



**Winter Service
and
Weather Emergency Plan
2021/2022**

This document details the policies and procedures adopted by Swindon Borough Council for Winter Service and Weather Emergencies.

The document will remain live for the Winter Period:

October 2021 to April 2022;

Any amendments will be dated and issued as necessary.

The master document can be found: [Winter Service Plan inc Appendices.doc](#)

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Approved

Signed..... Dated.....

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1. INTRODUCTION

Swindon Borough Council has a statutory duty under the Highways Act 1980 to ensure, as far as reasonably practicable, that snow or ice does not endanger the safe passage along a highway.

This document, produced in association with “Well Managed Highways” Code of Practice, published October 2016, sets out standards for the treatment of public highway within the Borough of Swindon under varying conditions of ice and snow and sets out a framework of good practice within which the winter service operation is managed.

This document outlines the priorities and a resource deployed, and provides general information concerning key personnel within the organisation.

Swindon Borough Council, as Highway Authority, is responsible for providing a winter service on adopted public highways within the Borough of Swindon except for the M4 motorway and the A419, which are dealt with by the Highways England. Additionally, cross border agreements have been entered into with neighbouring authorities.

The service is essential for public safety and to national and local economy in maintaining movement of public, business and private vehicular traffic, cycles and pedestrians. Owing to limited resources, it is essential that provision of winter service reflects the importance of traffic routes. It is not reasonably practicable to provide the service on all parts of the network or to ensure all surfaces are kept free of ice or snow at all times, even on treated parts of the network. The objective is that a network of treated routes should be reasonably accessible for the majority of residents and businesses, supplemented by targeted provision of self-help facilities.

Priority is given to the prevention of ice formation on a priority route basis comprising the principal routes. If conditions dictate, resources are then deployed to treat other roads classified as Hill Batches.

When snowfall occurs and a Snow Situation is declared the priority is to keep open the resilient network. When conditions permit, resources may be transferred to lower priority routes, in particular to ensure access to every settlement albeit not by every possible route.

The Borough operated equipment can be augmented where necessary by other equipment provided by local contractors, which adds to the effective strength.

Whilst the Borough as Highway Authority is primarily concerned with attention to the public highway, resources will be deployed if required to assist the Emergency Services.

2. POLICY STATEMENT

The objective of Swindon Borough Council's Winter Service arrangement is to ensure, as far as is reasonably possible within the appropriate resource level, the safe movement of vehicular traffic on the highway network in a systematic and priority based manner.

The policy aims to minimise delay and incidents that could be attributable to adverse weather conditions for all highway users throughout the year.

3. ORGANISATION AND RESPONSIBILITY

Winter Service is an activity carried out entirely by Swindon Borough Council within the Operations Directorate, with responsibilities split between service areas Highway Operations and Highway Asset Management.

Précis of Winter Service Responsibilities

Preparation of Winter Service Plan	Highway Operations
Review/Design of routes	Highway Operations
Review of policies	Highway Asset Management
Salt purchase, management and storage	Highway Operations
Vehicle and plant ownership and maintenance	Service Operations
Management and maintenance of weather stations	Highway Operations
Procurement of weather forecasts	Highway Operations
Decision making	Highway Operations
Operations	Highway Operations
Operational Communications	Control Room
Public Communications	Communications Team

For planning and operational purposes, the Winter Period for the 2021/2022 season is defined as 11 October 2021 to 10 April 2022. This period is hereafter referred to as the Winter Period and may be extended to accord with climatic conditions.

There will be one Senior Support Officer, one Highway Inspector, a minimum of seven trained Winter Service Drivers, one Standby Operative and Control Room Staff available at all times, on a weekly rota basis, during the Winter Period. Additional Senior Support Officers are currently undergoing Training and shadow Trained Officers throughout the period.

The Senior Support Officer is responsible for evaluating weather forecasts, taking decisions on actions or otherwise and initiating the appropriate response to prevailing or weather forecast situations on a daily basis during their operational standby period.

The Highway Inspector is responsible for supervising any treatment operation and monitoring the condition of the Highway as directed by the Senior Support Officer.

The Winter Service Drivers are responsible for treating the network at times and spread rates as instructed by the Senior Support Officer.

Control Room Staff are responsible for recording and relaying all instructions and information pertaining to the Winter Service.

4. ROUTE PLANNING FOR CARRIAGEWAYS, FOOTWAYS AND CYCLE ROUTES

Precautionary Salting Network: Carriageways

The primary precautionary salting network consists of all A classification roads, some B and C classification roads and major bus routes. The total length of carriageway treated is 334km which represents 40% of the network. The routes are split into 7 individual routes, East Swindon, North Swindon, West Swindon and Central and South Swindon being identified as urban routes; North Rural, East Rural and South Rural being identified as rural routes.

The response time for the precautionary salting routes are to be monitored during the coming season but are planned as follows.as set out below: -

- Salting will be completed within 3 hours from the time of leaving the depot under normal operating conditions.

Precautionary Salting Route Plans are shown in Appendix A.

The Precautionary Salting network is reviewed annually and throughout the Winter Period routes are temporarily redesigned to take into account road closures etc.

Precautionary Salting: Footbridges

Footbridges have been identified as either A or B priority dependant on their level of use and history of problems. Footbridges are treated with a proprietary de-icing material by Highway Operations Operatives at times as directed by the Senior Support Officer. Treatment of Priority A Footbridges should be completed within one hour of commencement and Priority B Footbridges within 2 hours of commencement. The locations of Priority A and B Footbridges is shown in Appendix A

Precautionary Salting: Pedestrian Areas

No precautionary salting is routinely carried out in any pedestrian area. Any special risk becomes apparent, such as high-risk forecast of freezing rain; treatment would follow the guidelines as per the Post Treatment and Snow Clearance section below.

Precautionary Salting: Footways and Cycle Routes

No precautionary salting is carried out on footways or cycle routes.

Precautionary Salting: Non-Public Highway Borough Owned, Maintained or Managed Areas

Precautionary salting is carried out upon instruction from the Senior Support Officer on a rechargeable basis to the access roads and accessible car parks of Waterside Depot and the surface level area of the Household Recycling Centre at Darby Close. Highway Operations do not carry out any precautionary treatment of pedestrian areas in these locations as there is insufficient labour available to carry out hand salting.

No precautionary salting is carried out by the Highway Operations Team within any other non-public highway Borough owned, maintained or managed area.

Post Treatment and Snow Clearance: Carriageways

When heavy snowfall occurs and a Snow Situation is declared the priority is to keep open the Resilient Network and the Ploughing Routes are split into 7 individual routes based on this network. When conditions permit, resources may be transferred to the remainder of the routes, in particular to ensure successful operation of public transport services and access to every settlement albeit not by every possible route.

Hill batches have been identified which consist of residential roads of sufficiently steep gradient to create difficulties to vehicular traffic during a snow situation. The roads included in these batches will be treated during severe weather only:-

- When resources allow
- Once both the routes are satisfactorily treated
- If sufficient salt is available
- If weather forecasts indicate that a thaw is not imminent
- If weather forecasts indicate that further snow is not imminent
- If the driver deems it safe to do so

Plans showing the identified Hill Batches are shown in Appendix A.

Post Treatment and Snow Clearance: Footbridges

Footbridges have been identified as either A or B priority dependant on their level of use and history of problems. Footbridges are treated with a proprietary de-icing material by Highway Operations Operatives at times as directed by the Senior Support Officer. Should significant snow be present, a path width of not less than 1m width shall be cleared by shovel/broom or available plant and treated with a

proprietary de-icing material. Additional care must be taken to ensure snow and ice is not pushed onto the carriageway beneath. Treatment times will be dependent upon available resources and prevailing conditions. The locations of Priority A and B Footbridges is shown in Appendix A

Post Treatment and Snow Clearance: Pedestrian Areas and Priority Footways

Following snowfall or freezing rain, when necessary and when resources permit, a designated route within the pedestrianised area of Swindon Town Centre is treated by hand. The plan showing the Swindon Town Centre area treated in extreme conditions is shown in Appendix A. In addition, a series of footway/footpath treatment routes have been identified which cover priority areas such as: -

- Schools
- Elderly persons group dwellings
- Medical centres
- Libraries
- Local shopping areas
- Sports centres
- Community centres

These sites are treated by snow clearing and hand gritting as necessary only when resources permit. Plans illustrating these areas are under development.

Post Treatment and Snow Clearance: Non-Public Highway Borough Owned, Maintained or Managed Areas

When heavy snowfall occurs and a Snow Situation is declared the priority is to keep open the public highway. When conditions permit and upon request from the relevant Service Area Management Team, resources may be transferred to the Borough owned surface level car parks listed in Appendix A, the access roads and accessible car parks of Waterside Depot and the surface level area of the Household Recycling Centre at Darby Close, each on a rechargeable basis.

These area will be treated during severe weather only:-

- When resources allow
- Once all the routes are satisfactorily treated
- If sufficient salt is available
- If weather forecasts indicate that a thaw is not imminent
- If weather forecasts indicate that further snow is not imminent
- If the driver deems it safe to do so

Treatment will be restricted to machine distributed de-icing material of accessible areas only and will not remove snow or treat pedestrian areas.

No other Non-Public Highway Borough Owned, Maintained or Managed Areas will be routinely treated but consideration will be given to any requests received.

Provision of Additional Resources by Operations Directorate

When heavy snow is forecast and after approval of the Senior Support Officer, resources will be merged from throughout the Operations Directorate and a full shift pattern of staff and manual operative working be established.

All drivers required would be allocated a shift and all construction sites will be closed as necessary. It should be noted that all drivers for gritters must hold an NVC qualification in Winter Maintenance.

All non-HGV operatives will be allocated mate/loading shovel/footpath clearance etc. shift duties.

All remaining requirements will be met by hire of operated plant or labour only hire from the approved contractors and suppliers.

Grit Bins/ Self Help

Grit bins for use by members of the public have been provided at 500 locations around the Borough. Grit bins are filled with a grit sand/salt mix at a ratio of 1:3. Each grit bin is inspected for condition and content during the summer months and identified bins are replaced or filled before the commencement of the Winter Period. Grit bins are refilled upon request throughout the Winter Period when resources permit. The list of grit bin locations as of 22/07/21 is shown in Appendix A.

Members of the public can request new grit bins and each request will be considered in accordance with the following criteria.

The placement of a new grit bin should only be considered if two or more of the following criteria are met:

- On request only.
- Access available from carriageway for filling.
- Gradients in excess of 1:20 (Note – for guidance, cross falls on roads and footways are generally 1:30).
- Proposed site is not on a programmed gritting route, when the grit is intended for use on the carriageway.
- Proposed site is on a junction with at least one road in excess of 1:20 gradient.
- Local residents are prepared to spread the salt
- There are accident records or reports.
- The bin does not cause obstruction.
- No adjoining residents object.
- Any bin can be placed within the public highway without causing any obstruction

Swindon Borough Council does not provide salt heaps.

5. WEATHER PREDICTION AND INFORMATION

Icelert System

Icelert is a password protected web based system linking the Weather Forecast Provider, the Senior Support Officer and a number of weather outstations located throughout Swindon and Wiltshire. Meteorologists issue accurate specialised weather predictions for the road network during winter via this system. Actual conditions are recorded from the various weather stations throughout the Winter Period and actions and notes on decisions are recorded. The Senior Support interrogates this system to decide suitable treatment actions to the network.

The Icelert system provider, Findlay Irvine, maintains the system.

Weather Forecasts

The weather forecast provider, Metdesk provides the Winter Service forecasts to Swindon Borough Council via the Icelert system, www.icecert.net. In the event of a problem with the Icelert site, the information can also be obtained from www.metdesk.com.

During the Winter Period, at 1300hrs each day the weather forecast provider provides the following via the Icelert system: -

- 24-hour text forecast including overall readiness, forecast minimum road surface and air temperatures and the likelihood, timing and details of ice, hoar frost, snow, fog, strong wind or rain, in addition to a brief textural weather summary for the coming 24 hours.
- 2 to 5 day forecast including each days' overall readiness, minimum road surface temperatures, likelihood of ice, hoar frost, snow, fog, strong wind or rain in addition to a textural weather summary for days 2 and 3 and a textural summary outlook for days 4 and 5.
- 24-hour graphs for individual weather stations showing forecast road surface and air temperatures and dew point. In addition forecast road surface conditions and cloud cover are provided.

During the Winter Period, at 1800hrs each day the weather forecast provider provides: -

- An Evening Update, this shows any changes in the 24-hour forecast.
- If any changes to the forecast have occurred, updated 24-hour graphs may be provided.

During the Winter Period, by 08:00hrs each day the weather forecast provider provides: -

- A morning Summary of minimum overnight road surface temperatures.

During the Winter Period, Forecasters are available 24 hours a day to discuss or clarify the forecasts. If forecasts significantly change at any time, the Forecaster contacts the Senior Support Officer directly by telephone to provide an update.

Outstations

Two 'Forecasting' outstations are located within the Borough of Swindon, namely 'Blagrove' and 'Bush Cross'. Five 'Forecasting' outstations are strategically located throughout Wiltshire with a further four that can be accessed for weather information monitoring. The outstations are mini weather stations that house a number of meteorological instruments. Measurements of air and road surface temperature, underground temperature, dew point, wind speed and direction, rainfall, humidity, ice formation and road salinity are possible. It should be noted that following long experience in the use of these weather stations, it has become apparent that the 'Blagrove' weather station is indicative of urban conditions and the 'Bush Cross' weather station is indicative of rural conditions within the Borough of Swindon. It is therefore possible for the Senior Support Officer to differentiate between urban and rural routes when making a decision.

