation

The period of operation is confirmed each year by the Assistant Director, Transportation (Directorate of Communities, Environment and Central). As a general rule it will start at the beginning of November and run until the end of March. However, these dates may be varied in the light of weather forecasts and conditions.

3.3 The Client/Fleet/Contractor Responsibilities

The lists set out the general responsibilities of the Council (as the Client) and the Contractor.

Client

1. Produce and review the Winter Service Policy and Plan
2. Define and set standards (such as response times) and rates of spread
3. Define and set priorities for network coverage
4. Designate the routes to be followed
5. Day to day decision making
6. Monitor salt and quantity levels throughout the year. Order salt as required
7. Liaise with neighbouring highway authorities
8. Provide budget
9. Monitor performance

The Client maintains a Duty Officer on call for 24 hours each day throughout the period of operation of the Winter Service. This cover may be extended beyond that period if weather conditions are predicted to remain severe (see section 3.2). The Duty Officer is responsible for day-to-day decisions, maintaining daily records and monitoring salt levels.

Contractor

1. Maintain, service and repair vehicles and equipment
2. Store vehicles and equipment
3. Load salt into vehicles. Unload and clean after each shift
4. Supply all trained drivers and other labour and stand by cover to operate vehicles
5. Coordinate and supervise delivery staff, monitor drivers' hours and health and safety arrangements

3.4 Route Priorities

In order to ensure resources are deployed to achieve the most efficient coverage of the network in a way that recognises the varying degrees of importance of the roads and footways in highway terms each has been allocated one of three priority ratings. A resilience network is also defined.

The Resilience network has been introduced following Code of Practice and pan London (LoTAG) recommendations. The Resilience route is the minimum network that should be gritted and continue to be treated in emergency situations (such as national or borough salt shortages) to ensure essential, critical and core services can be delivered as well as keeping open bus main routes and transport interchanges.

Resilience Route and Resilience only Gritting

Resilience conditions are triggered when agreed with service leads, the Assistant Director Transportation and the Director of Communities, Environment and Central. Trigger points are:

1. *[Extract from Councils Council's Excess Deaths Multi Agency Plan and Severe Weather Plan]* Severe Weather, Low temperatures and heavy snow. For at least one week, multiple regions of the UK (London being one), are subject to low temperatures and snow (falling and lying) over substantial areas of low-lying land, (below 300m). After an initial fall of snow, there is further snowfall on and off for at least 7 days. Most lowland areas

experience some falls in excess of 10cm at a time, with overall snow depth in excess of 30cm. This would coincide with a period of at least 7 consecutive days with a daily mean temperature below -3°C. This would affect vulnerable communities, particularly older people and those with pre-existing conditions, such as cardiovascular and respiratory disease. An increase in falls, injuries (e.g. fractures) and hypothermia would be expected due to the prolonged period of cold, snow and ice. There will be a large number of excess morbidity / mortality deaths with potentially thousands of casualties and fatalities. This will place significant pressure on health and social care services. Considerable social disruption, along with economic impacts, may affect transport networks, power supplies, telecommunications links and water supplies. Schools & businesses would be hampered by the disruption. School closures would have consequential effects on staffing levels in other sectors, thereby exacerbating the economic impact.

And / or:

2. Salt stocks fall below 500 tonnes with no realistic prospect of receiving new salt deliveries within one week. 500 tonnes of salt is sufficient to grit the resilience network four times per day for seven days at a rate of 40g/m².

Carriageways

- Resilience
 - Main distributor roads
 - Main bus routes
 - Busiest secondary distributor roads
 - Roads leading to hospitals, ambulance and fire stations
- Priority 1
 - Main distributor roads
 - Secondary distributor roads
 - Bus routes
 - Transport interchanges
 - Roads leading to hospitals, ambulances and fire stations, schools etc
- Priority 2
 - Routes linking main and secondary distributor roads
 - Routes through industrial estates and housing hubs, schools etc
- Other
 - All remaining accessible residential roads

Footways

- Priority 1
 - Main shopping areas such as Eltham, Woolwich and Greenwich Town Centres
 - Transport interchanges i.e. around rail stations
 - Hills
- Priority 2
 - Local shopping areas
 - Footbridges
 - Routes through housing estates (with the public highway)
 - Around schools
 - Health facilities
- Other
 - All remaining footways

A full listing of the priority 2 carriageways and priority 1 & 2 footways by road name is contained in Appendix C.

Maps of all the routes are published on the Councils website at https://www.royalgreenwich.gov.uk/info/200264/road_safety/998/winter_road_gritting_service

3.5 **Route coverage**

Following the severe weather during 2008/09 and 2009/10, a number of reviews were carried out of the Winter Service provision. The DfT commissioned countrywide reviews of the Winter Service operations and a separate review was carried out of the London area. As a consequence, each local authority is required to identify its Resilience Network, that is, the minimum number of roads in their areas that are required to be continuously kept open in severe weather to allow essential services to operate reliably and safely and are essential to keep London moving.

In the Royal Borough of Greenwich the Resilience Network is a reduced network compared to the Priority 1 route. Details to Resilience route definition and when to implement Resilience Route only gritting is provided in 3.4.

In each carriageway priority category beats have been designed to ensure salting at coverage of the whole route on manageable areas. A plan showing the beats for Priority 1 and Priority 2 carriageways is shown in Appendix B. There are 6 Priority 1 carriageway beats and these are listed in Appendix B.

Our contractor is under an obligation to provide a standby service and respond to an instruction at any time throughout the winter period as defined in section 3.2. This response time is such that the last vehicle must

leave the depot within two hours of receiving the instruction to salt. Allowing for this mobilisation period, all Priority 1 roads should be salted within 4 hours of the initial instruction. Where possible the Contractor is given advance notice of a call out and more time to mobilise may be specified in the instruction.

The rate of spread of the salt is determined by the Duty Officer. This is dependent on the prevailing weather and the forecast. Suggested spreads are set out below:

Frost or ice after dry conditions	-	10 - 15 grams/square metre
Frost or ice after rainfall/	-	10 - 20 grams/square metre
Wet conditions	-	20 - 40 grams/square metre
Snow fall	-	20 - 40 grams/square metre

The treatment required varies depending on the severity of the weather at the time or the weather prediction. Typically, Priority 1 beats are treated some time during the night as temperatures drop but additional treatment may be required. As indicated earlier these beats will be completed within 2 hours of vehicles leaving the depot. If resources and weather conditions allow precautionary salting then commences on Priority 2 and, following on, other roads subject to instructions from the Duty Officer. Due regard is given to the Health and Safety implications on the workforce when working through the night or following prolonged periods of activity. See Appendix A.

When deciding on the action to be taken due regard is given to a number of issues. It is not appropriate to commence salting merely because of a drop in temperature but the Duty Officer must consider:

- When the last salt application took place and at what spread
- The weather conditions following that last application
- The weather forecast

Over salting can cause environmental damage and jeopardise the integrity of the highway and highway structures.

Footways are not pre-salted and do not form part of the salting route network. However, in the event of severe conditions treatment of the footways commences in a prioritised basis.

Such conditions are likely to occur where rain or a light dusting of snow has fallen on surfaces with a temperature at or below freezing.

3.6 **Snow Clearance**

When snowfall is experienced, the resources mobilised depend on the extent and depth of lying snow and any further amounts of snow and temperature forecast for the next 24 hours. The Duty Officer notifies the Assistant

Director, Transportation, of impending conditions and confirms actions to be taken.

Carriageways and footways are treated in accordance with the priorities set out in Appendix A. Given the variation of climatic conditions in London and South East of England during the winter months it is not possible to have sufficient resources on constant standby to deal promptly with really severe weather conditions. In the event of such conditions being forecast the Duty Officer will need to mobilise all available resources and, when circumstances permit, consult with the Assistant Director on further action.

The Council's Street Services workforce is used for footway gritting when conditions prevent them from carrying out their normal cleansing duties. The staff hand salt footways in accordance with the priorities set out in appendix A & C. In the first instance treatment is limited to the spreading of salt only. Unless otherwise indicated footways on both sides of the road and for its entire length will be treated. It is not necessary to treat the full width of footway but sensible strips shall be treated to aid safe pedestrian passage. The clearance of compacted ice and snow only takes place when the Duty Officer authorises such action. This depends on the affects of the hand salting, on the weather forecasts and the likelihood of the snow persisting. Shuffling snow to the edge of the road can be counter productive due to drainage problems and stock piles becoming icy.

Salt is spread on footways by operatives flicking it from shovels with a stick as well as a limited number of barrow type mechanical spreaders. Protective clothing must be worn at all times in accordance with the risk assessment.

3.7 Salt Bins

Whilst salt bins have been a valuable part of the Winter Service in the past, high levels of vandalism and budgetary constraints have resulted in many of them being removed. Those that remain in a workable condition are filled at the start of the winter period and will not be routinely refilled during the season. Refilling will be done at the discretion of the Duty officer and subject to salt stock and resources.

The bins are not re-filled during severe weather conditions unless road conditions are such that there is risk of vehicles becoming stuck. Given the demands placed on resources at these times it would not be prudent to jeopardise service vehicles.

The location of existing bins is reviewed each September, however no new sites will be considered outside of the main shopping areas. Following the review of the 2009/10 Winter Service operation and in response to requests from residents, the number of salt bins was substantially increased. See

Appendix F within this document for current locations of salt bins on the public highway.

3.8 Labour, Vehicles and Plant Resources

The Council provides dedicated salting vehicles and plant to the in-house Winter Service contractor. An inventory of these is shown in Appendix E within this document.

The Contractor is required to maintain these in accordance with the contract and to ensure all staff are fully trained in their operation. The Contractor draws up a rota of drivers covering the whole winter period and makes provision for the possible need for continuous 24 hour working. At present the Contractor has 9 drivers fully trained to NVQ/Winter Maintenance standard. This rota is approved by the Lead Duty Officer.

At the start of the Winter Service period the Contractor calibrates the gritter's and issues a calibration certificate to the Lead Duty Officer.

In June 2008 each gritter lorry was fitted with a GPS Tracker system. This enables the Council to monitor the gritting activities of each lorry to ensure the prescribed routes are followed. The tracker system provides a timed and dated record of each gritter's location at regular intervals throughout the operational periods.

Wherever possible the Council uses its own staff to deal with additional labour requirements during severe weather conditions but should the need arise staff will be called in from the Council's highways term contractor.

3.9 Salt

A national Salt Cell was established by the Highways Agency in response to the severe weather in the 2009/10 winter. In response to the Winter Resilience review a similar arrangement has been put in place in London. In previous years TfL established sites to hold stocks of salt sufficient to provide emergency supplies, as required, to all boroughs in the event that usual salt supply channels are not operating. However, this reserve salt stock was disposed of in 2017/18 and is no longer available to boroughs. It continues to be recommended that all local authorities hold salt sufficient to treat their Resilience Networks for a specified period.

