Royal Borough of Greenwich

WINTER SERVICE POLICY

2026 - 2027

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

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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 2026 to 31 March 2027

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, on classified A-roads, where segregation has taken place through physical separation (i.e., with a kerb/post separating the cycle lane and the carriageway) and where shared use footway / cycleways exist (at footway level), a separate mechanical treatment with de-icer will be undertaken.

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 located throughout the borough and are shown in Appendix F. This does not include housing estates or other private area. No further salt bins will be installed.

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 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.
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. Order salt
3. Store vehicles and equipment
4. Load salt into vehicles. Unload and clean after each shift
5. Supply all trained drivers and other labour and stand by cover to operate vehicles
6. 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/m^2.

<u>Carriageways</u>

- 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
  - Steep 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 list 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 during the night as temperatures drop but additional treatment may be required. As indicated earlier these beats will be completed within 2-4 hours of vehicles leaving the depot. If resources allow, and daytime temperatures do not rise above 0 degrees, 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 Southeast 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 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 effects 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 counterproductive due to drainage problems and stock piles becoming icy.

Salt is spread on footways by operatives using shovels as well as a limited number of barrow type mechanical spreaders.

3.7 **Salt Bins**

Whilst salt bins have been a valuable part of the Winter Service in the past, high levels of vandalism and security concerns 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 routinely re-filled during severe weather conditions unless road conditions are such that there is no 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, and 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. The Contractor's drivers are fully trained to NVQ/Winter Maintenance standard.

Gritter lorries may be fitted with a GPS Tracker system which 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 available at the start of the winter season.

The stocks is covered at all times to keep it 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 provided by a forecaster. 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 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 the forecaster and additional forecasts may be issued if there are changes.

When significant changes are expected to take place the forecaster 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 P1 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 and a record of the action is made.

Gritting instructions are provided by telephone call, 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 forecasting service provider 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 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 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 2359 hours on the Sunday of each week, however all 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

<table>
<tr><td colspan="5">Decision Matrix Guide</td></tr>
<tr><td></td><td></td><td colspan="3">Predicted Road Conditions</td></tr>
<tr><td>Road Surface Temperature Forecast</td><td>Weather / Precipitation</td><td>Wet</td><td>Wet Patches</td><td>Dry</td></tr>
<tr><td><u>May</u> fall to 0°C but not below -1°C for less than 2 hours</td><td colspan="4">No Action Likely – monitor forecast, conditions and timing of frost. Also consider residual salt on road.</td></tr>
<tr><td><u>May</u> fall below 0°C for more than 2 hours</td><td>No rain
No hoar frost
No fog</td><td rowspan="3">Salt before frost / freezing (road surface) temperatures</td><td rowspan="2">Salt before frost</td><td rowspan="2">No action likely, monitor weather</td></tr>
<tr><td rowspan="5"><u>Expected</u> to fall below 0°C (for more than 2 hours)</td><td>No rain
No hoar frost
No fog</td></tr>
<tr><td>Expected hoar frost
Expected frost</td><td colspan="2">Salt before frost</td></tr>
<tr><td>Expected rain before freezing</td><td colspan="3">Salt after rain stops</td></tr>
<tr><td>Expected rain during freezing</td><td colspan="3">Salt before frost, as required during rain and again after rain stops (if temperatures remain below zero)</td></tr>
<tr><td>Possible rain
Possible hoar frost
Possible fog</td><td colspan="2">Salt before frost</td><td>Monitor weather conditions</td></tr>
<tr><td colspan="2">Expected Snow</td><td colspan="3">Salt before snow fall. Salt during snow fall if accumulations.</td></tr>
<tr><td colspan="5">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.</td></tr>
</table>

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 0° C, in which case P2 roads shall also be considered for precautionary gritting 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 1 Carriageway and Cycleway 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)