Programmed maintenance and calibration is carried out by Findlay Irvine staff. Wherever possible, major maintenance and calibration is carried out outside the Winter Period. Minor maintenance can be carried out as necessary. Road surface temperature/salination detectors are cleaned regularly throughout the Winter Period, generally between weather fronts.

Operational Use of Icelert

The Senior Support Officer will interrogate the Icelert system after 1300hrs for the detailed forecast. The Senior Support Officer will decide upon the Action and will transmit their decision via the Icelert message system. The Action (or No Action) shall also be entered on the Senior Support Log Sheet (Appendix B), telephoned to the Duty Highway Inspector and the Borough's Control Room and input into the Icelert Messaging System which automatically e-mails interested parties.

The Forecaster transmits an updated forecast via the Web at 1800hrs. The Senior Support will access this updated forecast and monitor actual temperatures and conditions. Further changes to the Action may be instructed and will be recorded on the Icelert Messaging System, entered on the Senior Support Log Sheet and telephoned to the Duty Highway Inspector and Borough's Control Room.

The Senior Support Officer will continue to monitor actual conditions against forecast via the Icelert system as appropriate with all changes to decisions being recorded and transmitted as above.

Written instructions of Winter Service Duties are issued to the Senior Support, Highway Inspector and Control Room. These are shown in Appendix C.

Any severe weather warnings and snow forecasts will be passed to the Senior Support immediately after they are received.

Explanatory notes on weather forecasts have been included in Appendix D, as well as details of Icelert and a plan showing the locations of the Icelert Outstations.

Thermal Mapping

The highway network within Swindon Borough has not been thermal mapped, but long experience and forecasts have shown that the 'urban' network is generally warmer than the 'rural' network. It is therefore common practice for 'urban' and 'rural' routes to be treated differently.

6. ORGANISATIONAL ARRANGEMENTS AND PERSONNEL

Command, Control and operational organisation

Position	Responsible for: -
Director of Operations	<ul style="list-style-type: none"> • Overall provision of Winter Service
Delivery and Assurance Manager	<ul style="list-style-type: none"> • Winter Service Plan • Routes • Procedures • Procurement (operational service, forecasting service and Icelert system) • Duty Rotas
Senior Support Officers (On a weekly duty rota, 24 hours a day) Trainee Senior Support Officers (On a weekly rota, 24 hours a day)	<ul style="list-style-type: none"> • Interrogation of forecasts • Monitoring conditions • Liaison with Forecaster • Decision making • Recording of Actions • Dissemination of notifications of Actions • Liaison with Highway Inspector
Highway Inspector (On a weekly duty rota, 24 hours a day)	<ul style="list-style-type: none"> • Monitoring operations • Monitoring conditions • Reacting to incoming intelligence • Recording operations • Recording conditions • Overseeing Operations (out of hours)
Operations Manager –Specialist Services	<ul style="list-style-type: none"> • Driver training • Driver rotas • Driver hours management • Salt storage, management and procurement
Highway Supervisor	<ul style="list-style-type: none"> • Supervising operations (normal working hours) • Grit bin procurement, placement and filling
Fleet and Transport Compliance Manager	<ul style="list-style-type: none"> • Vehicle procurement, operation and maintenance • Vehicle calibration
Vehicle Drivers	<ul style="list-style-type: none"> • Treatment of Precautionary Salting Routes • Treatment of Hill Batches • Ploughing

Position	Responsible for: -
	<ul style="list-style-type: none"> • Grit Bin Filling • Spot treatment of areas of seepage

Arrangements with other Authorities

Cross border arrangements are agreed annually with Wiltshire Council, Gloucestershire County Council, Highway England and Oxfordshire County Council where reciprocal arrangements are made on strategic routes. It has been agreed that the cross border agreement does not alter each authorities' legal responsibilities as Highway Authorities. Each has a legal obligation to maintain and inspect the highway network within its own boundaries in accordance with Section 41 of the Highways Act 1980.

Arrangements with Local Contractors

Local contractors have been encouraged to offer their assistance during severe weather events. It is required that they provide their own plant, fuel and insurance. They are paid on a dayworks; at present one contractor has agreed to assist.

Arrangements with other Public Services

All Notable Destinations, such as Emergency Services, Transport Hubs, significant Retail areas, schools, public car parks etc. have been listed in Appendix F noting their proximity to a treated route.

All public services have access to our Call Centre and any assistance of a Winter Service nature requested will be offered as deemed necessary by the Duty Senior Support Officer or Highway Inspector in accordance with the prevailing conditions and available resources.

Operational Record Keeping and Reporting

Details of all decisions and actions are recorded on the Senior Support Log Sheet on a daily basis. These are filed by date order in hard copy within the Highways Operations Office.

Details of all actions and other notes regarding operations, patrols etc. are recorded on the Highway Inspector Log sheet. These are filed by date order in hard copy within the Highways Operations Office.

Details including driver /vehicle details, salt used and timing of operations are recorded on the Winter Emergency Call Out Report and filed with the Highway Inspector Log Sheet in date order in hard copy within the Highways Operations Office.

Examples of all Logs can be found in Appendix B.

Training and Development

All Senior Support Officer and Highway Inspectors shall undergo an appropriate weather forecast provider training session. New staff members receive on the job training and shadowing until confident in their responsibilities.

Senior Support Officers shall undergo the IHIE Training Course 'Winter Services' A course for Decision Makers and Managers as soon as possible following their initial on the job training .

Drivers of all winter service vehicles shall hold an appropriate LGV licence or a European Communities (EC) HGV licence, a City and Guilds Winter Maintenance Certificate and a City and Guilds Front Loading Shovel Certificate.

Prior to the commencement of each Winter Period, Drivers carry out a 'dry run' of all Precautionary Gritting Routes and each suitable vehicle is fitted with its plough.

7. FACILITIES, PLANT, VEHICLES AND EQUIPMENT

Winter Service Compounds and Facilities

All Winter Service Operations are run from the Highways Office at Waterside Depot, Derby Close, Swindon (Waterside Depot).

Calibration Procedures

Prior to the commencement of each Winter Period, the Transport Manager arranges for all salt spreaders to be calibrated. Copies of calibration certificates retained.

Salt usage per route/per spreader/per operation is monitored to confirm spreaders remain in calibration.

Fleet Inventory

The following plant is available for use during the Winter Period: -

- 8 No demountable gritters
- 7 No snow ploughs
- 1 No loading shovels
- 3 No 4x4 vehicles

Further plant and equipment can be accessed when necessary during extreme conditions.

The procurement, management and maintenance of all plant and vehicles is the responsibility of the Operations Services Manager who has a planned maintenance and replacement schedule in place which takes into account the requirements of the Winter Service.

Fuel Stocks and Locations

Fuel for use by the Winter Service Fleet is stored at the Waterside Depot and is managed by the Operations Services Manager. Agreements are in place with local retail outlets in case contingency arrangements are required.

8. SALT AND OTHER DE-ICING MATERIALS

Specification

Safecote is the brand name of an Agricultural by-product which is added to pure rock salt at the Salt Union mine at Winsford, Cheshire to produce the proprietary material 'Thorox +'. The Agricultural by-product is derived from molasses used in the sugar refining process.

There are numerous benefits to using Safecote, including:

- It provides corrosion inhibition to carbon steel and aluminium
- It provide salt with free-flowing characteristics which is beneficial during the salting operation as it ensures a uniform distribution of salt across the carriageway
- It reduces concrete spalling and asphalt road surface damage
- It has been shown to be less damaging to the environment than pure rock salt.
- It remains active on the carriageway surface for longer than pure rock salt

Precautionary salting shall be undertaken using Thawrox+ 6mm, obtainable from Compass Minerals, Astbury House, Bradford Road, Winsford, Cheshire, CW7 2PA.

Footbridges will be treated using Icemelt, obtainable from Glasdon Manufacturing Limited, Poulton Business Park, Poulton-le-Fylde, Lancashire, FY6 8JW.

Location and Capacity of Stocks for Salt and Other Materials

Salt stocks for Winter Service Operations are stored in the Waterside Depot, Derby Close, Swindon (Waterside Depot).

All salt is stored in an undercover barn of capacity approximately 4000tonnes.

The procurement and management of salt stocks, including all deliveries and stock rotation is the responsibility of Operations Manager – Specialist Services.

At the commencement of the Winter Period Waterside Depot shall hold a minimum of 1500tonnes of Thawrox+. This has proven to date to be sufficient supply for the whole of the winter period and is equivalent to 40 operations at standard spread rates. Provisional orders shall be placed with the salt supplier to top up levels during the Winter Period.

Icemelt shall be stored in its original containers within the Highways Office to ensure availability at all times during the Winter Period. Sufficient stocks shall be reserved to ensure at least one week's daily treatments are available.

The stock of grit sand held at Waterside Depot shall not be less than 3 tonnes and further supplies are available upon request for use in extreme conditions under an agreement with a local supplier.

Procurement of Icemelt

The Operations Manager – Specialist Services is responsible for purchasing and storing Icemelt for use on footbridges. Icemelt will be ordered in sufficient quantities to minimise costs and delivery charges.

Stock Level Monitoring

Salt usage will be monitored by daily calculation by the Programme and Policy Coordinator, based on number of precautionary salting operations, spread rate and supplemented by regular visual checks.

Recommended Rates of Salt Spread

In order to calculate the spread rate for any given situation the following must be taken into consideration:

- Salt moisture content
- Spreader calibration
- Type of salt vs. spreader calibration
- Minimum spread rate in lane
- Wind conditions
- Traffic volume

It is Swindon Borough Council's policy, as far as reasonably practicable to use only treated salt within the limits of the moisture content recommendations. Spreader calibration is carried out at the start of each season and whenever any concerns are raised. Calibration is carried out by the spreader manufacturer. During every operation the Inspector is tasked to follow a spreader to ensure lane width is sufficient and even.

It is therefore assumed throughout that all these issues are 'good'. However the wind speed for any operation must be taken into account to assess Good, Fair or Poor salt distribution.

All operations carried out during the night will be under little to no traffic volumes which results in a requirement for an extra 25% salt.

It is Swindon Borough Council's policy, when practical to rely on residual salt. It is recommended however that residual salt is not relied upon when lower spread rates are used. It has therefore been decided that the minimum spread rate used in any circumstance will be 10g/m²

Routes have been designed such that a vehicle can complete a route without refilling at spread rates of 20g/m² or less, therefore when spread rates above 20g/m² are required, additional runs will be necessary as illustrated in the following tables.

These tables have been prepared using the 2018 recommendations from the NWSRG.

Night Time off Peak Treatments (all routes less than 250 vehicles per hour)				
Wind speed/ Coverage Class	Greater than 20mph Fair Coverage		Less than 20mph Good Coverage	
Road Condition	Dry/Damp	Wet	Dry/Damp	Wet
At or above -1.0 °C	10g/m ²	10g/m ²	10g/m ²	10g/m ²
-1.1 °C to -2.0 °C	10g/m ²	10g/m ²	10g/m ²	10g/m ²
-2.1 °C to -3.0 °C	10g/m ²	15g/m ²	10 g/m ²	13g/m ²
-3.1 °C to -4.0 °C	11g/m ²	20g/m ²	10g/m ²	16g/m ²
-4.1 °C to -5.0 °C	14g/m ²	16g/m ² + 10g/m ²	10g/m ²	20g/m ²
-5.1 °C to -7.0 °C	20g/m ²	20g/m ² + 16g/m ²	14g/m ²	20g/m ² + 18g/m ²
-7.1 °C to -10.0 °C	15g/m ² + 10 g/m ²	20g/m ² + 20g/m ² + 10 g/m ²	20g/m ²	20g/m ² + 20g/m ²

DayTime Peak, Off Peak and Nigh Time Peak Treatments (all routes at least in part more than 250 vehicles per hour)				
Wind speed/ Coverage Class	Greater than 20mph Fair Coverage		Less than 20mph Good Coverage	
Road Condition	Dry/Damp	Wet	Dry/Damp	Wet
At or above -1.0 °C	10g/m ²	10g/m ²	10g/m ²	10g/m ²
-1.1 °C to -2.0 °C	10g/m ²	10g/m ²	10g/m ²	10g/m ²
-2.1 °C to -3.0 °C	10g/m ²	12g/m ²	10 g/m ²	10g/m ²
-3.1 °C to -4.0 °C	10g/m ²	17g/m ²	10g/m ²	13g/m ²
-4.1 °C to -5.0 °C	11g/m ²	20g/m ²	10g/m ²	16g/m ²
-5.1 °C to -7.0 °C	15g/m ²	20g/m ² + 10g/m ²	11g/m ²	12g/m ² + 10g/m ²
-7.1 °C to -10.0 °C	20g/m ²	20g/m ² + 20g/m ²	16g/m ²	20g/m ² + 11g/m ²

Precautionary Treatments Before Snow or Freezing Rain		
Weather Conditions	Night Time off Peak Treatments (all routes less than 250 vehicles per hour)	DayTime Peak, Off Peak and Nighttime Peak Treatments (all routes at least in part more than 250vehicles per hour)
Light snow forecast	20g/m ² + 10g/m ²	15g/m ²
Moderate/Heavy Snow	20g/m ² + 10g/m ²	20g/m ² + 10g/m ²
Freezing rain forecast	20g/m ² + 10g/m ²	

Grit Sand

Grit will only be used in circumstances where salt has proved ineffective due to very low temperatures and compacted snow and ice deposits that have formed do not respond to conventional treatment by salt. Grit may also be used where salt supplies are exhausted due to extended periods of inclement weather. Use of grit shall be at the request of the Senior Support Officer.