The salt used must comply with British Standard 3247 1991. Salt stocks are currently held at the Council's Birchmere. At the start of the Winter Service period these stocks are calculated and reviewed against resilience service

commitments. There will be approx. 2000 tonnes of salt in storage at the start of the winter season.

The stocks should be covered at all times to keep them dry and thereby reduce losses. It should be noted that salt has little effect on melting snow or ice below the temperature of minus 7 degrees centigrade and reduced effect of minus 5 degrees centigrade.

3.10 Weather Information

During the winter season the Council obtains detailed weather forecasts via email and website access, from Metdesk. This is specifically designed to cover winter service activities by highway authorities and predicts road surface temperature as well as air temperature.

The service provides the following:

- A detailed 24 hour weather forecast
- A 2 – 5 day forecast
- A 24 hour telephone consulting service.

Weather forecast information is provided online 24/7 for the duty officer's to access and monitor as required. The duty officer is also notified via telephone of any sudden or unexpected changes to the weather conditions.

3.11 Decision Making

The new 2016 Code recommends authorities move to a risk management based approach to highway maintenance and management, including for winter service. Very few prescribed standards are provided and the previous "decision making matrix" for winter service call outs is no longer included in the 2016 Code.

However, as described above, aspects of the specific guidance contained in the 2005 Code are retained by the Royal Borough. The decision-making matrix provided a useful tool to duty officers when deciding on the appropriate decision / instruction. As such the decision-making matrix is adapted (edited to suit the Royal Boroughs circumstances) and included in Appendix A of this document.

Winter Service is a very costly service. Highway authorities spend significant amounts of money on precautionary gritting for frost on a relatively small (as a percentage) but key road network. There is little evidence (certainly at

Royal Greenwich and in the experience of officers in London) of reports of accidents or claims on treated or untreated road following frost conditions.

However, a significant part of the service is focused on precautionary gritting for frost when temperatures may only be forecast to marginally fall below zero degrees for a short period of time, in only the very coldest part of the borough, in the middle of the night when traffic volumes are lightest and when temperatures may well rise before the morning peak (as a result of the most commonly occurring winter weather conditions).

As a result, a risk management approach to instructing gritting is taken. This will result in lower costs to the Council at a time when there is significant financial pressure, environmental benefits as a result of running fewer vehicles and through spreading less salt, which is an environmental poison.

Accordingly, the call out criteria for precautionary gritting for frost now also considers the time of day the frost is forecast, the time that road surface temperatures are expected to recover and the extent below zero degrees the forecast is (i.e., will it be a hard frost or a very mild frost).

The weather forecasting service is used by officers to determine whether (and when) the winter service plans should come into operation and whether to issue the necessary callout instructions (with the aid of the decision-making matrix).

Royal Greenwich receives specific weather forecasts three times per day. The forecasts are received at approximately 0700 hours, 1300 hours and 1800 hours each day. Weather conditions are monitored 24 hours a day by Metdesk and additional forecasts may be issued if there are changes.

When significant changes are expected to take place Metdesk updates the forecasts regularly and notifies the Duty Officer who will take appropriate action based on the above comments.

When snow is forecast the Duty Officer will place the Contractor and all relevant staff on alert.

Neighbouring highway authorities are also informed of decisions.

The Council's decision making is based on a risk management-based approach, as set out in the 2016 Code. Where the forecast is predicted to drop to or below zero degrees in only the coldest part of the borough for only a short period of time (before road surface temperatures recover above zero degrees) then it may not be necessary to instruct the gritters (which would need to grit the entire PI network). To do so would incur significant cost and resource and the risk of any accident is very low. Whilst it's not possible to be specific for all circumstances decision will be made on this risk based approach throughout the winter.

3.12 Operational Communications

It is important to maintain a record of actions to ensure evidence is available when assessing the liability for any injury or damage claims. All instructions to the Contractors are therefore confirmed by e-mail via the Metdesk Decision Board and a record of the action is made.

Gritting instructions are provided by telephone call, usually before 15.30 hours and actions are logged on the "Decision Board" (part of the weather forecasters website) which sends an email notification of the action taken. Actions and salt usage / salt stock is retained by the client.

In order to provide information to the salting lorries, duty officers communicate with a coordinator, who then relays information to the salt lorry drivers. The Contractor should ensure the mobile phones are in full working order during the periods the vehicles are on the road. Drivers can then report their progress or notify their supervisor of any problems throughout these periods.

3.13 Pre-Season Arrangements

In September each year the Lead Duty Officer confirms the state of readiness with the Contractor. All plant and machinery shall be tested and the salt stock monitored. Appropriate action is taken to ensure all equipment is in full working order and the salt stock is available.

A meeting is held at that time with the Contractor and the Council Managers to make certain staff are aware of the details of the Winter Service Operational Plan and their roles. Staffing levels and their qualifications are confirmed with the Lead Duty Officer.

Contract arrangements are confirmed with the Metdesk forecasting service before the season commences.

The updated Service Plan is placed on the Council's website and a letter or memorandum sent out to all those people and authorities identified in Appendix G confirming this action.

3.14 Performance Monitoring

Following the end of the Winter Service season the Lead Duty Officer reviews the past season and considers any problems encountered during that period. The complaints received are analysed to establish the need for

possible changes to the Service Plan. Identified changes will the be included in the review for the following year.

3.15 The Duty Officer

The post of Duty Officer, described in this Service Plan, will be covered by the Highways officers within Communities, Environment and Central. Each officer will be Duty Officer for one-week periods throughout the period of service (see section 2.2). Changeover will be midday on the Friday of each week. Both Duty Officers will remain on 24-hour standby throughout the season.

The Duty Officers are communicated to all the internal teams that need to know and placed on the rota at the start of winter.

Outside of office hours contact should be made through the Council's Emergency Control Centre (telephone no. 0208 854 8888).

Appendices

- Appendix A - Decision making matrix
- Appendix B - Priority 1 Carriageway Beats
- Appendix C - Priority 2 Carriageway Beats and Priority 1 and 2 Footway listings
- Appendix D - Beat Plan
- Appendix E - Inventory of vehicles and plant
- Appendix F - Location of Salt bins
- Appendix G - Distribution list

APPENDIX A

Decision Matrix Guide				
		Predicted Road Conditions		
Road Surface Temperature Forecast	Weather / Precipitation	Wet	Wet Patches	Dry
May fall to 0°C but not below -1°C for less than 2 hours	No Action Likely – monitor forecast, conditions and timing of frost. Also consider residual salt on road.			
Expected to fall below 0°C (for more than 2 hours)	No rain No hoar frost No fog	Salt before frost / freezing (road surface) temperatures	Salt before frost	No action likely, monitor weather
	No rain No hoar frost No fog			
	Expected hoar frost Expected frost	Salt before frost		
	Expected rain before freezing	Salt after rain stops		
	Expected rain during freezing	Salt before frost, as required during rain and again after rain stops (if temperatures remain below zero)		
	Possible rain Possible hoar frost Possible fog	Salt before frost		Monitor weather conditions
Expected Snow		Salt before snow fall. Salt during snow fall if accumulations.		
The decision to undertake precautionary treatment should, if appropriate, be adjusted to take account of residual salt or surface moisture. All decisions require continuous monitoring and review.				

Precautionary gritting of roads shall be to the resilience route / P1 route only except for when snow is forecasted and or when daytime temperatures are not expected to rise above 1° C, in which case P2 roads shall also be precautionary gritted as well.

APPENDIX B

For a copy of the maps please see:

https://www.royalgreenwich.gov.uk/info/200264/road_safety/998/winter_road_gritting_service

Priority I Carriageway Beats

All beats start from the Birchmere Depot

1.	Blue Beat	36miles (58km)
2.	Green Beat	23miles (37km)
3.	Red Beat	29.2miles (47km)
4.	Orange Beat	37.8miles (60km)
5.	Brown Beat	31.7miles (51km)
6.	Purple Beat	25.9miles (40km)

Total coverage of combined beats = 183.6miles (293km)

BLUE BEAT – ROADS

AVERY HILL ROAD
BEXLEY ROAD
BREWERY ROAD
BROWNSPRINGS DRIVE
BURRAGE ROAD
COLEPITS WOOD ROAD
CORELLI ROAD
CROWN WOODS WAY
DOMONIC DRIVE
DURSLEY ROAD
ELTHAM HIGH STREET
FOOTSCRAY ROAD
GREEN LANE
HALFWAY STREET
HERBERT ROAD
HOLBURNE ROAD (from Dursley Road to Corelli Road)
MOLESCROFT DRIVE
OVERMEAD
PLUMSTEAD COMMON ROAD
RAGLAN ROAD
RIEFIELD ROAD
RIEFIELD ROAD
ROCHESTER WAY
ROCHESTER WAY
SHOOTERS HILL ROAD
SOUTHEND CRESCENT
SOUTHWOOD ROAD
WELL HALL ROAD
WELLING WAY
WESTMOUNT ROAD
WILLIAM BAREFOOT DRIVE
WOOLACOMBE ROAD (from Wricklemarsh Road to Dursley Road)
WRICKLEMARSH ROAD

GRITTING ROUTE - BLUE

GRITTER GARAGED AT BIRCHMERE DEPOT.

START BIRCHMERE DEPOT WHERE VEHICLE IS TO BE LOADED FROM SALT STOCK PILE

EASTERN WAY TURN RIGHT INTO PLUMSTEAD ROAD TURN LEFT INTO WOOLWICH NEW ROAD START SALTING LEFT ONTO A205 RED ROUTE STOP SALTING FORWARD ACADEMY ROAD FORWARD WELL HALL ROAD TURN LEFT INTO ROCHESTER WAY START SALTING TURN LEFT INTO WELLING WAY U TURN AT BOROUGH BOUNDARY RETURN TURN LEFT ROCHESTER WAY TURN RIGHT INTO RIEFIELD ROAD TURN LEFT INTO BEXLEY ROAD U TURN BOROUGH BOUNDARY RETURN BEXLEY ROAD TURN LEFT INTO AVERY HILL ROAD FORWARD INTO HALFWAY STREET TURN RIGHT INTO OVERMEAD TURN LEFT INTO AVERY HILL ROAD FORWARD INTO SOUTHWOOD ROAD FORWARD INTO GREEN LANE LEFT INTO EDGEBURY ROAD LEFT INTO DOMONIC DRIVE RIGHT INTO MOLESCROFT DRIVE RIGHT INTO BROWNSPRINGS DRIVE LEFT INTO DOMONIC DRIVE RIGHT INTO EDGEBURY ROAD RIGHT INTO GREEN LANE TURN LEFT INTO WILLIAM BAREFOOT DRIVE U TURN AT BORO BOUNDARY RETURN TURN LEFT INTO GREEN LANE TURN LEFT INTO FOOTSCRAY ROAD TURN RIGHT INTO SOUTHEND CRESCENT TURN LEFT INTO ELTHAM HIGH STREET TURN RIGHT INTO WESTMOUNT ROAD U TURN AT GRANGE HILL ROUNDABOUT AND RETURN TURN RIGHT INTO HIGH STREET TURN LEFT INTO FOOTSCRAY ROAD U TURN AT BOROUGH BOUNDARY RETURN TURN RIGHT INTO AVERY HILL ROAD TURN LEFT INTO BEXLEY ROAD FORWARD ELTHAM HIGH STREET FORWARD ELTHAM HILL TO A205 RED ROUTE STOP SALTING U TURN AT ROUNDABOUT AND RETURN ELTHAM HILL START SALTING FORWARD ELTHAM HIGH STREET FORWARD BEXLEY ROAD TURN LEFT CROWN WOODS WAY