7.	Cycleways beat	13.4miles (21.4km)
	Cycleways treated	3.7miles (5.9km)

CYCLEWAY BEAT

CREEK ROAD
PLUMSTEAD ROAD
TRAFALGAR ROAD
WESTERN WAY
WOOLWICH ROAD

CYCLEWAY TREATMENT ROUTE

START BIRCHMERE DEPOT WHERE VEHICLE IS TO BE LOADED

FROM EASTERN WAY TURN LEFT INTO WHITE HART AVENUE TURN RIGHT ONTO CYCLE TRACK (WESTERN WAY) START DE-ICING TURN RIGHT INTO PLUMSTEAD ROAD CYCLE TRACK STOP DE-ICING AT MAXEY ROAD. CONTINUE WEST TOWARDS WOOLWICH ROAD. START DE-ICING AT CHARLTON CHURCH LANE JUNCTION. FOLLOW CYCLE TRACK UNDER WOOLWICH ROAD FLYOVER AND CONTINUE ONTO WOOLWICH ROAD. CONTINUE ONTO TRAFALGAR ROAD CYCLE TRACK. STOP DEICING AT OLD WOOLWICH ROAD JUNCTION. CONTINUE ON OLD WOOLWICH ROAD TURN LEFT INTO LASSELL STREET. TURN RIGHT ONTO TRAFALGAR ROAD TURN RIGHT ONTO GREENWICH CHURCH STREET TURN LEFT ONTO CREEK ROAD. START DE-ICING AT NORMAN ROAD JUNCTION AND CONTINUE ALONG CYCLE TRACK. TURN RIGHT INTO MCMILLAN STREET AND U-TURN. STOP DE-ICING. RETURN VIA CREEK ROAD, TRAFALGAR ROAD, WOOLWICH ROAD START DE-ICING AT GALLIONS ROAD JUNCTION. STOP DE-ICING AT ANCHOR AND HOPE LANE JUNCTION. CONTINUE WOOLWICH ROAD TOWARDS PLUMSTEAD ROAD. START DEICING AT BURRAGE ROAD JUNCTION CONTINUE ONTO PLUMSTEAD HIGH STREET STOP DEICING. TURN RIGHT ONTO ORCHARD ROAD/GRIFFIN ROAD AND RETURN TO DEPOT

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
SOUTHOLD RISE
SOUTHWOOD ROAD
SPEKEHILL
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 TURN RIGHT INTO SPEKEHILL TURN RIGHT INTO KINGSLEY WOOD ROAD TURN RIGHT INTO SOUTHOLD RISE TURN RIGHT 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
CONSTITUTION RISE
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
RED LION LANE (NORTH)
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 COMMON
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 RIGHT INTO CONSTITUTION RISE RIGHT INTO RED LION LANE AHED INTO WOOLCICH COMMON TURN LEFT INTO ACADEMY ROAD STOP SALTING 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
LONGLEIGH LANE
MANTON ROAD
MCLEOD ROAD
MILES DRIVE
MULBERY 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 EYNSHAM DRIVE LEFT INTO GROVEBURY ROAD LEFT INTO SEWELL ROAD FORWARD AND LEFT INTO CHURCH MANOR WAY LEFT INTO FINCHALE ROAD LEFT INTO EYNSHAM DRIVE FORWARD AND LEFT INTO SLIP ROAD FROM HARROW MANOR WAY LEFT INTO SEWELL ROAD LEFT INTO GROVEBURY ROAD RIGHT INTO EYNSHAM 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 MULBERY 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 ROUNDABOUT RETURN U TURN AT ROUNDABOUT 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 ROUNDABOUT U turn AND RETURN LEFT INTO EDMUND HALLEY WAY U TURN AT UNDERGROUND STATION RETURN EDMUND HALLEY WAY LEFT INTO MILLENIUM 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
Myrtledene 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
Alnwick 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 1 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 Ingledew Rd + shops
Cookhill Road - outside School
Corelli Road - outside School
Court Road – East side from Woodmere to Mottingham Station & shops
Coxmount Road - both sides
Craigton 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
Eglington 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 – fromThe 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
Riefield 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
Wrottesley 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
Various	6	Purpose Built	x 6