9 OPERATIONAL COMMUNICATIONS

All Drivers, the Highways Office and the Highway Inspector are provided with a 2 way radio for communication during operations. This system is backed up by a list of Drivers, Inspector's and Senior Support's mobile phone numbers.

10 CONTINGENCY PLANS

Arrangements for Implementing Minimum Winter Networks

Should severe weather continue for a prolonged period, salt supplies run below levels at which they can be resupplied or the Government issues a directive regarding implementation of minimum networks, the Director of Operations and Senior Support Officer will agree a plan for reduction of treated network or use of alternative materials relative to the prevailing situation.

The Emergency Planning Department of Swindon Borough Council, who are on call 24 hours are responsible for the co-ordination of actions necessitated by a Major Emergency and will act in accordance the Borough's Peacetime Emergency Guide which is available from the Emergency Planning Unit.

11 INFORMATION AND PUBLICITY

In the event of adverse weather Swindon Borough Council's Communication Team will be responsible for informing local residents of the impact the weather may have on highways and Council services. This will be co-ordinated across specified council departments and issued in the form of:

- Ongoing social media posts across Facebook and Twitter
- Releases/ updates to local media organisations

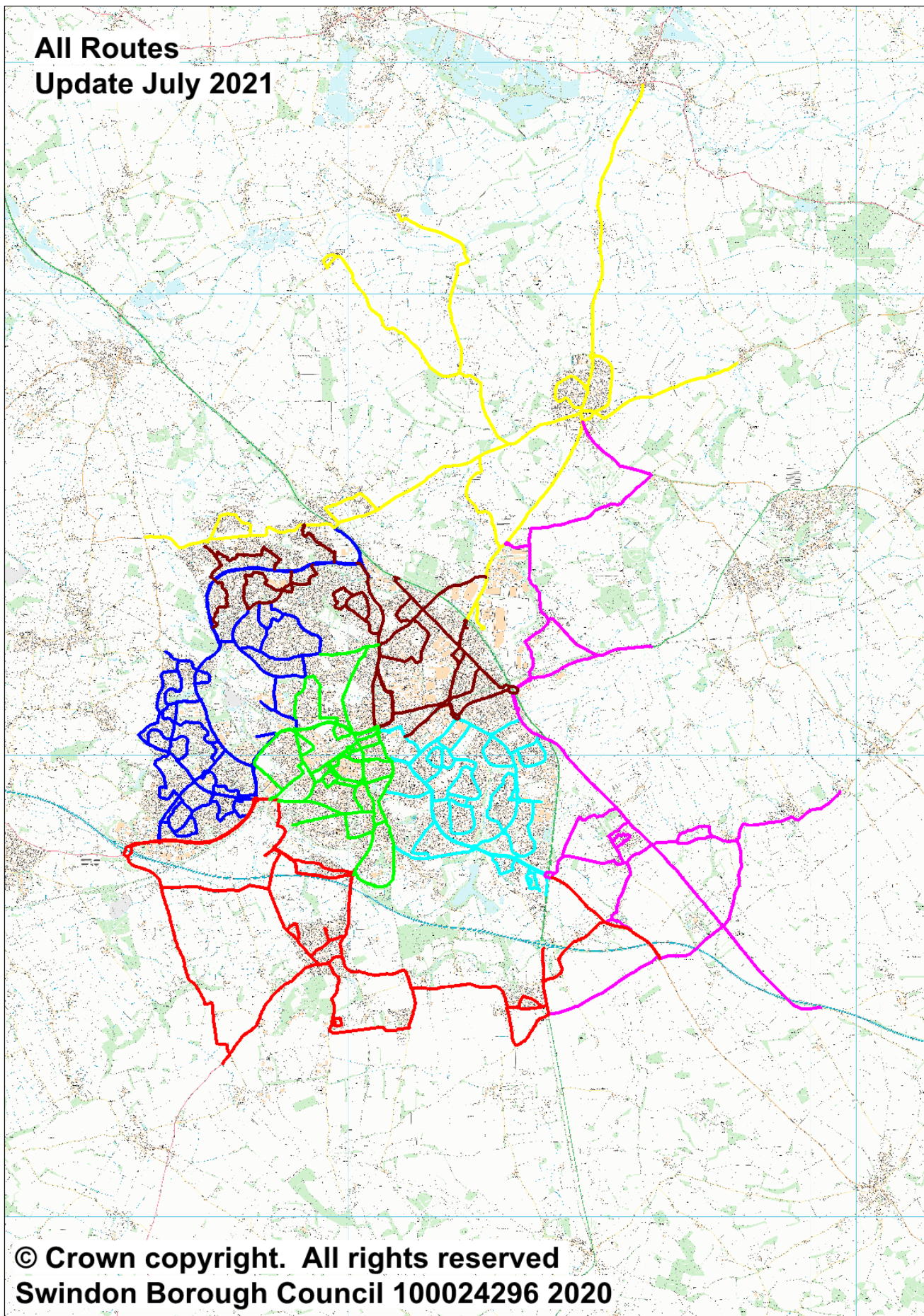
There will also be a winter specific web page set up which contains information and advice on preparing and coping with adverse winter weather conditions

Appendix A

Routes

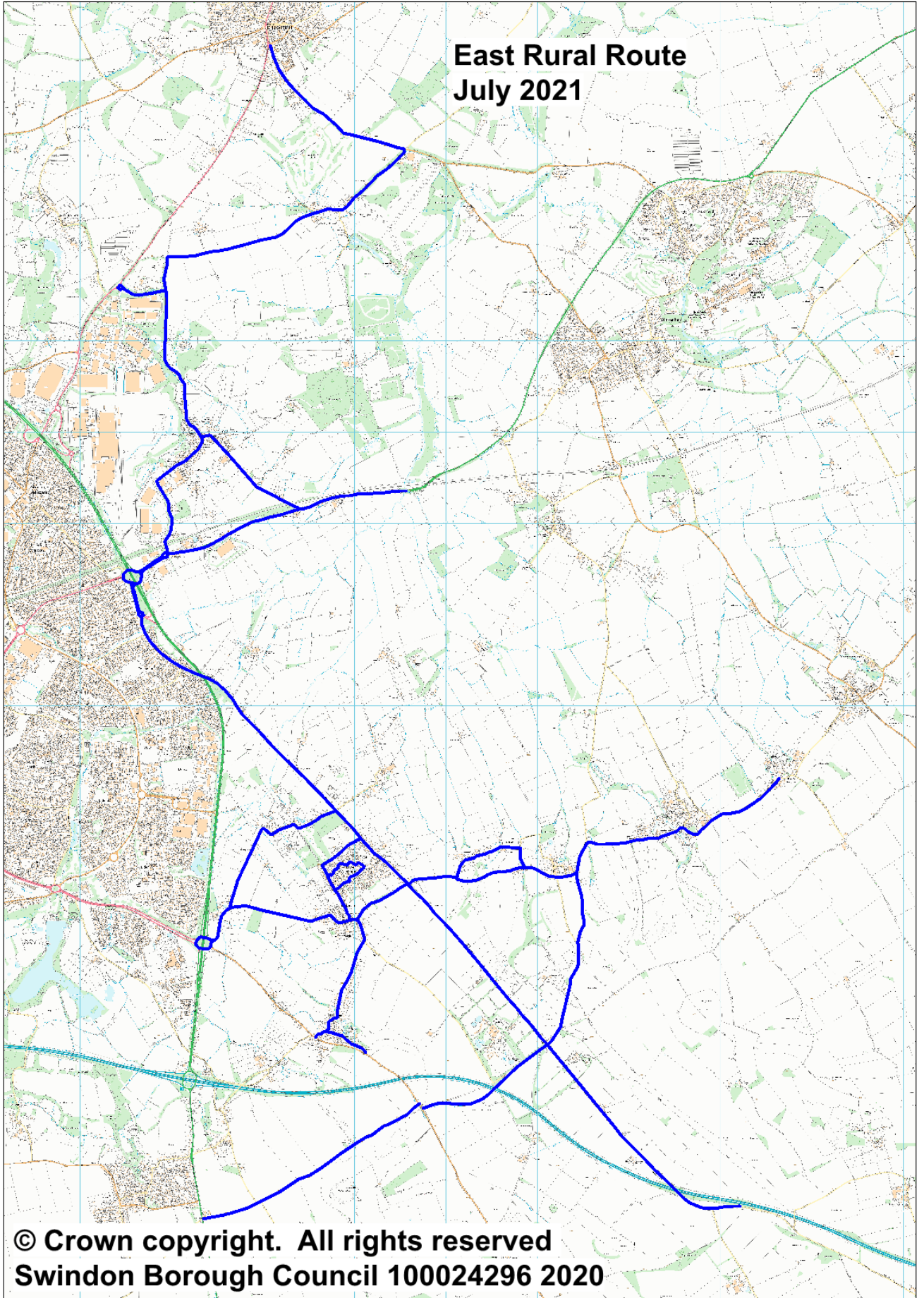
3	Plan of Precautionary Gritting Routes - Overview
4	Plans of Precautionary Gritting Routes – Individual Routes
11	Plan of Resilient Network - Overview
12	Plans of Plough Routes – Individual Routes
19	Plans of Hill Batches – Overview in Areas
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37	Plan of Town Centre Pedestrian Area Treatment Routes - Overview
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**All Routes
Update July 2021**



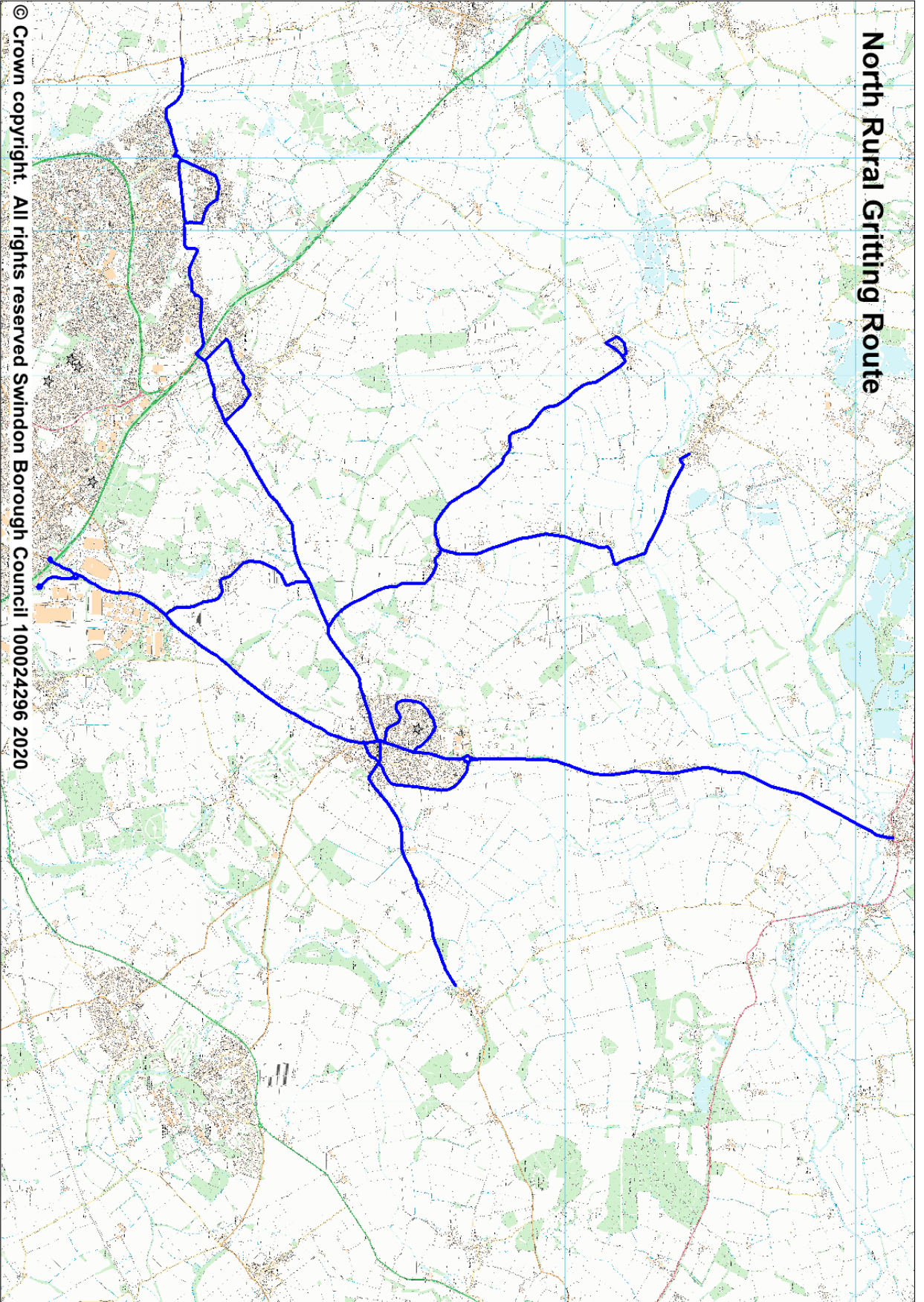
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**East Rural Route
July 2021**