TURN LEFT INTO COLEPITS WOOD ROAD TURN RIGHT INTO RIEFIELD ROAD FORWARD ROCHESTER WAY TURN RIGHT INTO WELL HALL ROAD A205 RED ROUTE **STOP SALTING** FORWARD TURN LEFT INTO SHOOTERS HILL ROAD LEFT INTO FARJEON ROAD **START SALTING** RIGHT INTO WRICKLEMARSH ROAD LEFT INTO WOOLACOMBE ROAD LEFT INTO DURSLEY ROAD RIGHT INTO HOLBURNE ROAD LEFT INTO CORELLI ROAD RIGHT INTO SHOOTERS HILL ROAD **STOP SALTING** LEFT INTO ACADEMY ROAD LEFT INTO WOOLWICH COMMON ROAD **START SALTING** FORWARD INTO HERBERT ROAD TURN RIGHT INTO PLUMSTEAD COMMON ROAD TURN LEFT INTO BURRAGE ROAD TURN RIGHT INTO RAGLAN ROAD FORWARD BREWERY ROAD **STOP SALTING** AT LAKEDALE ROAD.

RETURN TO DEPOT.

BROWN BEAT - ROADS

BAKER ROAD
COURT ROAD
COURTLANDS AVENUE
OLD DOVER ROAD
ELTHAM ROAD
GRAND DEPOT RD SALT ONLY FROM NEW ROAD TO A205 RED
ROUTE
HENLEY CROSS
KIDBROOK WAY
KIDBROOKE PARK ROAD
KIDBROOKE WAY
LYME FARM ROAD
MIDDLE PARK AVENUE
MOORHEAD WAY
MOTTINGHAM ROAD
OLD DOVER ROAD
OLD ROCHESTER WAY
ROCHESTER WAY
SHOOTERS HILL ROAD
STRATHEDEN ROAD
TUDWAY ROAD
WEIGALL ROAD
WELL HALL ROAD
WEST PARK,
WESTHORNE AVENUE

GRITTING ROUTE - BROWN

GRITTER GARAGED AT BIRCHMERE DEPOT.

START BIRCHMERE DEPOT WHERE VEHICLE IS TO BE LOADED FROM SALT STOCK PILE.

EASTERN WAY TURN RIGHT INTO PLUMSTEAD ROAD FORWARD PLUMSTEAD ROAD TURN LEFT INTO WOOLWICH NEW ROAD START SALTING FORWARD INTO GRAND DEPOT ROAD SALTING ONLY FROM NEW ROAD TO A205 RED ROUTE, STOP SALTING, FORWARD GRAND DEPOT ROAD TURN RIGHT INTO HA HA ROAD LEFT INTO STADIUM ROAD START SALTING FORWARD LEFT INTO BAKER ROAD LEFT INTO SHOOTERS HILL ROAD FORWARD SHOOTERS HILL, U TURN BOROUGH BOUNDARY RETURN SHOOTERS HILL FORWARD SHOOTERS HILL ROAD U TURN SUN IN SANDS ROUNDABOUT RETURN SHOOTERS HILL ROAD TURN LEFT INTO OLD DOVER ROAD LEFT INTO STRATHEDEN ROAD LEFT INTO SHOOTERS HILL ROAD, STOP SALTING, RED ROUTE TURN RIGHT INTO KIDBROOKE PARK ROAD, START SALTING, TURN LEFT INTO KIDBROOKE WAY FORWARD ROCHESTER WAY RIGHT INTO WELL HALL ROAD FORWARD COURT ROAD TURN RIGHT INTO A20, STOP SALTING, TURN LEFT IN WEST PARK, START SALTING, TURN LEFT INTO MOTTINGHAM ROAD, STOP SALTING, TURN LEFT INTO COURT ROAD, START SALTING, TURN LEFT INTO MIDDLE PARK AVENUE TURN LEFT ONTO WESTHORNE AVENUE, STOP SALTING. RED ROUTE LEFT INTO ELTHAM ROAD TURN RIGHT INTO KIDBROOKE PARK ROAD TURN LEFT INTO WEIGALL ROAD TURN RIGHT INTO MOORHEAD WAY, START SALTING, FORWARD TO TURNING CIRCLE, EXIT MOORHEAD WAY, STOP SALTING, TURN LEFT INTO WEIGALL ROAD TURN RIGHT INTO KIDBROOKE PARK ROAD, TURN LEFT INTO TUDWAY ROAD, START SALTING, TURN RIGHT INTO BOYD WAY, STOP SALTING, TURN RIGHT INTO ELTHAM GREEN ROAD CONTINUE

TO ELTHAM ROAD TURN RIGHT AND FOLLOW TO COURTLANDS AVENUE TURN RIGHT INTO COURTLANDS AVENUE, **START SALTING**, LEFT INTO LYME FARM ROAD LEFT INTO WEIGALL ROAD, **STOP SALTING**, LEFT INTO ELTHAM ROAD FORWARD INTO MIDDLE PARK AVENUE TURN LEFT INTO KINGSGROUND, **START SALTING**, TURN RIGHT INTO ELTHAM HILL, **STOP SALTING**, TURN LEFT INTO WELL HALL ROAD, **START SALTING**, LEFT IN ROCHESTER WAY LEFT INTO KIDBROOKE PARK ROAD FORWARD INTO HENLEY CROSS U TURN RETURN KIDBROOKE PARK ROAD TURN RIGHT INTO KIDBROOK WAY LEFT INTO OLD ROCHESTER WAY FORWARD TO SHOOTERS HILL ROAD, **STOP SALTING**, AT J/O OLD DOVER ROAD, **START SALTING**, FORWARD SHOOTERS HILL ROAD **STOP SALTING**.

RETURN TO DEPOT

GREEN BEAT – ROADS

ANGLESEA ROAD
ANKERDINE CRESCENT
ARTILLERY PLACE
BLOOMFIELD ROAD
BRENT ROAD
BRINKLOW CRES
BURRAGE ROAD
CALDERWOOD STREET
CASTILE ROAD
CONDOVER CRESCENT
CONDUIT ROAD
COOMBESIDE
CRESCENT ROAD
DONALDSON ROAD
DUNCROFT ROAD
EDISON ROAD
EGLINGTON HILL
FERRY CAR PARK
FLAXTON ROAD
FRANCIS STREET
GARLAND ROAD
HA HA ROAD
HARE STREET
HERBERT ROAD
HIGH GROVE
HIGHMEAD
JOHN WILSON ST
KIRK LANE
LANSTEAD ROAD
MONK ST
MOORDOWN
NIGHTINGALE PLACE
OLD MILL ROAD
PLUM LANE
PLUMSTEAD COMMON ROAD
POWIS ST
RAGLAN ROAD
SANDY HILL
SHOOTERS HILL
SHREWSBURY LANE
SWINGATE LANE
THE SLADE

THOMAS STREET
THORNHILL AVE
TIMBERCROFT LANE
VINCENT ROAD
WARWICK TERRACE
WAVERLEY CRES
WELLINGTON ST
WOOLWICH CHURCH ST
WOOLWICH HIGH STREET

GRITTING ROUTE - GREEN

GRITTER GARAGED AT BIRCHMERE DEPOT

START BIRCHMERE DEPOT WHERE VEHICLE IS TO BE LOADED FORM SALT STOCK PILE.

EASTERN WAY TURN RIGHT INTO PLUMSTEAD ROAD TURN LEFT INTO WOOLWICH NEW ROAD TURN LEFT INTO VINCENT ROAD START SALTING TURN RIGHT INTO BURRAGE ROAD TURN RIGHT INTO CRESCENT ROAD TURN LEFT INTO BLOOMFIELD ROAD TURN LEFT INTO PLUMSTEAD COMMON ROAD TURN LEFT INTO WAVERLEY CRES RIGHT INTO WARWICK TERRACE RIGHT OLD MILL ROAD LEFT PLUMSTEAD COMMON ROAD RIGHT INTO GARLAND ROAD FORWARD TO HIGH GROVE LEFT INTO FLAXTON ROAD TURN RIGHT INTO DUNCROFT ROAD LEFT INTO SWINGATE LANE TURN RIGHT INTO HIGHMEAD TURN RIGHT INTO COOMBESIDE RIGHT INTO EDISON ROAD LEFT INTO SWINGATE LANE FORWARD THROUGH THE SLADE LEFT INTO TIMBERCROFT LANE FORWARD INTO THORNHILL AVE LEFT INTO SWINGATE LANE LEFT INTO FLAXTON ROAD RIGHT INTO LANSTEAD ROAD RIGHT INTO GARLAND ROAD LEFT INTO PLUMSTEAD COMMON ROAD TURN LEFT INTO KIRK LANE LEFT INTO PLUM LANE RIGHT INTO BRINKLOW CRES LEFT AND RETURN PLUM LANE INTO KIRK LANE LEFT INTO PLUMSTEAD COMMON ROAD FORWARD NIGHTINGALE PLACE FORWARD HA HA ROAD U TURN QEH RETURN HA HA FORWARD NIGHTINGALE PLACE TURN RIGHT INTO HERBERT ROAD LEFT INTO EGLINGTON HILL TURN RIGHT INTO CONDOVER RIGHT INTO DONALDSON ROAD TURN LEFT INTO ANKERDINE CRESCENT TURN RIGHT INTO MOORDOWN TURN LEFT INTO DONALDSON ROAD TURN LEFT INTO SHOOTERS HILL TURN LEFT INTO SHREWSBURY LANE LEFT INTO EGLINGTON HILL LEFT INTO BRENT ROAD LEFT INTO EGLINGTON HILL RIGHT INTO HERBERT