B. Towable Grit Spreaders (Provisional)

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

C. (SNOW PLOUGHS)

The Council does not operate a demountable snow plough

APPENDIX F

SALT BINS EAST
ADMASTON ROAD corner of Palmerston Crescent (opposite 70 Admaston Road)
ANGLESEA ROAD corner of Masons Hill
ANKERDINE CRESCENT corner of 158
ANKERDINE CRESCENT opposite 32
BOSTALL HILL junction of Bostall Lane
BOSTALL HILL junction of Howarth Road
BOSTALL HILL side of 63 at junction of Rochdale Road
BOSTALL HILL on brow left hand side heading towards Bexley
BOSTALL HILL corner of Bexley & Greenwich Hospice access road
BRACONDALE ROAD outside Flats 50-88
BRAMBLEBURY ROAD opposite 68 nr Heavitree Road
BREWERY ROAD junction of Chestnut Rise by Post Box back of path
BUNTON STREETside of Riverside House
CANTWELL ROAD junction of Brent Road by steps
CANTWELL ROAD corner of 31Paget Rise side of street sign/Lamp column 10
CANTWELL ROAD junction of Ripon Road
CANTWELL ROAD outside 67-73
CANTWELL ROAD opposite 78
CHELSWORTH DRIVE junction of Cheriton Drive
CONSTITUTION RISE opposite 28
CRESCENT ROAD outside 2
DALLIN ROAD (Top of Steps) side of 45 - 47
DALLIN ROAD junction of Plum Lane
DONALDSON ROAD outside 1 at roundabout with Moordown
EGLINGTON HILL junction of Brent Road lined up with lamp column
EGLINGTON HILL junction of Shrewsbury Lane
ELMDENE ROAD opposite 61 side of 19 Bignell Road
GENESTA ROAD junction of Mayplace Lane side of 1 by lamp column
GENESTA ROAD junction of Vernham Road side of 75 Vernham Road
GILBOURNE ROAD junction of Bassant Road by street sign
GOSSAGE ROAD junction of Griffin Road outside Flats
GREENS END junction of Powis Street opposite DLR entrance
GROSMONT ROAD side of Felspar Close
HEATHFIELD TERRACE junction of Bassant Road side of lamp column 1
KENILWORTH GARDENS junction of Crownwoods Lane
LAKEDALE ROAD junction of Tewson outside 137 by wall

MAJENDI ROAD side of 1
MANTHORPE ROAD junction of Vicarage Park
MAYPLACE LANE side of 2 Dallin Road
MOORDOWN junction of Ankerdine Crescent on roundabout outside 162
MOORDOWN junction of Condover on roundabout
NITHDALE ROAD (Top of Steps) side of 39 - 41
NITHDALE ROAD junction of /Mayplace Lane by sub-station
OLVEN ROAD side of 33 Hinstock Road
PALMERSTON CRESCENT side of 43 Plum Lane
PARKDALE ROAD junction of Sladedale Road side of 67
PARKDALE ROAD side of 98 By substation opposite 121
PLUM LANE junction of Brinklow Crescent (north) outside 3
PLUM LANE junction of Brinklow Crescent (south) side of Tumulus/street sign
PLUM LANE junction of Genesta Road outside school
PLUM LANE junction of Rowton Road
PLUMSTEAD HIGH STREET junction of Bannockburn Road
PLUMSTEAD HIGH STREET junction of Barth Road side of 141
PLUMSTEAD HIGH STREET junction of Kentmere Road side of 121
PLUMSTEAD HIGH STREET junction of Walmer Terrace on triangle island
PURRETT ROAD junction of Winn Common Road
RIVERDALE ROAD junction of Saunders Road side of street sign
RIVERDALE ROAD junction of Tynemouth Road outside 58 Riverdale Road
RIVERDALE ROAD opposite 8-10
ROWTON ROAD junction of Admaston Road
SHREWSBURY LANE junction of Occupation Lane
SHREWSBURY LANE opposite 106
SLADEDALE ROAD Near junction of Lakedale Road
TORMOUNT ROAD junction of Old Mill Road outside Church Hall
UPTON ROAD corner of Ennis Road by railings
UPTON ROAD far end by Wrekin Road
VIEWLAND ROAD outside 28
WARLAND ROAD junction of Welton Road side of lamp column 24
WAVERLEY ROAD outside 83, corner of Durham Rise
WAVERLEY ROAD opposite the Rose Inn pub
WILLENHALL ROAD junction of Elmdene Road side of Elmdene Court
WROTTESLEY ROAD junction of Genesta Roadby street sign and lamp column
WINN COMMON ROAD opposite Riverdale Road