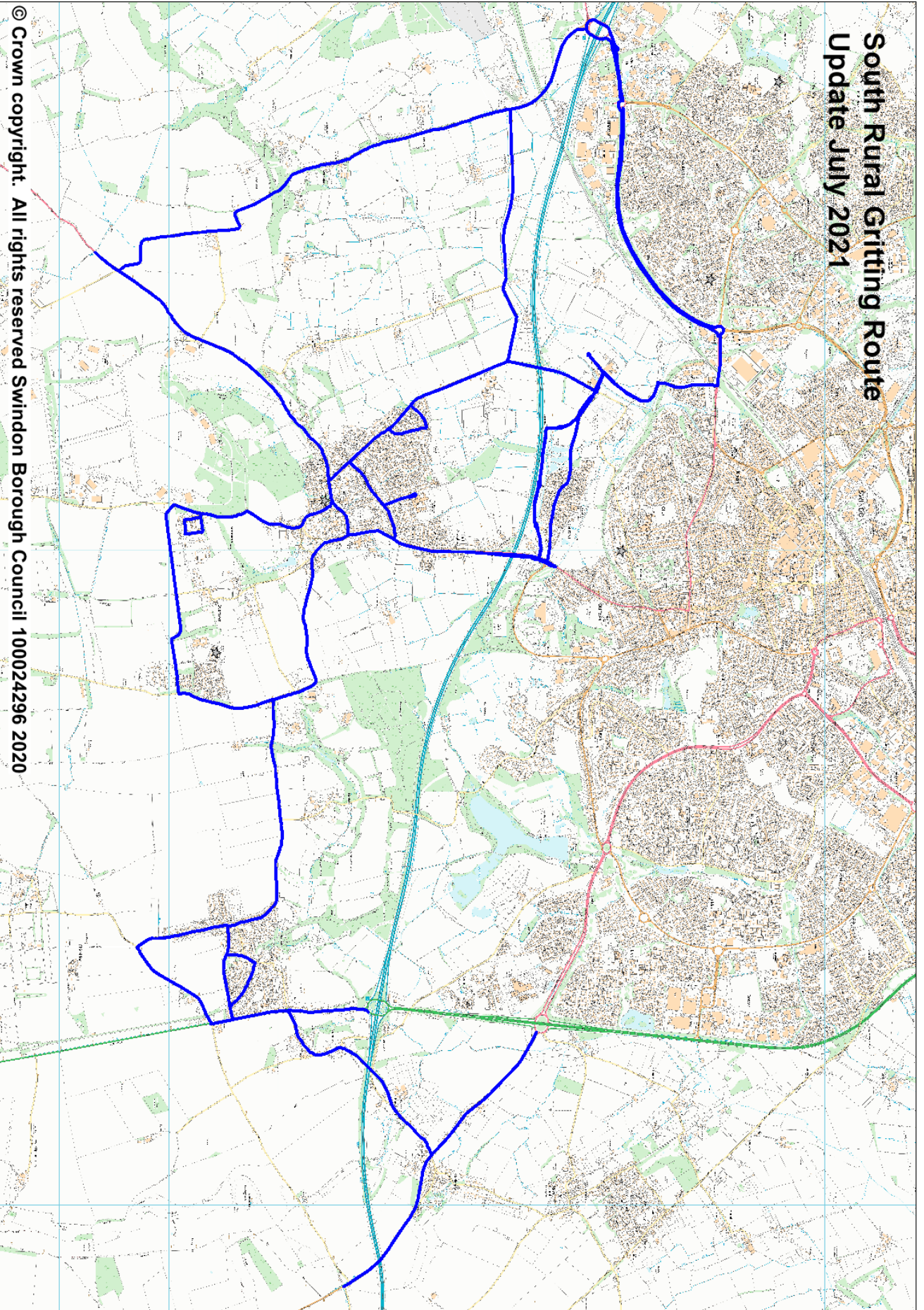
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North Rural Gritting Route

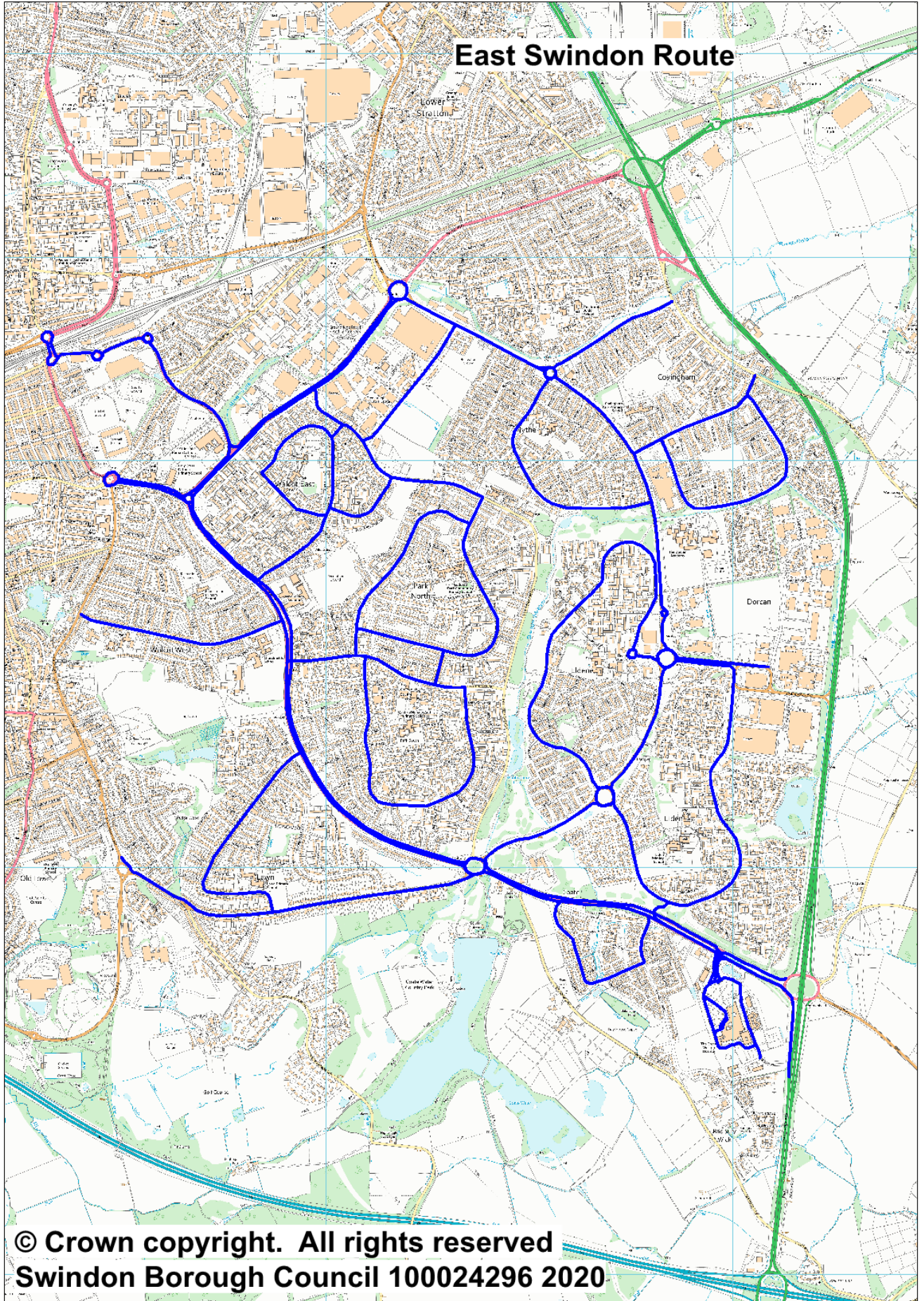


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South Rural Gritting Route
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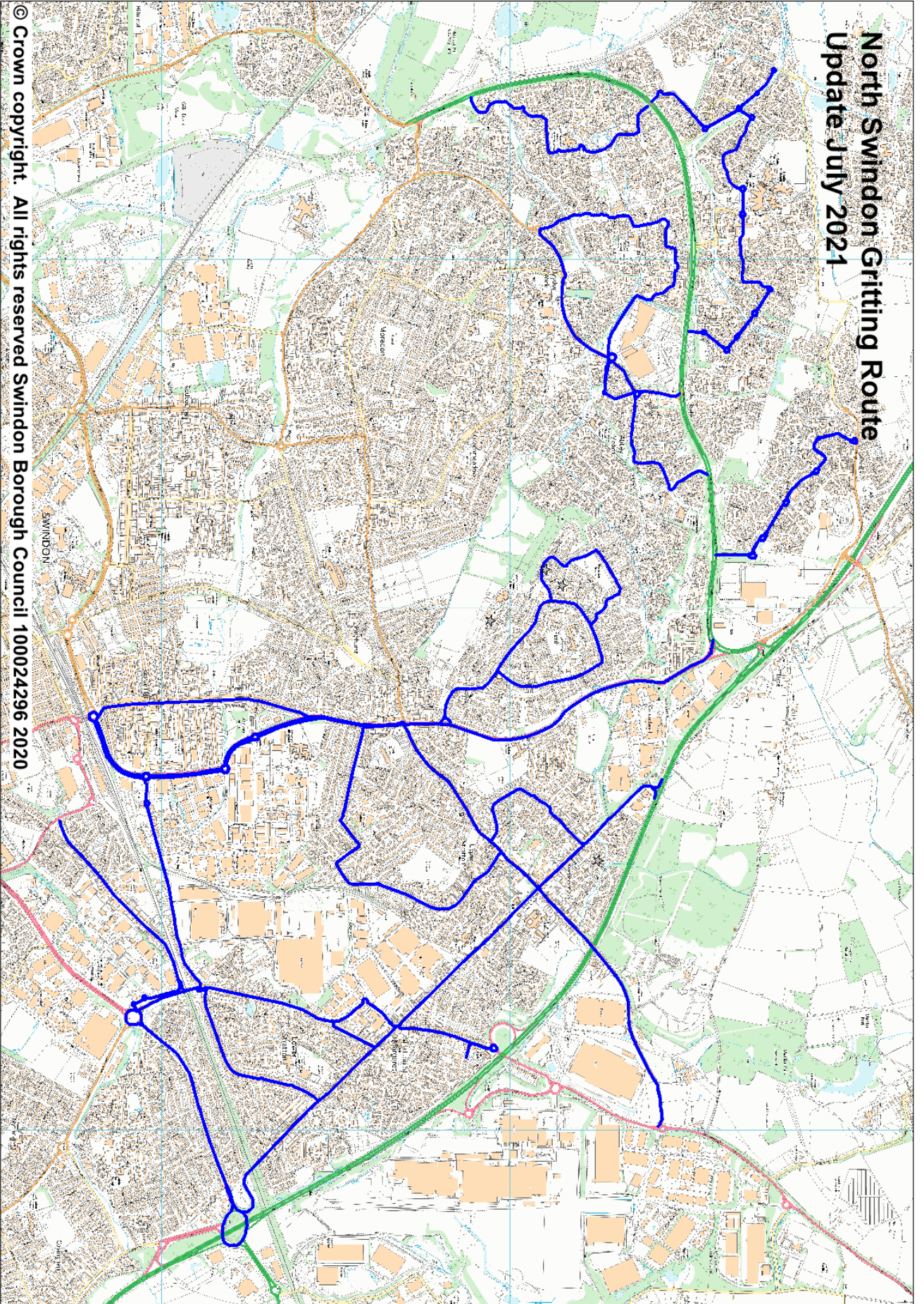