ROAD FORWARD INTO SANDY HILL FORWARD CRESCENT ROAD TURN RIGHT INTO BURRAGE ROAD TURN RIGHT INTO RAGLAN ROAD FORWARD INTO CONDUIT ROAD FORWARD INTO ANGLESEA ROAD RIGHT INTO MASON HILL **STOP SALTING** TURN LEFT INTO WILMOUNT STREET CROSS INTO THOMAS STREET **START SALTING** TURN LEFT INTO WELLINGTON ST FORWARD INTO ARTILLERY PLACE TURN RIGHT INTO FRANCIS STREET TURN RIGHT INTO WOOLWICH CHURCH ST LEFT INTO FERRY CAR PARK LEFT INTO WOOLWICH HIGH STREET U TURN ROUNDABOUT WARREN LANE LEFT INTO HARE STREET RIGHT INTO POWIS ST LEFT INTO JOHN WILSON **STOP SALTING** LEFT INTO CASTILLE ROAD **START SALTING** LEFT INTO MONK ST U TURN RETURN MONK STREET FORWARD INTO CALDERWOOD STREET FORWARD INTO THOMAS STREET (**STOP SALTING AFTER THE JUNCTION WITH WELLINGTON STREET**) TURN RIGHT INTO WOOLWICH NEW ROAD TURN LEFT INTO ANGELSEA ROAD **START SALTING** TURN RIGHT INTO CRESCENT ROAD RIGHT INTO SANDY HILL FORWARD TO WOOLWICH NEW ROAD. **STOP SALTING.**

RETURN TO DEPOT

ORANGE BEAT - ROADS

BASILDON ROAD
BATTERY ROAD
BENTHAM ROAD
BLITHDALE ROAD
BOSTALL HILL
BRAMPTON ROAD
BROADWATER ROAD
CARLYLE ROAD
CENTRAL WAY
CHURCH MANOR WAY
CROSSWAY
EASTERN WAY
EYNSHAM DRIVE
FINCHALE ROAD
GOOSANDER WAY
GRIFFIN ROAD
GROVEBURY ROAD
HILL VIEW DRIVE
KING'S HIGHWAY
KNEE HILL
LAKEDALE ROAD
LODGE HILL
LONGLAIGH LANE
MANTON ROAD
MCLEOD ROAD
MILES DRIVE
MULBERRY ROAD
MYRTLEDENE
NATHAN WAY
PETTMAN CRESCENT
PLUMSTEAD HIGH STREET
POPLAR PLACE
SEWELL ROAD
SLIP ROAD FROM HARROW MANOR WAY
THAMESMERE THROUGH BUS TERMINUS
THE SLADE
TOM CRIBB
TWIN TUMPS ROAD
WARWICK TERRACE
WEST HEATH ROAD
WESTERN WAY

WESTERN WAY BUS STOPS AND SLIP ROADS

WICKHAM LANE

WAREPOINT DRIVE

WILTON ROAD INTO ONE WAY SYSTEM UNDER FLYOVER AROUND CAR PARK

WHINCHAT ROAD

WOODHURST ROAD

GRITTING ROUTE - ORANGE

GRITTER GARAGED AT BIRCHMERE DEPOT START

START BIRCHMERE DEPOT WHERE VEHICLE IS TO BE LOADED FROM SALT STOCK PILE.

LEAVE DEPOT START SALTING AT EASTERN WAY FORWARD WESTERN WAY FORWARD PETTMAN CRESCENT TURN LEFT INTO PLUMSTEAD HIGH STREET TO BASILDON ROAD TURN LEFT CONTINUE THROUGH EYNHAM DRIVE LEFT INTO GROVEBURY ROAD LEFT INTO SEWELL ROAD FORWARD AND LEFT INTO CHURCH MANOR WAY LEFT INTO FINCHALE ROAD LEFT INTO EYNHAM DRIVE FORWARD AND LEFT INTO SLIP ROAD FROM HARROW MANOR WAY LEFT INTO SEWELL ROAD LEFT INTO GROVEBURY ROAD RIGHT INTO EYNHAM DRIVE TURN LEFT INTO MCLEOD ROAD LEFT AT ROUNDABOUT INTO WILTON ROAD INTO ONE WAY SYSTEM UNDER FLYOVER AROUND CAR PARK RETURN VIA MCLEOD ROAD TURN LEFT INTO BASILDON ROAD TO PLUMSTEAD HIGH STREET TURN LEFT FORWARD BOSTALL HILL AT KNEE HILL U-TURN AND RETURN TO CHURCH MANOR WAY RIGHT INTO BLITHDALE ROAD RIGHT INTO WOODHURST ROAD LEFT INTO MYRTLEDENE ROAD LEFT INTO BASILDON ROAD LEFT INTO MANTON ROAD LEFT INTO WOODHURST ROAD RIGHT INTO PLUMSTEAD HIGH STREET LEFT INTO WICKHAM LANE TURN LEFT INTO LODGE HILL LEFT INTO LONGLEIGH LANE RIGHT INTO BOSTALL HILL ROAD RIGHT INTO BRAMPTON ROAD RIGHT INTO WEST HEATH ROAD RIGHT INTO LONGLEIGH LANE LEFT INTO LODGE HILL RIGHT INTO WICKHAM LANE LEFT INTO KING'S HIGHWAY TURN LEFT CONTINUE TO LAKEDALE ROAD TURN RIGHT CONTINUE TO PLUMSTEAD HIGH STREET TURN LEFT **STOP SALTING. CONTINUE TO GRIFFIN ROAD TURN LEFT START SALTING CONTINUE THROUGH WARWICK TERRACE TURN LEFT THROUGH THE**

SLADE CONTINUE THROUGH KING'S HIGHWAY TURN LEFT INTO WICKHAM LANE CONTINUE TO PLUMSTEAD HIGH STREET TURN LEFT CONTINUE TO PETTMAN CRESCENT USE LANE ONE TURN LEFT INTO TOM CRIBB TURN RIGHT INTO BROADWATER ROAD RIGHT AT ROUNDABOUT INTO GOOSANDER WAY INTO WHINCHAT ROAD INTO WAREPOINT DRIVE INTO MILES DRIVE RIGHT INTO HILL VIEW DRIVE INTO BATTERY ROAD AROUND ELONGATED ROUNDABOUT CONTINUE TO ROUNDABOUT TURN RIGHT MULBERRY ROAD TO ROUNDABOUT AND RETURN TO COMPLETE BATTERY ROAD ONTO WESTERN WAY BUS STOPS AND SLIP ROADS CONTINUE TO PETTMAN CRESCENT LANE THREE TURN RIGHT THROUGH BUS DEPOT SLIP ROAD INTO PETTMAN CRESCENT INTO WESTERN WAY CONTINUE TO ELEVATED ROUNDABOUT EASTERN WAY AND RETURN VIA EASTERN WAY TURN LEFT INTO NATHAN WAY TURN LEFT INTO PETTMAN CRESCENT FORWARD WESTERN WAY LEFT INTO CENTRAL WAY LEFT INTO TWIN TUMPS ROAD TO ROUNDABOUT AND RETURN CONTINUE CENTRAL WAY LEFT INTO THAMESMERE THROUGH BUS TERMINUS AND RETURN CONTINUE CENTRAL WAY RIGHT INTO CARLYLE ROAD LEFT INTO CROSSWAY U -TURN AT POPLAR PLACE AT BOILER HOUSE ROUNDABOUT LEFT CARLYLE ROAD TO ELEVATED ROUNDABOUT AND RETURN TO CENTRAL WAY CENTRAL WAY LEFT INTO BENTHAM ROAD RIGHT INTO CARLYLE ROAD U-TURN AT ELEVATED ROUNDABOUT AND RETURN VIA CARLYLE ROAD LEFT INTO CENTRAL WAY FORWARD TO EASTERN WAY **STOP SALTING.**

RETURN TO DEPOT.

PURPLE BEAT – ROADS

ANCHOR & HOPE LANE
BLACKWALL LANE
BROOD STREET
BUGSBY WAY
CHARLTON CHURCH LANE
CHARLTON LANE
CHARLTON PARK ROAD
EDMUND HALLEY WAY
JOHN HARRISON WAY
MILLENNIUM WAY
ORDNANCE CRESCENT
PEARTREE WAY
PROSPECT VALE
THORNTREE ROAD
TUNNEL AVENUE
WEST PARKSIDE RIGHT
WOODLANDS TERRACE
WOOLWICH CHURCH STREET
WOOLWICH ROAD

GRITTING ROUTE - PURPLE

GRITTER GARAGED AT BIRCHMERE DEPOT

**START BIRCHMERE DEPOT WHERE VEHICLE IS TO BE LOADED FROM
SALT STOCK PILE**

**EASTERN WAY TURN RIGHT PLUMSTEAD ROAD FORWARD TO
WOOLWICH ROAD. TURN LEFT INTO CHARLTON LANE START
SALTING, U TURN AT HICKIN CLOSE, LEFT TO WOOLWICH ROAD AT
CHARLTON CHURCH LANE START SALTING, FORWARD TO BTSA
FLYOVER STOP SALTING, FORWARD TURN RIGHT INTO BLACKWALL
LANE START SALTING, TURN LEFT INTO TUNNEL AVE ORDNANCE
CRES INTO MILLENNIUM WAY FORWARD AND THROUGH BUS
TERMINUS, TURN LEFT INTO EDMUND HALLEY WAY RIGHT INTO
WEST PARKSIDE RIGHT INTO JOHN HARRISON WAY, U TURN AT
ROUNDAABOUT RETURN U TURN AT ROUNDAABOUT NEAR RIVER
RETURN (West Parkside not done because there is no place to turn at pinch
point) FORWARD INTO BLACKWALL LANE TURN LEFT INTO
WOOLWICH ROAD STOP SALTING, FORWARD TURN RIGHT INTO
PEARTREE WAY START SALTING U TURN BUGSBY WAY AND RETURN
PEARTREE WAY LEFT INTO WOOLWICH ROAD STOP SALTING LEFT
INTO ANCHOR & HOPE LANE START SALTING TURN LEFT INTO
BUGSBY WAY FORWARD MILLENNIUM WAY LEFT INTO Brood Street U
TURN LEFT INTO MILLENNIUM WAY AT DOME ROUNDAABOUT U turn
AND RETURN LEFT INTO EDMUND HALLEY WAY U TURN AT
UNDERGROUND STATION RETURN EDMUND HALLEY WAY LEFT INTO
MILLENNIUM WAY FORWARD BUGSBY WAY VIA LOMBARD WALL AND
WOOLWICH ROAD STOP SALTING. FORWARD WOOLWICH CHURCH
STREET U TURN THEN LEFT INTO PROSPECT VALE START SALTING
FORWARD WOODLANDS TERRACE FORWARD THORNTREE ROAD
FORWARD CHARLTON LANE LEFT INTO CHARLTON PARK ROAD STOP
SALTING VIA PLUMSTEAD ROAD SALTING BUS LANE ACROSS BRIDGE**

RETURN TO DEPOT.