SALT BINS SOUTH
ALLENSWOOD ROAD side of 27 Dunblane Road
ALNWICK ROAD outside school
BEXLEY ROAD SERVICE ROAD opposite 162 (shops)
BROWNSPRING DRIVE junction of Domonic Drive by green cabinet
CASTLE WOOD DRIVE between 68 - 70
COURT ROAD (SHOPS) junction of Porcupine Close
COURT ROAD junction of Woodmere
CRAITHIE ROAD junction of Strathaven Road
CROCKHAM WAY on green opposite10
DUMBRECK ROAD side of 193
ELTHAM HIGH STREET opposite Passey Place
ELTHAM HIGH STREET corner of Elm Terrace
FOOTSCRAY ROAD in front of Eltham Library
FOOTSCRAY ROAD outside 66 shops
FOOTSCRAY ROAD outside 404 shops
FOOTSCRAY ROAD opposite 327 outside school
FOOTSCRAY ROAD outside 352 shops by junction of Blanmerle Road
FOOTSCRAY ROAD outside 356 shops by junction of Blanmerle Road
GLENLEA ROAD junction of Archery Road
GLENLEA ROAD flank wall side of Glenhouse Road
GLENLEA ROAD flank wall side of Balcaskie Road
GLENLEA ROAD flank wall side of Beechill Road
GREENHITHE CLOSE junction of Hambledown Close
HEATHERBANK side of 13A side of green
HEVERCROFT outside 18 side of lamp column
HORN PARK LANE flank wall of 102 Upton Road
KINGS ORCHARD opposite Bob Hope Theatre
LEYSDOWN ROAD junction of Mottingham Road
LYME FARM ROAD flank wall near junction of Weigall Road
MOTTINGHAM SERVICE ROAD junction of Buckler Gardens
NEWMARKET GREEN outside Tesco
OAKWAYS garages wall between 26-28
ROCHESTER WAY junction of Glenesk Road, under footbridge by school
ROCHESTER WAY opposite Dover Patrol
RYLANDS CRESCENT on green opposite 19
SIBTHORPE ROAD corner of Hengist Road
SPEKE HILL junction of Buckler Gardens

WELL HALL side of bridge opposite bus station
WEST HALLOWES opposite 20
WESTMOUNT ROAD outside 118 (shops)
WESTMOUNT ROAD outside 148 (shops)
WILLIAM BAREFOOT DRIVE outside the library at The Mound
WILLIAM BAREFOOT DRIVE outside 77/79

SALT BINS WEST
BEACONSFIELD ROAD opposite 38
BRAMSHOT AVEVUE junction of Eastcombe Avenue heading towards foot tunnel
BUGSBYS WAY outside ASDA by zebra crossing
CALYDON ROAD junction of Inverine Road at side of Victoria Food store
CHARLES GRINLING WALK outside 23
CHARLTON CHURCH LANE junction of The Village
CHARLTON CHURCH LANE opposite Wellington Gardens
CHARLTON LANE opposite Lansdowne Lane
CHARLTON LANE opposite Lansdowne Lane
CHARLTON LANE, corner of Wolfe Crescent
CHARLTON ROAD on bridge side of Wentworth House
CHARLTON ROAD outside 215 shops by traffic lights
CORELLI ROAD opposite 48
ELLISCOMBE ROAD top end opposite Elliscombe Mount
FLETCHING ROAD opposite Lansdowne Lane at rear of Co-op
FRANCES STREET junction of Samuel Street (bottom end)
FRANCES STREET junction of Samuel Street (top end) by lamp column 17
FRANCES STREET outside flats 179 - 285
HALSTOW ROAD on bridge near Humber Road
HUMBER ROAD junction of Dinsdale Road part way downhill
HYDE VALE opposite 56
INVICTA ROAD outside school
KING WILLIAM WALK junction of Romney Road by phone box
MAIDENSTONE HILL junction of Dabin Crescent
MAIDENSTONE HILL opposite 14
MARYON ROAD junction of Woodland Terrace
OLD DOVER ROAD side of 26 chip shop SHOP
POINT HILL junction of Westgrove Lane
POINT HILL, junction of Winforton Street
PROSPECT VALE opposite 71 on red footway
RECTORY PLACE outside 92
RIDEOUT STREET outside of 19
RUSTON ROAD side of post box
SAMUEL STREET opposite 118
STRATHEDEN ROAD opp the Royal Standard pub, on centre island by zebra crossing
THE HEIGHTS opposite 2, corner of 9A
THE HEIGHTS opposite 40

THORNTREE ROAD junction of Kinveachy Gardens by bus stop
THORNTREE ROAD junction of Pound Park Road
THORNTREE ROAD outside 20
THORNTREE ROAD side of lamp column 12
TOM SMITH CLOSE outside Maze Hill station
VANBRUGH HILL opposite Annandale Road on wide footway
VICTORIA WAY opposite Elliscombe Road
VICTORIA WAY outside Mascalls Court by post box
WESTCOMBE HILL opposite 178 shops
WOOLWICH CHURCH STREET junction of Church Hill
WYNDCLIFFE ROAD opposite 26

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
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
Operational Staff and relevant Managers