East Swindon Route



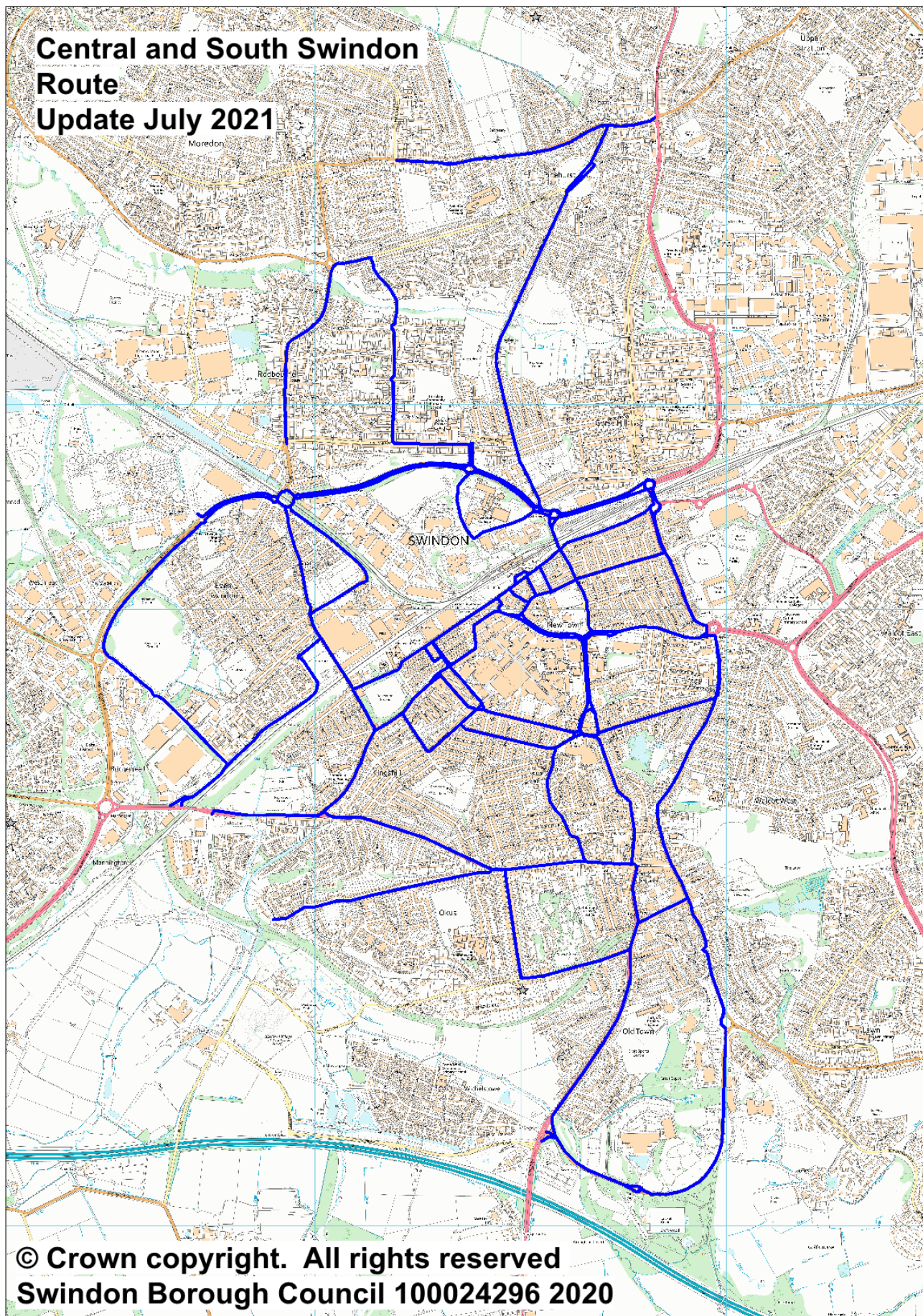
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North Swindon Gritting Route
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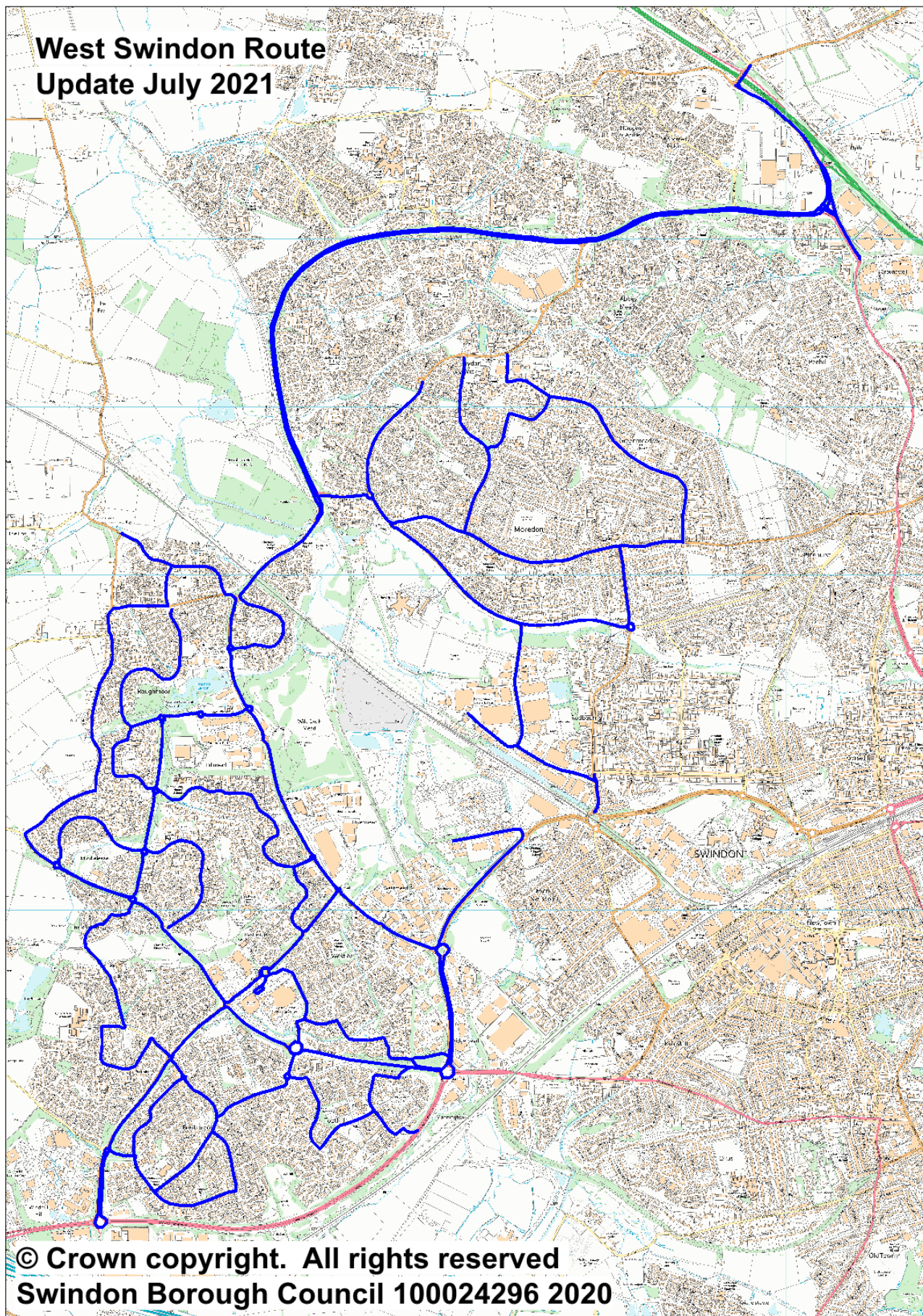
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**Central and South Swindon
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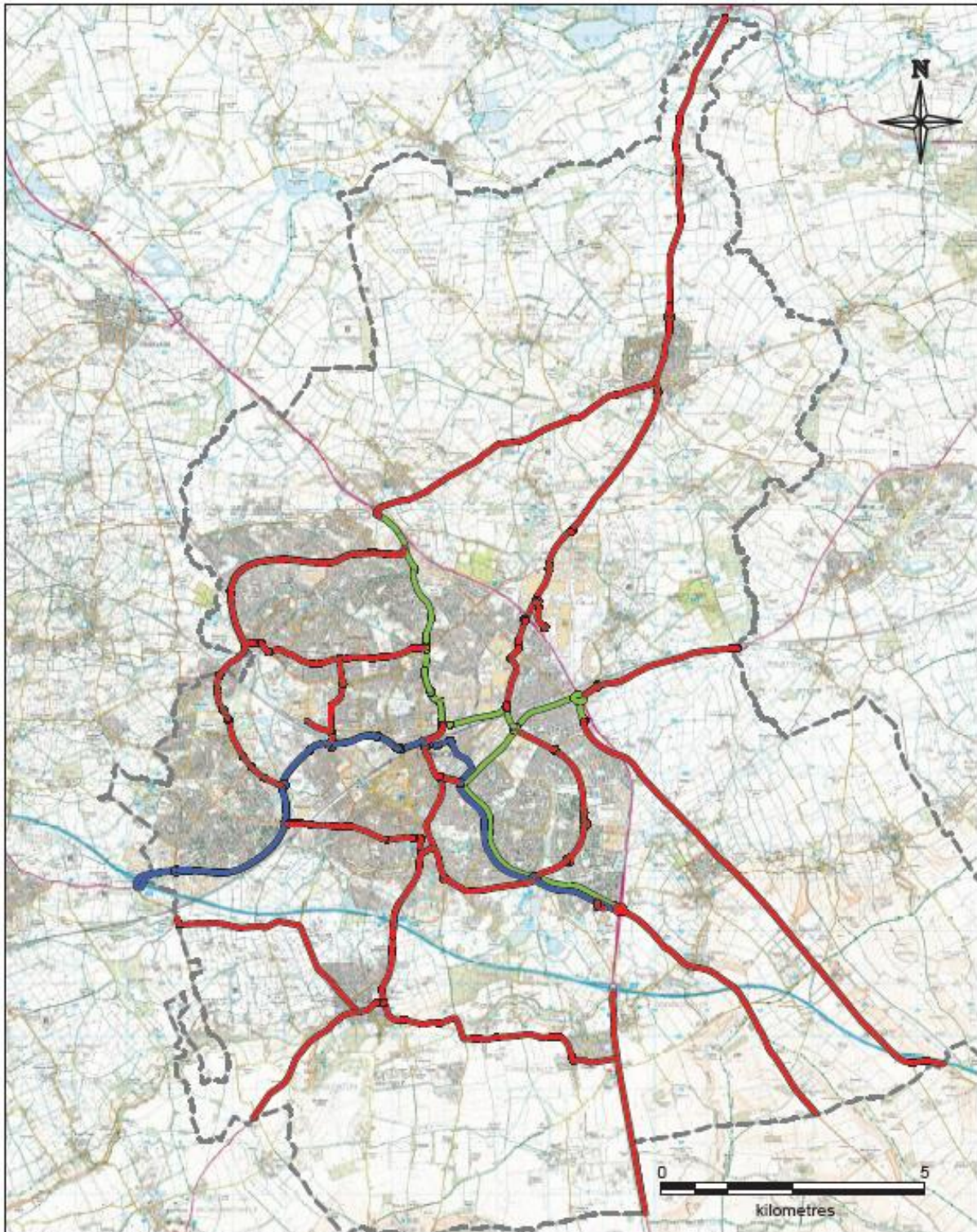


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**West Swindon Route
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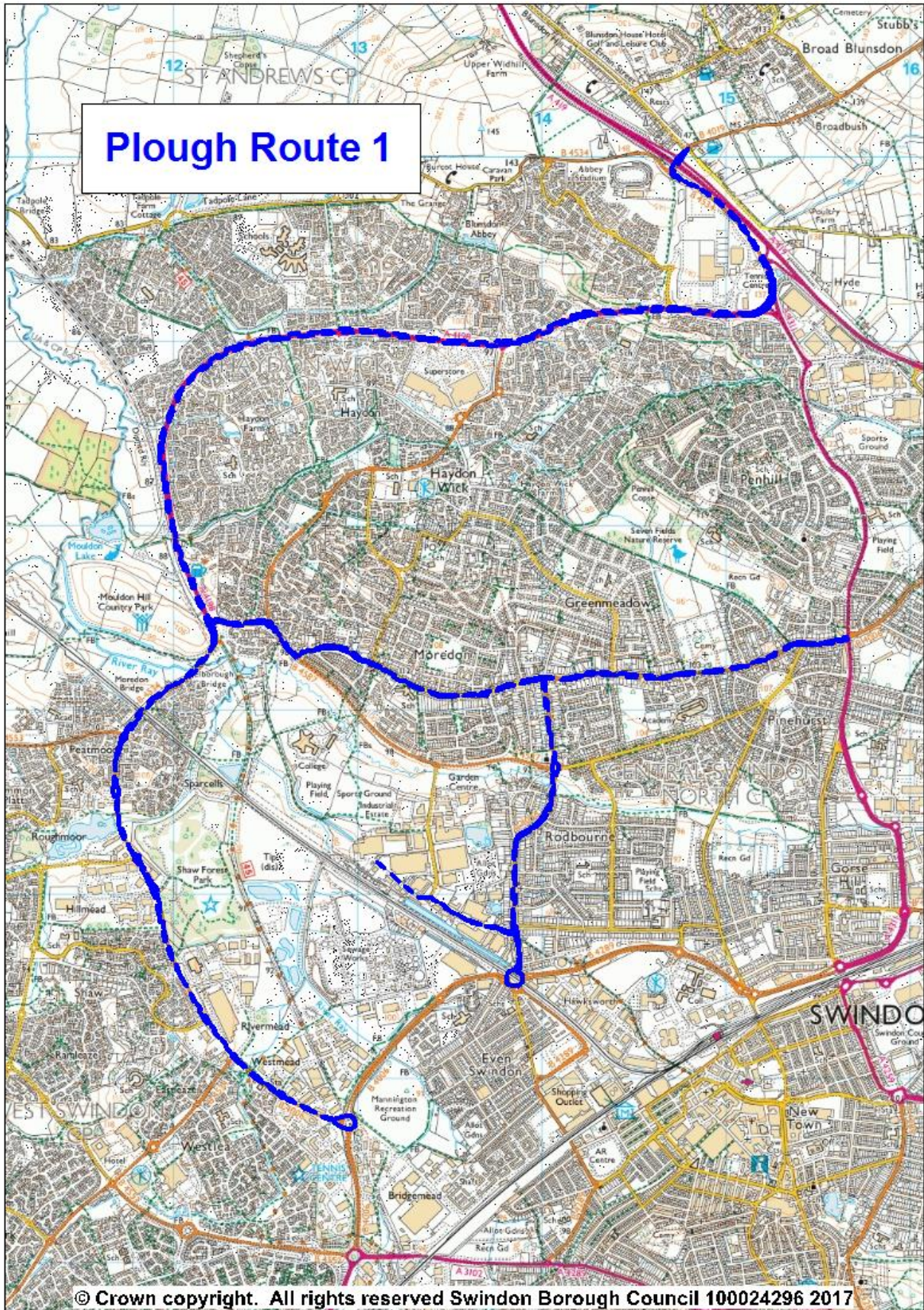