RED BEAT – ROADS

BATLEY PARK
BEACONSFIELD ROAD
BERESFORD STREET
BLACKHEATH ROAD
CEMETERY LANE
CHARLTON CHURCH LANE
CHARLTON CHURCH LANE BUS TERMINUS
CHARLTON PARK LANE
CHARLTON PARK ROAD
CHARLTON ROAD
CHARLTON WAY
CREEK ROAD
EASTCOMBE AVE
GREENWICH HIGH ROAD
GREENWICH SOUTH STREET
HILL REACH
KING WILLIAM WALK
LEWISHAM ROAD
LITTLE HEATH
MAZE HILL
MORDEN HILL
PLUMSTEAD ROAD
PRINCE CHARLES ROAD
PRIOLO GARDENS
REPOSITORY ROAD
ROMNEY ROAD
SHOOTERS HILL ROAD
THE VILLAGE
TRAFALGAR ROAD
VANBRUGH FIELDS
VANBRUGH HILL
VANBRUGH PARK
VICTORIA WAY
WELLINGTON GARDENS
WESTCOMBE HILL
WESTCOMBE PARK ROAD
WOOLWICH CHURCH ST
WOOLWICH CHURCH STREET
WOOLWICH ROAD

GRITTING BEAT - RED

GRITTER GARAGED AT BIRCHMERE DEPOT.

START BIRCHMERE DEPOT WHERE VEHICLE IS TO BE LOADED FROM SALT STOCK PILE.

EASTERN WAY TURN RIGHT PLUMSTEAD ROAD START SALTING, FORWARD BERESFORD STREET FORWARD WOOLWICH CHURCH STREET FORWARD WOOLWICH ROAD TURN LEFT INTO CHARLTON CHURCH LANE BUS TERMINUS FORWARD CHARLTON CHURCH LANE TURN RIGHT INTO WELLINGTON GARDENS RIGHT INTO VICTORIA WAY LEFT INTO EASTCOMBE AVE LEFT INTO CHARLTON ROAD LEFT INTO VICTORIA WAY RIGHT INTO PRIOLO GARDENS RIGHT INTO CHARLTON CHURCH LANE TURN LEFT INTO THE VILLAGE FORWARD CHARLTON PARK ROAD FORWARD LITTLE HEATH FORWARD HILL REACH TURN RIGHT INTO REPOSITORY ROAD TURN RIGHT INTO CHARLTON PARK LANE TURN RIGHT INTO CEMETERY LANE LEFT INTO CHARLTON PARK ROAD FORWARD CHARLTON ROAD BATLEY PARK INTO WESTCOMBE HILL TURN LEFT INTO WOOLWICH ROAD FORWARD TRAFALGAR ROAD FORWARD ROMNEY ROAD TURN LEFT INTO GREENWICH HIGH ROAD TURN LEFT INTO BLACKHEATH ROAD A2 RED ROUTE STOP SALTING, TURN RIGHT INTO LEWISHAM ROAD START SALTING, U TURN MORDEN HILL INTO GREENWICH SOUTH STREET, FORWARD INTO GREENWICH HIGH ROAD TURN LEFT INTO CREEK ROAD U TURN AT BOROUGH BOUNDARY RETURN CREEK ROAD FORWARD COLLEGE APPROACH FORWARD KING WILLIAM WALK TURN LEFT INTO ROMNEY ROAD TURN RIGHT INTO VANBRUGH HILL, FORWARD INTO VANBRUGH FIELDS, TURN RIGHT INTO MAZE HILL AT PINCH POINT, TURN RIGHT INTO WESTCOMBE PARK ROAD TURN RIGHT INTO WESTCOMBE HILL FORWARD AROUND BATLEY PARK RIGHT INTO

VANBRUGH PARK FORWARD CHARLTON WAY LEFT INTO PRINCE CHARLES ROAD TURN RIGHT ONTO SHOOTERS HILL ROAD A2 RED ROUTE **STOP SALTING**, FORWARD TURN RIGHT INTO CHARLTON WAY **START SALTING**, TURN LEFT INTO MAZE HILL TURN RIGHT AT PINCH POINTS INTO VANBRUGH PARK TURN LEFT INTO BEACONSFIELD ROAD TURN LEFT INTO WESTCOMBE PARK ROAD TURN RIGHT INTO MAZE HILL TURN RIGHT INTO TRAFALGAR ROAD FORWARD WOOLWICH ROAD FORWARD WOOLWICH CHURCH ST FORWARD PLUMSTEAD ROAD PETTMAN CRESCENT **STOP SALTING**.

RETURN TO DEPOT.

APPENDIX C

SALTING BEAT BLUE PRIORITY 2

Dunblane Road
Arbroath Road
Allenswood Road
Arsenal Road
Grangehill Road
Grangehill Place
Castlewood Drive
Heatherbank
Crookston Road
Glenesk Road - short end
Dairsie Road
Crookston Road
Glenesk Road - short end
Dairsie Road
Elibank Road
Craigton Road
Dunvegan Road
Greenvale Road - from Westmount Road to Grangehill Road
Grange Hill Road
Admiral Seymour Road
Dobell Road
Archery Road
Glenlea Road
Gourock Road
Blunts Road
Messetter Place
Pound Place
Elm Terrace
North Park
Passey Place
Lassa Road
Sherard Road
Prince John Road
Keynsham Road
Lionel Road
Eltham Green Road
Birdbrook Road
Brisett Road
Shawbrook Road
Katherine Gardens then A205 to
Pinnell Road
Carnbrook Road
Highbrook Road
Bournebrook Road

Langbrook Road
Wendover Road
Appleton Road
Whinyates Road
Dickson Road
Downman Road

Return to depot

SALTING BEAT GREEN PRIORITY 2

Conway Road
Roydene Road - parked vehicles - letter required
Tormount Road - parked vehicles - letter required
Chestnut Rise
Sladedale Road
Parkdale Road
Old Mill Road
Ennis Road
Tuam Road - parked cars - letter required
Erindale
Macoma Road
Ennis Road
Admaston Road
Mereworth Drive
Kinlet Road
Eaglesfield Road
Foxcroft Road
Nithdale Road
Dallin Road
Genesta Road
Vernham Road
Wrottesley Road
Cantwell Road
Ankerdine Cres
Donaldson Road
Condover Cres
Moordown
Constitution Rise
Red Lion Lane
Nightingale Vale
Masons Hill
Wilmount Street
Angelsea Road
Brookhill Road
Willenhall Road
Burrage Place
Fredrick Place
Sandbach Place (not garages)
Manthorpe Road
Vicarage Road - tight corners
St Margarets Grove
Blendon Terrace
Vicarage Park- tight corner and narrow road
Durham Rise
Waverley Cres
Heavitree Road

Waverley Road
Burwash Road
Bramblebury Road - tight corner
Gossage Road
Ancona Road
Piedmont Road
Tuscon Road
Robert Street
Earl Rise
Robert Street
Walmer Terrace to Plumstead rail station

Return to depot.

SALTING BEAT RED PRIORITY 2

Canberra Road
Marlborough Lane
Indus Road
Hornfair Road
Charlton Dene
Charlton Park Lane (Canberra to Shooters Hill Road)
Slip Road Shooters Hill Road
South Row
Kidbrook Gardens
Westbrook Road - to Kidbrook Park Road
Invicta Road
Siebert Road
Kirkside Road - left into Mycenae Road
Mycenea Road
Glenluce Road
Ruthin Road - left into Humber Road
Mycenae Road - to Kirkside (stop salting)
St Johns Park(Stratheden Road to Old Dover Road)
Stratheden Road
Vanburgh Park - right Maze Hill
Vanburgh Park - finish off the rest
Beaconsfield Road - U turn at Station Crescent
Hardy Road
Vanburgh Park Road
Coleraine Road
Foyle Road
Vanburgh Park Road (west)
Highmore Road
Westcombe Park Road
Humber Road
Ulundi Road
Dinsdale Road
Halstow Road
Chevening Road
Annadale Road
Calvert Road - letter to residents to keep corner clear
Combedale Road
Ormiston Road
Kemsing Road
Woodland Cres
Lassell St - follow one way
Christchurch Way
Old Woolwich Road
Park Row
Park Vista
Haddo St - turn around in Tarves Way

Norman Road
Straightsmouth Road - up to Randall Place (lay heavy deposit at junction)
Randall Place
Roan Street
Royal Hill
Blisset St
Winforton St
Maidenstone Hill - to Dutton St (lay heavy deposit at junction)
Dutton St - leave narrow section
Point Hill
West Grove
Hyde Vale
Crooms Hill
Stockwell Street
Nevada St
King William Walk
Conington Road
Coldbath Street
John Penn Street

Return to depot.

SALTING BEAT ORANGE PRIORITY 2

Penmon Road
Cookhill Road
Abbey Wood Road (Wilton Road end)
Federation Road
Commonwealth Way
Fuchsia Street
Viola Avenue
Bostall Lane
Bannockburn Road
Blithdale Road to Woodhurst Rd
Church Manorway to Bracondale Road
Myrtledeane Road
Manton Road
Ceres Road
Riverdale Road
Viewland Road
Winn Common Road – from Riverdale Rd to Purrett Rd
Purrett Road
Rippolson Road
Rockmount Road
Grosmount Road (part)
Cemetery Road - to gates
Alliance Road
Verdun Road
Villacourt Road
Kingsdale Road
Bassant Road
Gilbourne Road
Heathfield Villas
Winn Common - to pinch points
Warland Road
Welton Road
Eastview Ave
Irwin Ave
Camdale Road
Kirkham Street

Return to depot

SALTING BEAT BROWN PRIORITY 2

Kinveachy Gardens
Heathwood Gardens
Pound Park Road
Hasted Road
Harvey Gardens
Floyd Road (separate arrangements for this area when CA FC has a home match)
The Heights - public highway only
Lansdown Lane
Horn Park Lane
Upwood Road to boundary
Abergeldie Road
Scotsdale Road
Crathie Road
Alwold Cres
Pastons Cres
Sibthorpe Road
Alwick Road
Mottingham Lane - to Winn Road
Eltham Palace Road - from A20 to Middle Park Ave
Middle Park Ave - from Kingsground to Court Road
Leysdown Road
Hartsmead
Chapel Farm Road
Swithlands Gardens
Hathern Gardens
Beanshaw
Hillview Road
Lystep Road
Mainridge Road
Hevercroft - tight corner
Crockham Way
Milverton Way
Crouch croft
Colemans Heath
Montbelle Road
Charldane Road
Felhampton Road
Colemans Heath
Crouch croft
Altash Way
Wynford Way to William Barefoot Drive
Mottingham service road
Parkview Road
Gerda Road
Mervyn Ave
Thaxted Road

Cadwallon Road
Sparrow Lane
Tiverton Drive
Lannoy Road - parked cars – letter required
Blanmerle Road
Cambridge Green
Castleford Ave
Ivor Grove
Glenesk Road – from Bexley Road to Dumbreck Road
Dumbreck road
Berry Hill
Earlshall Road
Rennetts Wood Road
Packmores Road
Restons Cres
Southspring
Alderwood Road

Return to depot.