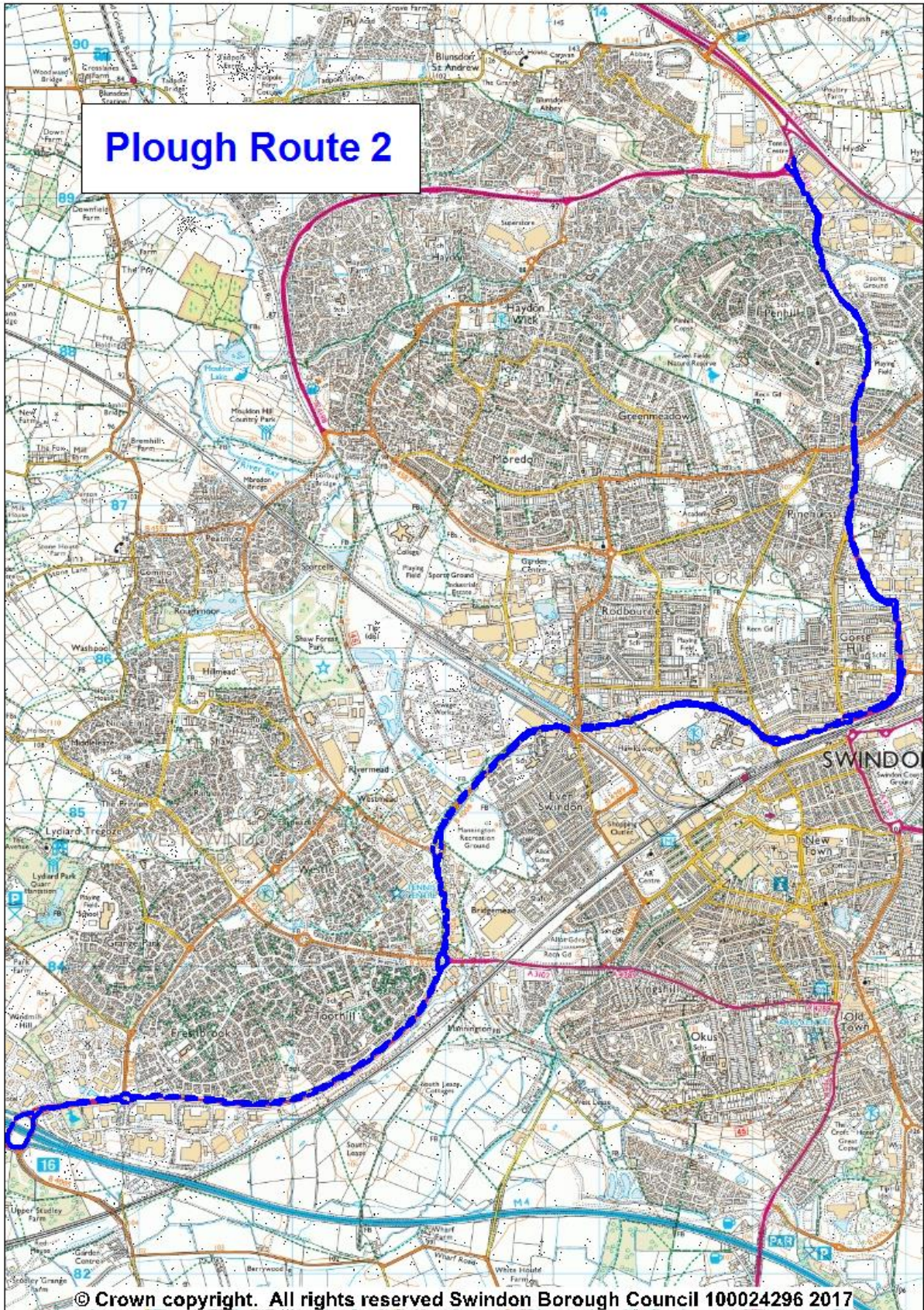
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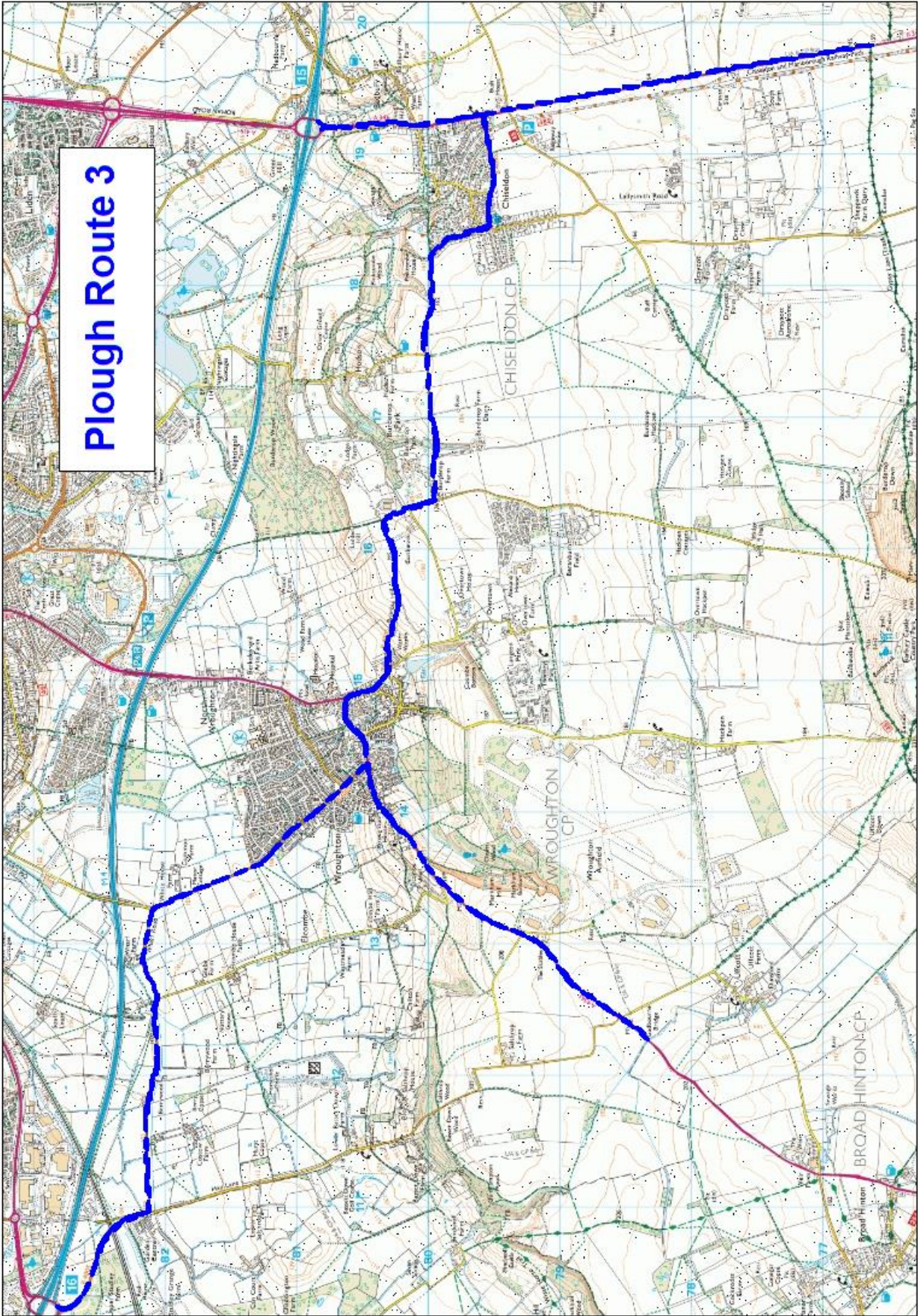