SALTING BEAT PURPLE PRIORITY 2

Warspite Road
Eastmoor Street.
Herringham Road
New Lydenburg Street
Mirfield Street
Holgate Street
Westmoor Street
Penhall Road
Charlton Lane (bottom end)
Victoria Way (bottom end)
Rathmore Road
Aldeburgh Street
Fearon St
Denham Street
Nadine Street
Elliscombe Ave
Mayhill Road
Hopedale Road
Sherington Road
Bramshot Ave
Victoria Way
Wyndcliff Road
Highcombe
Bramhope Lane
Eastbrook Road
Woolacombe Road (Dursley Road to Broad Walk)
Broad Walk (bottom end)
Nelson Mandela Road - U turn at Hither Farm Road junction
Broad Walk - U turn at pinch points
Mayday Gardens
Corelli Road
Holburne Road
Hervey Road
Hargood Road
Begbie Road
Merriman Road
Weyman Road
Woodhill
Prospect Vale
Marshall Grove
Samuel Street
Godfey Hill
Woodrow
Ogilby Street
Rideout Street
Ogilby Street

Godrey Road
Woodrow
Lord Warwick Street
Kingsman St
Gorman Road
Kingsman Street
St Marys St
Sunbury St
Greenlaw Street
Church Hill
Belson Road
Borgard Road
Belson Road
Rectory Place

Return to depot.

FOOTWAYS

PRIORITY I FOOTWAYS

Anglesea Road - Shops on shop side
Archery Road - West side full length incl footpaths to Well Hall & Dunvegan Road
Archery Road - East side from Gourock Road to High Street
Barnard Close - both sides
Bathway - both sides
Beresford Square - shops
Beresford Street - both sides
Bunton Street - both sides
Burrage Road - Crescent Road to Plumstead Road on East side + bus stops
Calderwood Street - both sides
Castile Road - South side
Charlton Road - both sides from Westcombe Hill to Eastcombe Avenue
Charlton Village - both sides
Clara Place - both sides
College Approach - both sides
Court Road – both sides from North Park to Eltham High Street
Creek Road - both sides from Norman Road to Greenwich Church Street
Creton Street - both sides
Crooms Hill - both sides
Cutty Sark Gardens
Elizabeth Terrace - both sides
Elm Terrace - both sides
Eltham High St. - both sides from Archery Road to Elderslie Rd
Eltham High St. - both sides from Archery Road to Kingsground incl crossings
Ferry Approach - both sides
Ferry Place - both sides
Footscray Rd - West side from High St to Halons Rd
General Gordon Square
Grand Depot Road - North (Civic House) side Woolwich New Rd to John Wilson St
Greens End - both sides
Greenwich Church Street - both sides
Greenwich High Road – both sides from Norman Road to Stockwell Street
Greenwich South Street - both sides
Hare Street - both sides
King William Walk - both sides
Lakedale Road - West side High Street to Brewery Rd + Shops on both sides
Lemmon Road - Footpaths + steps to Maze Hill
MacBean Street - both sides
Market Street - both sides
Maze Hill - both sides
Messetter Place - both sides
Monk Street - both sides

Nelson Road - both sides
Nevada Street - both sides
Old Dover Road - both sides
Orangery Lane - both sides from Archery Road to Well Hall Road
Passey Place - both sides
Phillipot Path - Court Rd to Pound Pl. inc. footpath from car park to High St
Plumstead High Street - both sides
Plumstead Road - bus stops on both sides + crossing centres
Polytechnic Street - both sides
Pound Place - both sides
Powis Street - both sides
Romney Road - both sides
Roper Street - both sides
Royal Hill - both sides from Greenwich High Road to Gloucester Circus
St Alfege Passage - both sides
St Johns Park - both sides
Stockwell Street - both sides
Stratheden Road - both sides
Thomas Street - both sides
Trafalgar Road - both sides
Vanbrugh Park - Stratheden Road to Mandeville Close on both sides
Well Hall Road - East side from High St to Rochester Way incl Station Approach
Well Hall Road - West side from High St to Tom Coombe Cl inc Tudor & Odeon Parades
Welland Street - both sides
Wellington Street - both sides
Westcombe Hill - both sides from Vanbrugh Pk Rd to Westcombe Pk Rd
Woolwich High Street - both sides from Ferry Roundabout to Beresford Street
Woolwich New Road - both sides from Plumstead Rd to Sandy Hill Rd

FOOTWAYS

Unless otherwise indicated only the footway on one side of the road will be treated.

PRIORITY 2 FOOTWAYS

Abbey Wood Road - both sides from Knee Hill to Conference Rd
Admiral Seymour Road - Well Hall Rd to Progress Hall (Hall side)
Alderwood Road - both sides
Alnwick Road – School side
Altash Way – South side from The Underwood to Witherston Way
Ancona Road - from Conway Road to School on School side
Ancona Road - from Heavitree Road to Leghorn Road on School side
Ankerdine Road - West side
Anstridge Rd – outside Community Centre
Appleton Road – both sides from Rochester Way to Bournbrook Road
Arthur Grove - both sides
Artillery Place - shop side + bus stops + School
Ashburnham Place - both sides
Austen Close - from School to Bentham Road on School side
Avery Hill Road – both sides from Footscray Road to Sparrows Lane
Bannockburn Road - from Plumstead High Street to Ceres Road on School side
Barden Street - outside nursery
Basildon Road - West side + bus stops
Bassant Road - West side
Beanshaw – South side from Green Lane to Milverton Way
Bedgebury Rd - both sides
Belson Road - North side
Bentham Road - all bus stops
Bentham Road - from Central Way to Oriole Road
Bentham Road - subway at Galsworthy Close
Bentham Road - subway Byron Close to Titmuss Avenue shops
Bercta Road - both sides
Bexley Road - Lemonwell Drive to Avery Hill Road
Bexley Road - North side from Elderslie Rd to borough boundary
Bexley Road - shops and Service Road to borough boundary
Blackwall Lane - both sides from Trafalgar Road to Commerell Street
Blackwall Tunnel Southern Approach - pavement entrances to footbridges
Bloomfield Road - West side from Plumstead Common Rd to Raglan Rd
Borgard Road - School side
Bostall Hill - on Hospice/ Bostall Lane side

Bostall Lane - West Side from Bostall Hill to McLeod Road
 Boxgrove Road - outside School
 Bramhope Lane - West side from Charlton Road to Highcombe
 Brent Road - East side
 Brewery Road - from Griffin Rd to Ann St / Outside School, shops + bus stops
 Brook Lane - outside medical centre only
 Brookhill Road - East side including steps to Elmdene Road and Sandy Hill Road
 Brookhill Road - subway to Eglinton Rd + Notre Dame School including steps
 Burney Street - both sides
 Calydon Road - both sides
 Carlyle Road - all bus stops
 Carnbrook Road - both sides
 Catherine Grove - both sides
 Central Way - all bus stops
 Ceres Road - outside school only
 Charlton Church Lane - both sides
 Charlton Road - both sides
 Chestnut Rise
 Chevening Road - both sides
 Church Hill - South side
 Church Manorway - East (School) side from High St to Sewell Rd incl footbridge
 Cole Close - outside School
 Commerell Street - both sides
 Condover Road - South side
 Conley Street - both sides
 Constitution Rise - West side
 Conway Road - North side from Griffin Rd to Ingledeew Rd + shops
 Cookhill Road - outside School
 Corelli Road - outside School
 Court Road – East side from Woodmere to Mottingham Station & shops
 Coxmount Road - both sides
 Craighton Road - both sides Well Hall Rd to Grangehill Rd inc. Well Hall Pde
 Crossway - bus stop near Poplar Place
 Crossway - Subway Poplar Place to Carlyle Road bus stop
 Dairsie Road - School entrance
 Dallin Road - South side including steps to Nithdale Road + Genesta Road
 Donaldson Road - Full length West side from Shooters Hill + East side to Moordown Rd
 Dursley Road - around footbridge
 Ealdham Square
 Earl Rise - West side
 Earlshall Road – North side from Craighton Road to Grangehill Road
 Edmund Halley Way - both sides from Millenium Way to West Park Side
 Eglinton Hill - East side
 Eglinton Road - outside Notre Dame School

Elmdene Road - West side
 Elmley Street - East side Glyndon Road to school
 Eltham Hill - both sides from Kingsground to Yorkshire Grey
 Eltham Palace Road – North side from Middle Park Ave to The Vista
 Erindale - North side from Pendrell Street to Garland Rd
 Eynsham Drive - North side from Finchale Road to Harrow Manorway
 Finchale Road - outside School
 Footscray Road - both sides from Ivor Grove to Thaxted Road
 Frances Street - East side from Hillreach to Rideout Street + shops
 Fuchsia Street - South side
 Gallosson Road - West side
 Garland Road - West side from The Slade to Pendrell Street
 Gilbourne Road - South side from Kingsdale Road to Swingate Lane
 Glenesk Road - School entrance
 Glenure Road – North side
 Glyndon Road - South side from Griffin Road to Earl Rise
 Grangehill Road – West side from Craighton Road to Earlshall Rd
 Green Lane – Corners by traffic lights for crossing road only
 Greenlaw Street - East side
 Griffin Road - East side
 Grosmont Road - West side up to unmade road
 Grovebury Road - outside shops + bus stops
 Haimo Road - both sides
 Halstow Road - both sides
 Hargood Road - both sides from Dursley Road to Wricklemarsh Road
 Heavitree Road - North side from Waverley Rd to Piedmont Rd
 Hengist Road – West side
 Henwick Road - South side
 Herbert Road – both sides from Ripon Rd to Plumstead Common Rd
 Highcombe - South side
 Hill Reach - South (Residential) side
 Horn Park Lane – West side
 Horseferry Place - both sides from Creek Rd to Thames St
 Humber Road - both sides from Halstow Rd to Station Crescent
 Hyde Vale - both sides
 Indus Road - East side from Hornfair Rd to Nigeria Rd
 Invermore Place – West (Residential) side
 Invicta Road - both sides
 Ivor Grove – South side outside School
 Jeken Road - both sides
 Kelby Path – including South Bank
 Kidbrooke Park Road - both sides from Kidbrooke Way to A2
 Kidbrooke Way - From Kidbrooke Park Rd to bridge over Relief Rd
 King Johns Walk – Middle Park Ave to boundary inc railway bridge