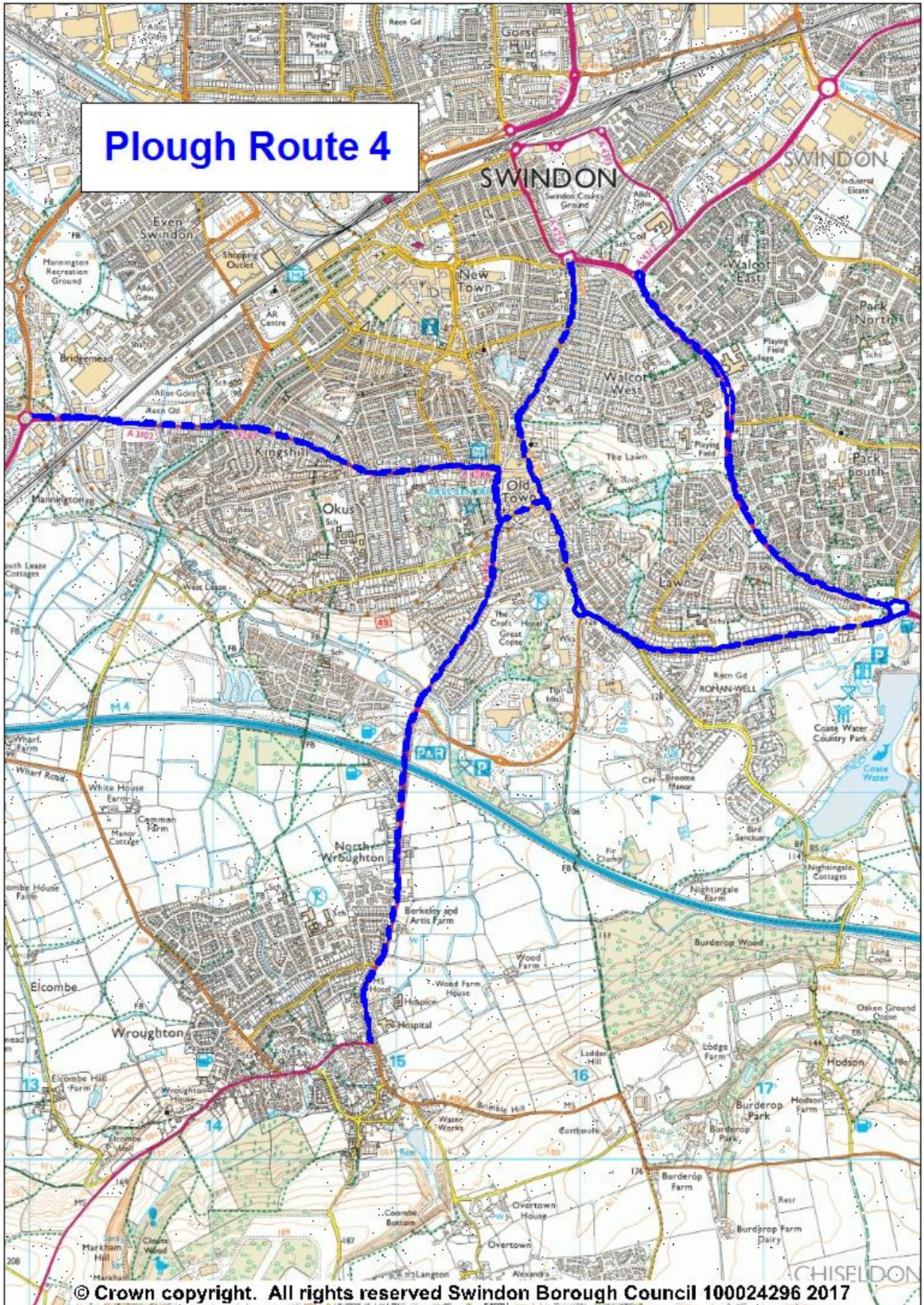
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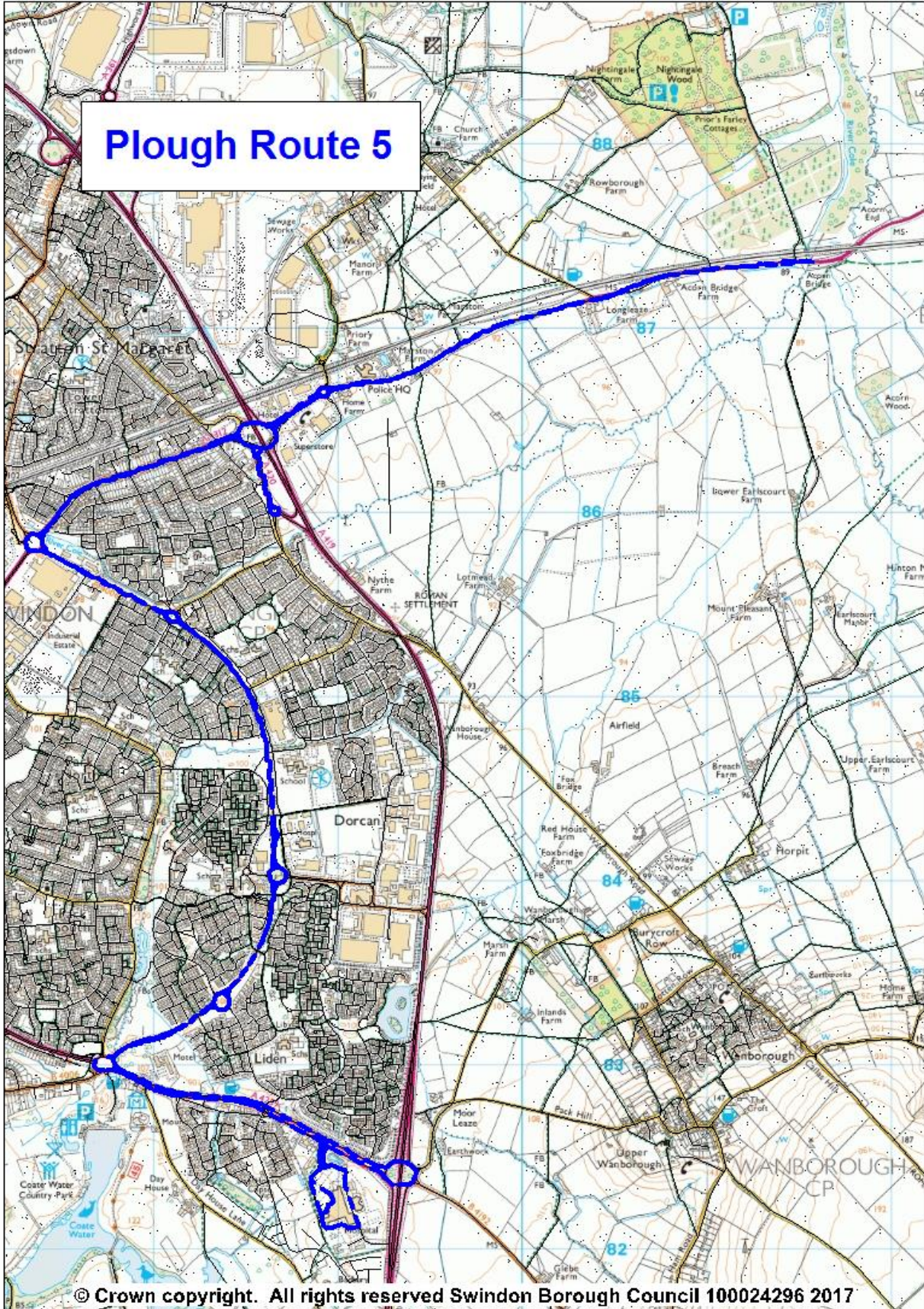
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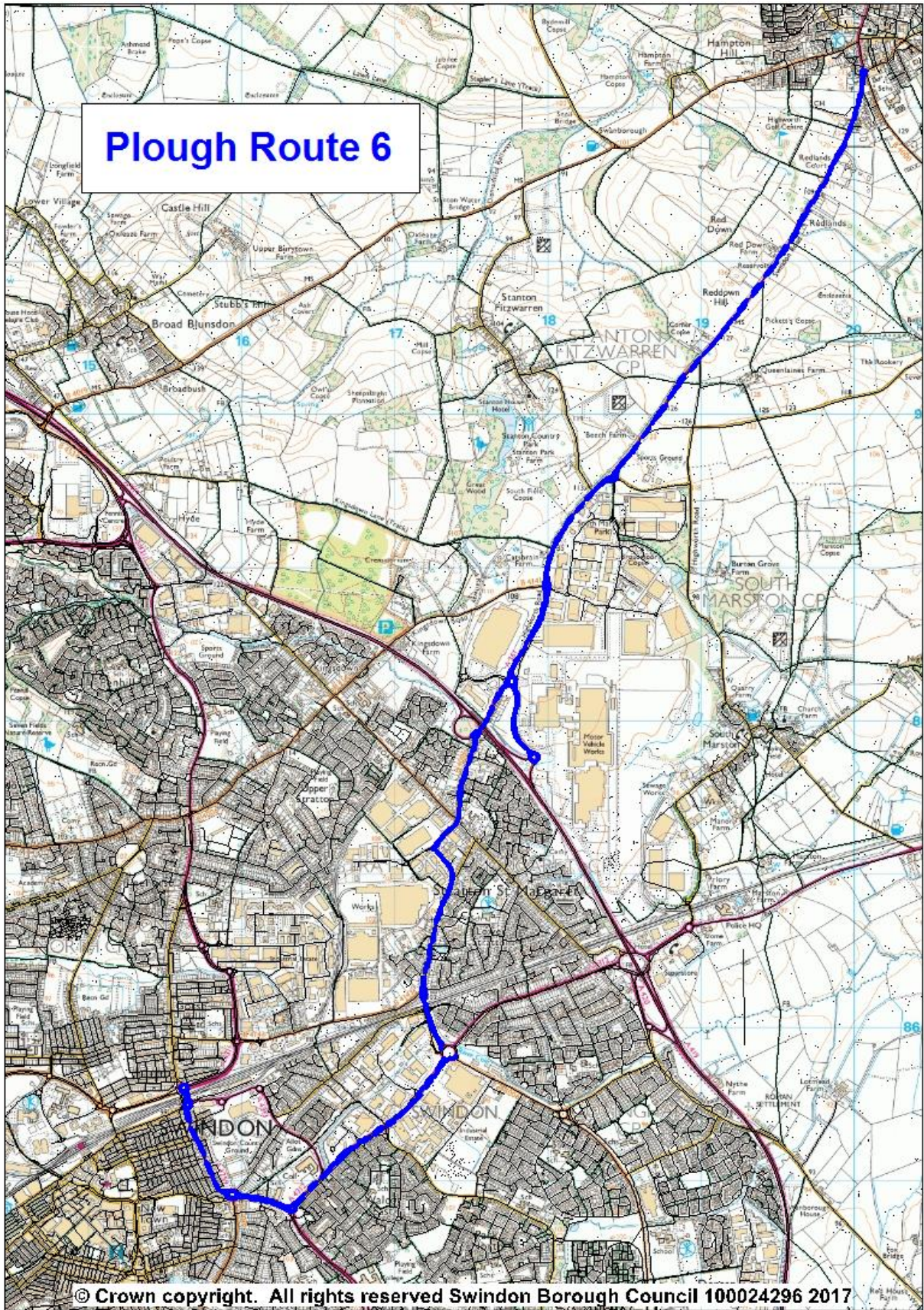