Kingsman Parade - including Underpass to Dockyard Estate
Knee Hill - West side from McLeod Rd to Abbey Wood Rd
Lakedale Road - Remainder of West side + shops on both sides
Langdale Road - both sides
Lansdowne Lane - both sides
Lewisham Road - shops only (within borough boundary)
Lindsell Street - both sides
Maryon Grove - East side
Mayplace Lane – from Brinklow Crescent to Dallin Road
McLeod Road - shops + bus stops
Middle Park Avenue – East side from Eltham Hill to School entrance
Middle Park Avenue – Newmarket Green from School to Gregory Cres. (both junctions)
Milverton Way – East side from Beanshaw to Crockham Way
Montbelle Road – West side from Green Lane to High Point
Moordown Road - South side
Mottisfont Road - outside School + including footbridge at Bostall Manor Way
Newhaven Gardens - School side from Furneys Rd to Briset Rd
Newmarket Green - outside shops from The Vista to Middle Park Avenue
Newmarket Green – School approaches opposite shops
Nigeria Road - North side
Old Mill Road - School side from Warwick Road to Chestnut Rise
Orchard Hill - outside School
Paget Rise - outside school
Park Row - both sides
Parkdale Road - West side
Pastons Crescent – North side from Alnwick Rd to Hengist Rd
Pelton Road - both sides from Blackwall Lane to Commerell St
Pendrell Street - North side
Penmon Road - both sides
Plum Lane – from Dallin Road to Genesta Road (around schools)
Plumbridge Street - both sides
Plumstead Road - Remainder of South side + bus stops on both sides + crossing centres
Plumstead Road - subway to Goosander Way incl. entrances & cycle track
Point Hill - both sides
Pound Park Road - both sides
Prospect Vale - East side from Woodhill to Maryon Rd
Purrett Road - East side
Queenscroft – both sides from Eltham Hill to School entrance
Raglan Road - South side from Burrage Rd to Sandbach Place
Rainham Close - both sides
Randall Place - South side
Ravens Way – North side from Weigall Rd to Eltham Rd
Rectory Field Crescent - both sides up to Russell Close
Rectory Place - West side

Red Lion Lane - outside School
Restons Crescent - both sides
Riefield Road – West side from School entrance to Rochester Way
Rippolson Road - East side
Riverdale Road - West side
Rochester Way – both sides from Grangehill Rd + care home to Westmount Rd
Rochester Way - Dover Patrol shops
Rochester Way - footbridge at Glenesk Road
Rochester Way Parade - both sides
Rockmount Rd - West side
Rudd Street Close - East side
Sandbach Place - West side
Sewell Road steps - Only steps over sewer bank NOT road
Sherington Road - West side
Shooters Hill - residential side Academy Rd to Shrewsbury Lane + bus stops + QE2
Shooters Hill Rd - both sides Hervey Rd to Farjeon Rd and footbridge entrances
Sibthorpe Road – North side
Sibthorpe Road footpath - over railway to Alwold Crescent
Sibthorpe Road footpath - to the Dutch House
Sidcup Rd – footbridge over road opposite Domonic Drive
Siebert Road - both sides including entrances to subway to Bramshot Ave.
Simnel Road – South side
Southwood Road – both sides from Sidcup Road to Footscray Road
Southwood Road - School side from Cole Close to Bentham Rd
St Margarets Grove - East side
St Margarets Terrace - South side including steps and allyway to Burrage Rd
Station Crescent - both sides
Straightsmouth - both sides
Sunbury Street - West side outside Fire Station / South side up hill
Sun-in-Sands roundabout - subways
Swingate Lane - West side from Highmead to Welton Rd
Tewson Road - South side on flat/ level part + East side on the hill
Thaxted Road - East side
The Glade - South side
The Heights - both sides
The Slade - outside shops
The Vista – both sides from Kingsground to Middle Park Ave
Thorntree Road - both sides
Timbercroft Lane - outside School
Titmuss Avenue - outside shops
Vanbrugh Hill - both sides from Trafalgar Road to Railway Bridge
Victoria Way - both sides
Viewland Road - Full length East side then North side
Villas Rd – from Plumstead Rd to Walmer Terrace on East side

Viola Road - East side
Walmer Terrace - South side from Robert St to Plumstead bridge + outside Station
Waterdale Road - North side from Wickham Lane to Woodbrook Rd
Westcombe Hill - Remainder of both sides
Westcombe Park Road - both sides from Vanbrugh Fields to Vanbrugh Park
Westmount Road – both sides from Glenlea Road to Rochester Way
Whitworth Road North – East side from Herbert Rd to Eglinton Rd
Whitworth Road South - East side from Herbert Rd to School
Wickham Lane - East side from Glendown Rd to Oakmere Rd
Wickham Lane - East side from Oakmere Rd to Villacourt Rd
Wickham Lane - West side from Plumstead High St to Rockmount steps incl steps
Willenhall Road - both sides
William Barefoot Drive – both sides Southold Rise to Kingsley Wood Dr inc The Mound
Wilton Road - West side
Winchcomb Gardens - North side
Witherston Way – West side from Altash Way to The Underwood
Woodhill - West side
Woodland Terrace - both sides
Woolwich Church Street – South side from Warspite Rd to Ferry Approach
Woolwich New Road - East side from Sandy Hill Rd to A205
Woolwich Road - both sides from Blackwall Lane to Charlton Church Lane
Wricklemarsh Road - entrances to footbridge only
Wyndcliff Road - West side from Charlton Road to Bramshot Avenue

FOOTWAYS

Unless otherwise indicated only the footway on one side of the road will be treated.

OTHER FOOTWAYS

Allenswood Road
Alnwick Road - Remainder
Altash Way - Remainder
Alwold Crescent
Ankerdine Crescent - Remainder
Anstridge Road - Remainder
Arbroath Road
Archery Road - Remainder
Arsenal Road
Avery Hill Road - Remainder
Badgers Croft
Balcaskie Road
Balchen Road
Beaconsfield Road
Beechhill Road
Bennett Grove
Bennett Park
Berry Hill
Biddenden Way
Bignall Road
Birdbrook Road
Blissett Street
Bournbrook Road
Bramblebury Road
Bramhope Lane - Remainder
Brenley Gardens
Briset Road
Burrage Road
Burwash Road
Campfield Road
Cantwell Road
Castlewood Drive
Charlton Lane
Charlton Park Road - North side
Churchbury Road
Coldbath Street - from Orchard Hill to John Penn St
Coleraine Road

Condover Crescent
Conduit Road
Constitution Rise - Remainder
Couch Croft
Court Road - Remainder
Cresswell Park
Crockham Way
Crookston Road – from Westmount Rd to Glenesk Rd, incl the high pavement
Dairsie Road – from Glenesk Road to Westmount Road
Dinsdale Road
Dobell Road
Donaldson Road - Remainder
Dumbreck Road – from Glenesk Rd to + incl footpath to Rochester Way
Dunblane Road
Dunvegan Road
Durham Rise
Dursley Road - Remainder
Dutton Street
Eastcombe Avenue
Eglinton Hill - Remainder
Elliscombe Road
Elmdene Road
Eltham Green Road
Farjeon Road
Felhampton Road
Ferndown Road
Flaxton Road - from Kirkham Street to High Grove
Footscray Road - Remainder
Foyle Road
Frances Street
Froissart Road
Glenesk Road – from Bexley Road to Crookston Road
Glenesk Road – from Crookston Road to Rochester Way
Glenhouse Road
Glenlea Road – from Westmount Road to Archery Road
Glenluce Road
Godfrey Hill
Godfrey Road
Gourock Road
Grangehill Road - Remainder
Gravel Pit Lane
Great Harry Drive
Green Lane – Remainder from Sidcup Rd to borough boundary

Gregory Crescent
Griffin Manorway - to Goldfinch Road
Griffin Road
Halfway Street – from Avery Hill Rd to borough boundary by Overmead
Hargood Road - Remainder
Hathern Gardens – North side
Heatherbank - including footpaths to Castlewood Drive
Heathwood Gardens
Heavitree Road - Remainder
Helen Street
Hengist Road - Remainder
Herbert Road - Remainder
Hever Croft
Highbrook Road – from Carnbrook Rd to Halsbrook Rd
Highcombe - Remainder
Holburne Road
Hopedale Road
Horn Park Lane - Remainder
Hornfair Road
Horsa Road
Horsfeld Road
Humber Road - Remainder
Jason Walk
Joan Crescent
John Penn Street
Kelbrook Road
Keynsham Road
King George Street
Kingsground – from The Vista to Eltham Hill
Kingsholm Gardens
Kingsley Wood Drive
Kingsman Street
Kinveachy Gardens
Kirkham Street
Kirkside Road
Knockholt Road
Langbrook Road
Leasdale
Leghorn Road
Leverholm Gardens – lower end by Great Harry Drive
Lionel Road
Little Heath - North side
Littlemead – from Kingsley Wood to Wynford Way
Longcroft

Lynsted Gardens
Maidenstone Hill
Marlborough Lane
Mascalls Road
Masons Hill
Mayerne Road
Mayhill Road
Middle Park Avenue - Remainder
Milverton Way – both sides (outside school)
Montbelle Road - Remainder
Moordown - Remainder
Morden Hill - to borough boundary
Mottingham Road Service Road – North side
Mycenae Road
Nadine Street
Nightingale Vale
North Park
Ogilby Street
Orchard Hill - Remainder
Overmead
Pastons Crescent
Piedmont Road
Pinnell Road
Plum Lane - Remainder
Plumstead Common Road - from Nightingale Vale to Herbert Rd
Prince John Road
Priolo Road
Queenscroft Road
Raglan Road - Remainder
Rancliffe Gardens
Red Lion Lane - Remainder
Rennets Wood Road
Rideout Street
Riefeld Road - Remainder
Robert Street
Ross Way
Ruthin Road
Samuel Street
Sandy Hill Avenue
Sandy Hill Road
Scarsbrook Road
Shawbrooke Road
Sherard Road
Sherington Road

Shortway
Shrewsbury Lane
Sibthorpe Road
Southend Close
Southend Crescent
Southold Rise
Southspring
Southwood Road - Remainder
Speke Hill
St German's Place
Stratheden Road
Strongbow Crescent - incl footpaths to Well Hall Rd and Dobell Rd
Strongbow Road
Swingate Lane - Remainder from Bassant Rd to Highmead
Swithland Gardens – North side
Tallis Grove
The Course – West side
The Slade - - Remainder from Macoma Terrace to Lakedale Rd
The Underwood
Timbercroft Road - Remainder
Tormount Road
Tuscan Road
Ulundi Road
Vanbrugh Hill
Vanbrugh Park - Remainder
Vincent Road
Walmer Terrace - Remainder from Robert St to Maxey Rd
Walton Road
Warland Road
Warren Walk
Warwick Terrace
Waverley Crescent
Waverley Road - from Durham Rise to Heavitree Rd
West Park
Westcombe Park Road - Remainder
Westmount Road - Remainder
Whetstone Road
Whinyates Road
William Barefoot Drive - Remainder
Wilmount Road
Winforton Street
Wishart Road
Witherston Way - Remainder
Woodhill - Remainder

Woolwich Common Road
Wrotesley Road
Wyndcliffe Road - Remainder

APPENDIX D

BEAT PLAN

For a copy of the maps please see:

https://www.royalgreenwich.gov.uk/info/200264/road_safety/998/winter_road_gritting_service

For a copy of the plan please apply to the Transportation and Highways section of the Directorate of Communities, Environment and Central.

APPENDIX E

VEHICLES AND EQUIPMENT PROVIDED BY THE AUTHORITY

A. Salt spreading vehicles

Make	Capacity (Cubic Metres)	Description	No. of Vehicles
Mercedes	6	Purpose Built	x 6

B. Towable Grit Spreaders (Provisional)

One (1) Number Bunce "E" Poke Spreader
Loading Shovel
Site Office

C. (SNOW PLOUGHS)

There is currently 1 demountable snow plough

APPENDIX F

SALT BINS EAST (WOOLWICH) (62)
BOSTALL HILL J/O BOSTALL LANE
BOSTALL HILL JUNCTION OF HOWARTH ROAD
BOSTALL HILL JUNCTION OF ROCHDALE ROAD
BOSTALL HILL ON BROW LEFT HAND SIDE
BRAMBLEBURY ROAD J/W HEAVITREE LC 9
BREWERY RD J/W CHESTNUT RISE BY POST BOX BACK OF PATH
BUNTON ST S/O RIVERSIDE HOUSE
CANTWELL RD J/W BRENT RD BY STEPS
CANTWELL RD J/W PAGET RISE S/O SNP LC 10
CANTWELL RD J/W RIPON RD BACK OF PATH
CHELSWORTH DR J/W CHERINGTON DR
CRESCENT ROAD O/S 2
DALLIN RD J/W MAYPLACE LANE
DALLIN RD S/O 45
DONALDSON RD JUNCTION OF MOORDOWN ON ROUNDABOUT
DURHAM RISE S/O WAVERLEY ROAD
EGLINTON HILL JUNCTION OF BRENT ROAD LINE UP WITH L/C
EGLINTON HILL JUNCTION OF SHREWSBURY LANE S/O 93
ELMDENE RD /BIGNELL RD S/O 19 BIGNELL
ELMDENE RD J/W WILLENHALL RD S/O ELMDENE COURT
GENESTA RD J/W MAYPLACE LANE S/O 1 BY LC
GENESTA RD J/W VERNHAM RD S/O 75 VERNHAM
GENESTA RD J/W WROTTESLEY RD S/O LC BY SNP
GILBOURNE RD J/W BASSANT RD S/O SNP
GOSSAGE ROAD J/O GRIFFIN ROAD O/S FLATS
GROSMOUNT RD S/O FELSPAR CLOSE
HEATHFIELD TERRACE J/W BASSANT RD S/O LC 1
HINSTOCK RD J/W OVERTON RD S/O 33
KENILWORTH GARDENS JUNCTION OF CROWNWOODS LANE
LAKEDALE RD J/W TEWSON RD O/S 137 BY WALL
MAJENDIE RD S/O 1
MANTHORP RD JUNCTION OF VICARAGE PARK
MASON HILL J/W ANGLESEA KERB SIDE
MAYPLACE LANE O/S 2
MOORDOWN J/W CONSTITUTION RISE
MOORDOWN JUNCTION OF ANKERDINE ON ROUNDABOUT
MOORDOWN JUNCTION OF CONDOVER ON ROUNDABOUT
NITHDALE J/W MAYPLACE LANE BY SUB STATION KERB SIDE
NITHDALE ROAD (TOP OF STEPS) S/O 39 - 41

OUTSIDE BEXLEY & GREENWICH HOSPICE
PALMERSTON CRES J/W PLUM LANE S/O 43
PARKDALE RD J/W SLADEDAL RD S/O 67
PARKDALE RD S/O 98 BY SUB STATION
PLUM LANE J/W BRINKLOW (SOUTH) S/O SNP
PLUM LANE OPPOSITE ROWTON ROAD
PLUM LANE/ BRINKLOW CRES (NORTH) BETWEEN LC & BOLLARD O/S 3
PLUM LANE J/W GENESTA O/S SCHOOL
PLUM LANE J/W PALMERSTON CRESCENT
PLUMSTEAD HIGH STREET/ BANNOCKBURN S/O SCHOOL
PLUMSTEAD HIGH STREET/BARTH ROAD S/O 141
PLUMSTEAD HIGH STREET/KENTMERE S/O 121
RIVERDALE ROAD NEAR REAR OF OR OPPOSITE POLICE STATION
RIVERDALE/SAUNDERS S/O SNP
SHREWSBURY LANE JUNCTION OF OCCUPATION LANE
SLADEDAL RD NEAR JUNCTION OF LAKEDALE ROAD
TORMOUNT ROAD OLD MILL ROAD O/S CHURCH HALL
TYNEMOUTH/RIVERDALE O/S 58
UPTON ROAD J/W ENNIS ROAD BY RAILINGS
VIEWLANDS ROAD O/S 26
WARLAND ROAD J/W WELTON ROAD S/O LC 24
WINNS COMMON J/W PURRETT BY SNP
WINNS COMMON J/W RIVERDALE S/O SNP COMMON SIDE

SALT BINS SOUTH (ELTHAM) (39)

ALLENSWOOD ROAD S/O TREE NR J/O DUNBLANE ROAD
ALNWICK ROAD O/S SCHOOL
ARCHERY ROAD J/O STATION APPROACH PATH
BEXLEY SERVICE ROAD ON RAMP AWAY FROM TELEPHONE BOX OPP SHOPS
BROWNSPRINGS DRIVE J/O DOMONIC DRIVE S/O GREEN CABINET
CASTLEWOOD DRIVE BETWEEN 68 AND 70
COURT ROAD (SHOPS) JUNCTION OF PORCUPINE CLOSE
COURT ROAD J/O WOODMERE
CRAITHIE ROAD J/O STRATHAVEN ROAD
CROCKHAM WAY ON GREEN LANE OPP 10
FOOTSCRAY RD J/W BLANMERLE
FOOTSCRAY ROAD FRONT OF LIBRARY
FOOTSCRAY ROAD OUTSIDE 404 SHOPS
FOOTSCRAY ROAD OUTSIDE SCHOOL OPPOSITE 327
FOOTSCRAY ROAD SHOPS OPPOSITE BEEHIVE PUB J/O BLANMERLE ROAD
GLENLEA FLANK WALL S/O GLENHOUSE
GLENLEA FLANK WALL S/O BALKASKIE
GLENLEA FLANK WALL S/O BEECHHILL
GREENHITHE CLOSE JUNCTION OF HAMBLEDOWN ROAD
HEATHERBANK S/O 13A S/O GREEN
HEVERCROFT 18 S/O LC
HORN PARK LANE FLANK WALL TO 102 UPWOOD ROAD
KINGS ORCHARD OPP BOB HOPE THEATRE
LEYSDOWN ROAD
LYME FARM ROAD FLANK WALL NR J/O WEIGALL ROAD
NEWMARKET GREEN S/O P.O
OAKWAYS GARAGE WALL S/O 28
ROCHESTER WAY JUNCTION OF GLENESK (NORTH) UNDER FOOTBRIDGE
ROCHESTER WAY OPP DOVER PATROL S/O PHONE BOX
ROCHESTER WAY S/O LEB SUB STATION ALLEY TO DUMBRECK
RYLANDS CRES ON GREEN OPP 19
SIBTHORPE ROAD O/S COMMUNITY CENTRE
SPEKE HILL J/O BUCKLER GARDENS
THE MOUND OUTSIDE LIBRARY WILLIAM BAREFOOT DRIVE
WELL HALL S/O BRIDGE
WEST HALLOWS
WESTMOUNT ROAD OUTSIDE 118 (SHOPS)
WESTMOUNT ROAD OUTSIDE 148 (SHOPS)
WILLIAM BAREFOOT DRIVE OUTSIDE 77/79

SALT BINS WEST (GREENWICH) (41)

ARTILLERY PLACE J/W REPOSITORY ROAD
BEACONSFIELD ROAD, JUNCTION OF BEACONSFIELD CLOSE
BRAMSHOT AVE JNC OF EASTCOMBER AVE
CHARLTON BROAD, TOP OF WESTCOMBE HILL
CHARLTON CHURCH LANE, JUNCTION OF THE VILLAGE
CHARLTON CHURCH LANE, OPPOSITE WELLINGTON GARDENS
CHARLTON LANE, OPPOSITE LANSDOWNE LANE
CHARLTON ROAD, O/S SHOPS
CHARLTON ROAD, ON BRIDGE OVER BTSA
CORELLI ROAD ON TARMAC VERGE OPP 48
FERRY APPROACH, LB NEWHAM SIDE, S/O RAMP
FLETCHING ROAD, OPPOSITE LANSDOWNE LANE R/O COOP
FRANCES STREET O/S FLATS 179 - 285
FRANCES STREET JUNCTION OF SAMUEL STREET (BOTTOM END)
FRANCES STREET S/O L/C 17, JUNCTION OF SAMUEL STREET (TOP END)
HALSTOW ROAD ON BRIDGE, JUNCTION OF HUMBER ROAD
HUMBER ROAD J/O DINSDALE ROAD PART WAYDOWN HILL
HYDE VALE, OPP NO 56
INVICTA ROAD O/S SCHOOL ENTRANCE
KINVEACHY GARDENS J/O THORNTREE ROAD
MAIDENSTONE HILL IN FRONT OF HEDGE OPP 14
MAIDENSTONE HILL OPP DABIN CRESCENT
MARYON ROAD J/O WOODLAND TERRACE
OLD DOVER ROAD S/O CHIP SHOP
POINT HILL, JUNCTION OF WESTGROVE LANE
POINT HILL, JUNCTION OF WINFORTON STREET
PROSPECT VALE OPP 71 ON REDMAC FOOTWAY
RIDEOUT STREET S/O 19
RUSTON ROAD S/O POST BOX REAR OF FOOTWAY
SAMUEL STREET, OPPOSITE 118
STRATHEDEN ROAD ON CENTRE ISLAND
THE HEIGHTS, OPP 2
THORNTREE ROAD J/O POUND PARK ROAD
THORNTREE ROAD S/O 20
THORNTREE ROAD S/O LC 12
THORNTREE ROAD, S/O 20
THORNTREE ROAD, S/O L/C NO. 12
TOM SMITH CLOSE STN APPROACH
VANBRUGH HILL OPP ANNANDALE ROAD ON WIDE FOOTWAY
WOOLWICH CHURCH STREET J/O CHURCH HILL
WYNDCLIFF ROAD OPP 26 IN FRONT OF GUARD RAIL

APPENDIX G

WINTER SERVICE PLAN DISTRIBUTION LIST

The following people and organisations will be notified, once annually, by letter or by memorandum that the latest version of the Winter Service Plan can be viewed on the Council's website www.royalgreenwich.gov.uk

Authorities/Organisations

London Borough of Bexley
London Borough of Bromley
London Borough of Lewisham
Transport for London
London Buses, including local garages and depots
London Fire Brigade
London Ambulance Service
Metropolitan Police

Council Members/Officers

Directorate of Communities, Environment and Central - Assistant Director Transportation
Council Members
Lead Member / Portfolio Holder
Borough Emergency Planning Team
Deliver Staff and relevant Managers