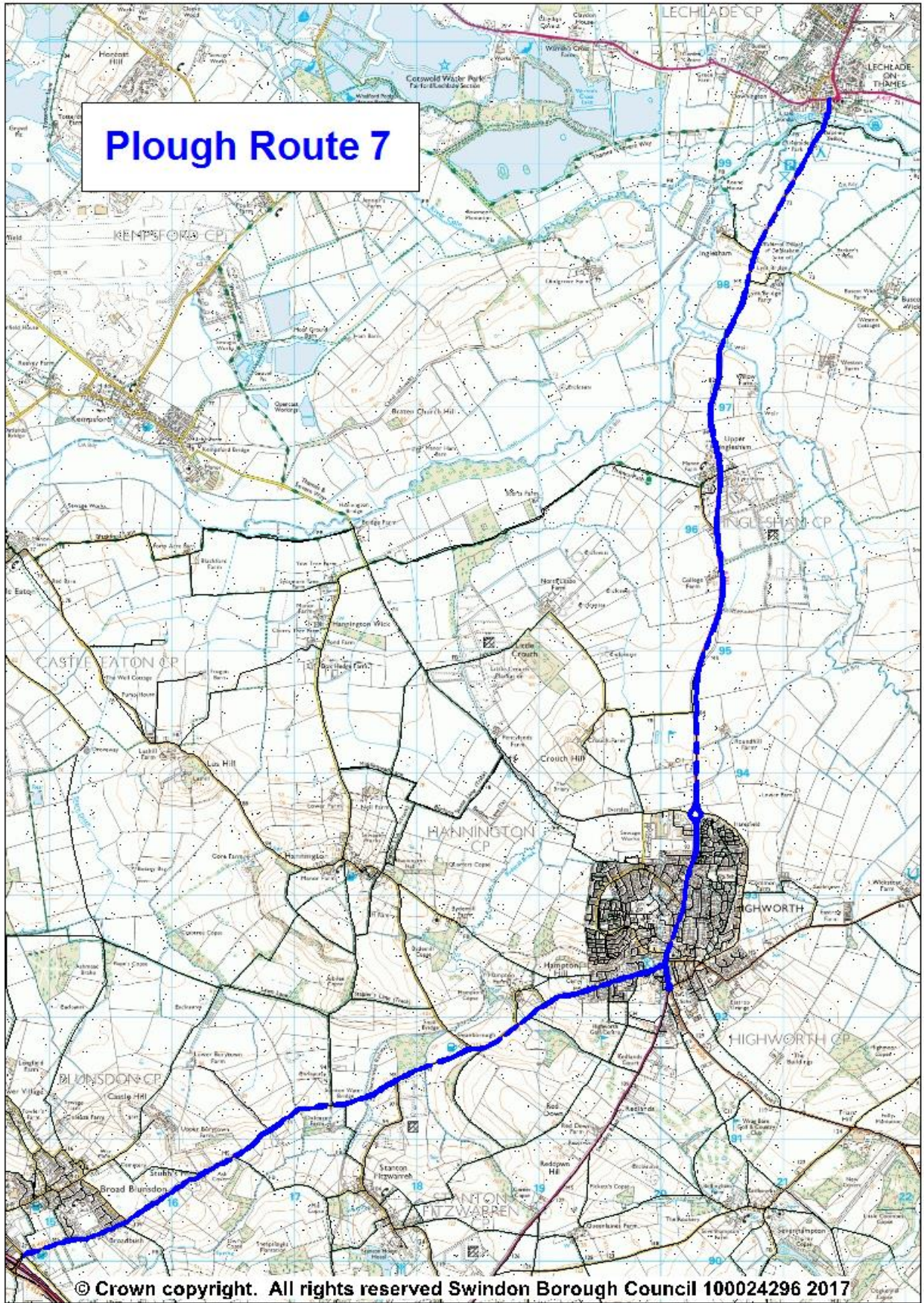


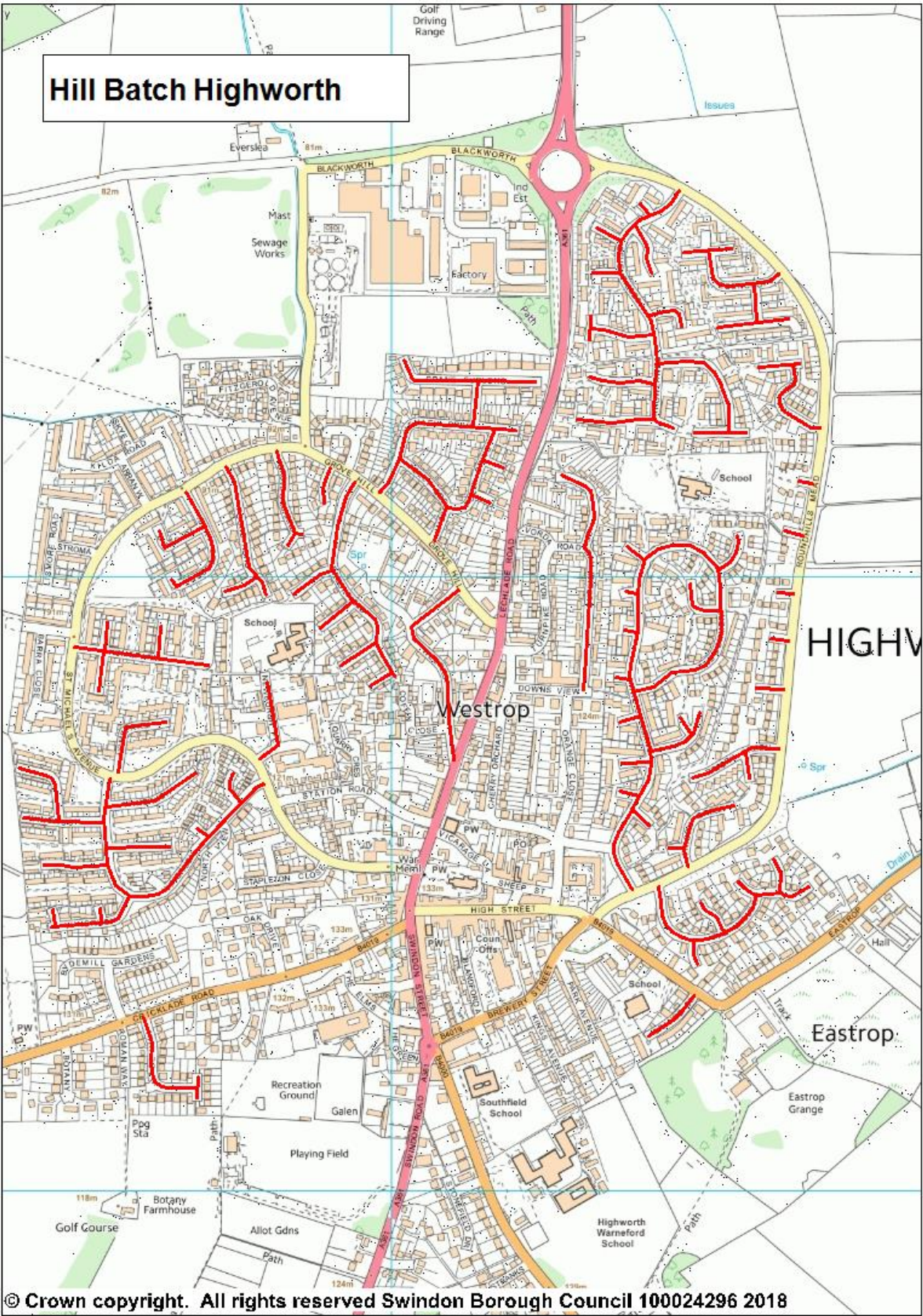


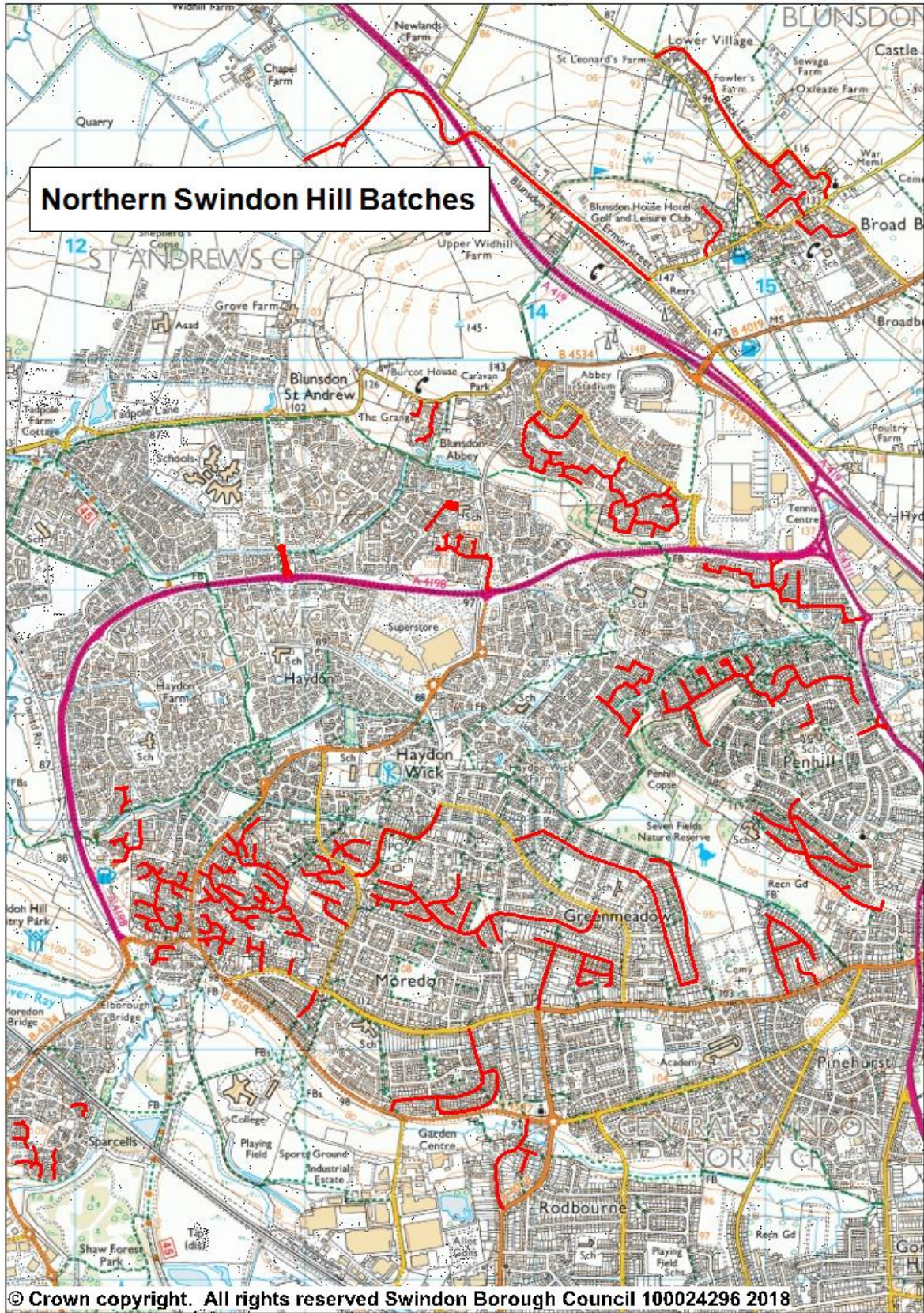


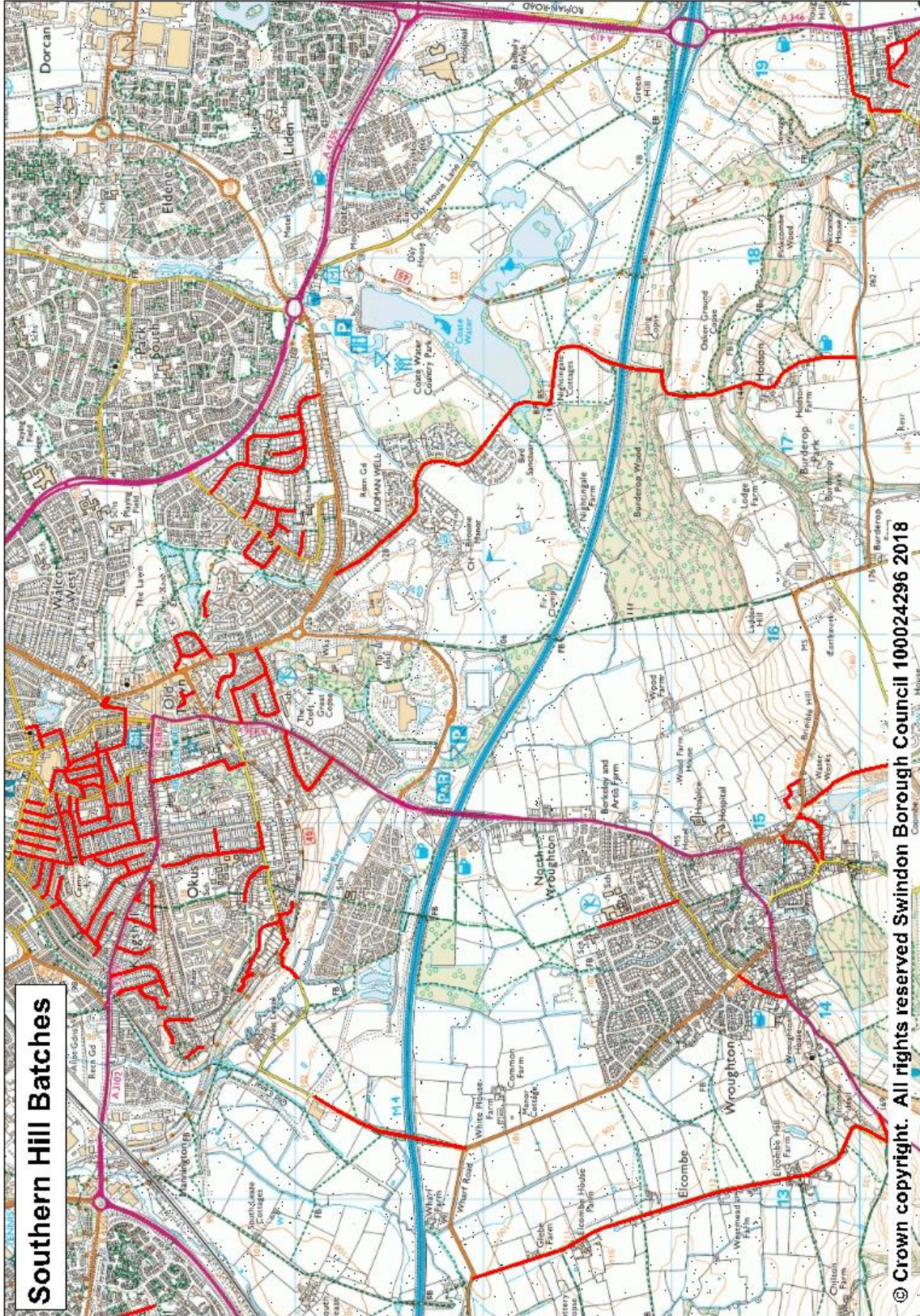


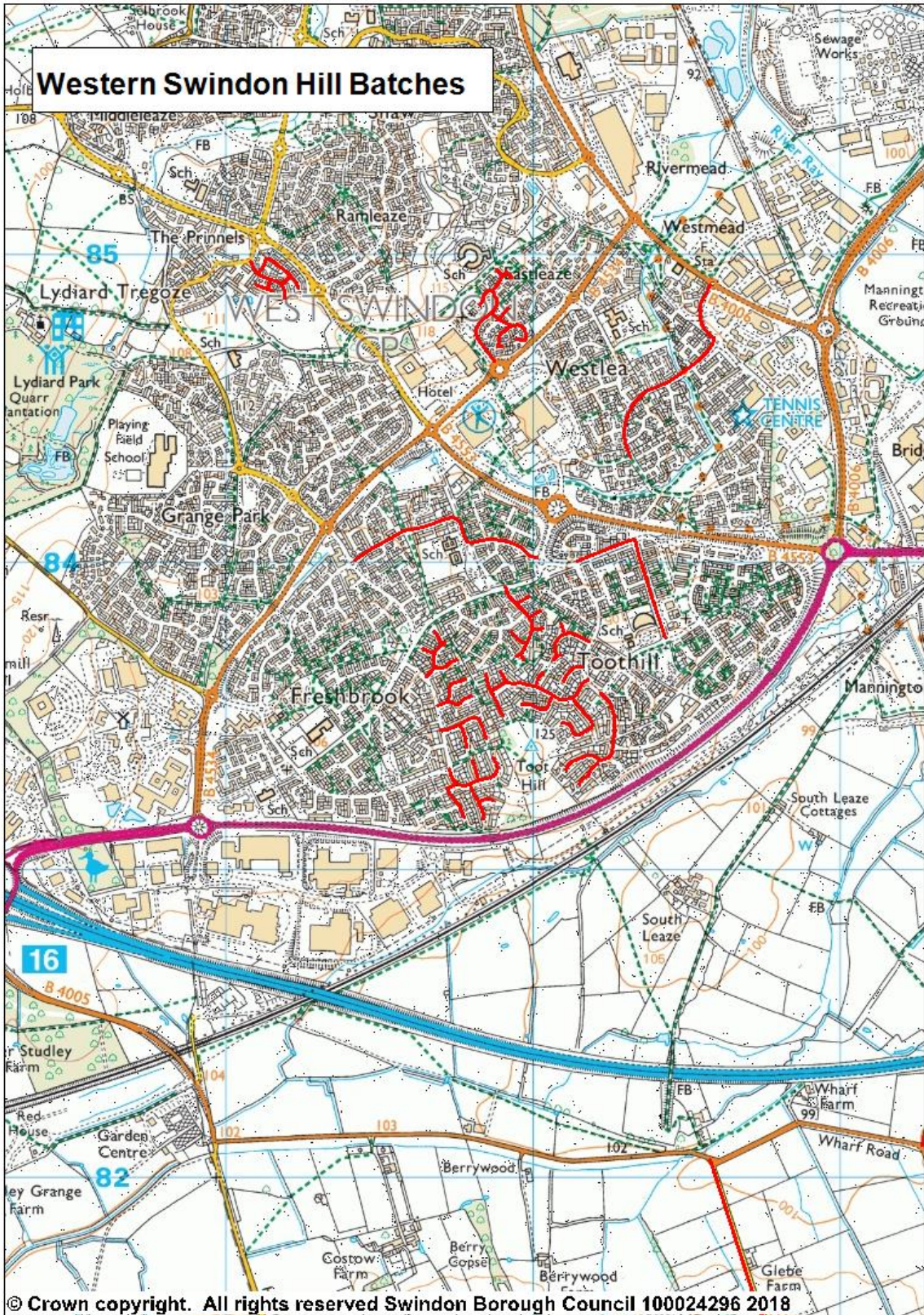












Grit Bin List

USRN	Street Name	Location
Blunsdon and Highworth Ward		
83875289	BARRA CLOSE	Side of No 7
83875291	BELLINGHAM LANE	In Sevenhampton Lane near Bellingham Lane
83875057	BERTON CLOSE	Outside No 56
83875057	BERTON CLOSE	Side of No 26
40200000	BIDDEL SPRINGS	Side of No 2
83875294	BOTANY	Junction B4019
83875295	BREWERY STREET	Rear of Public Toilets
83875296	BROOKFIELD	To the side of No 22
83875296	BROOKFIELD	To the side of No 29
83875059	BURYTOWN LANE	Near Junction High Street
83877269	BYDEMILL GARDENS	Outside No 4
83875060	CHAPEL HILL	Bottom of hill
83875060	CHAPEL HILL	Top of hill
83877267	CHERRY ORCHARD	Junction Glebe Place
40200400	CHURCH VIEW	Access Road
83875061	CHURCHILL AVENUE	Outside No 17
83875062	CHURCHWAY	On verge O/S No 4
83875062	CHURCHWAY	Opposite No 21
83875062	CHURCHWAY	Opposite Akers Court junction
83877271	CRANE FURLONG	To the side of No 29
40200292	EASTROP	On hill opposite No 75
83875306	FOLLY CLOSE	Junction with Folly Drive
83875310	GRANGE CLOSE	Junction with Eastrop
83875310	GRANGE CLOSE	Opposite No 7
83875311	GROVE HILL	Opposite junction with Brookfield
83875312	GROVE ORCHARD	Cul-de-sac end
40200294	HAMPTON LANE	At triangle
83875313	HENLEY DRIVE	Junction with Folley Crescent
83875313	HENLEY DRIVE	Near No 35
40200329	HIGH STREET	Junction with Hatchers Crescent
40200329	HIGH STREET	Junction with Hunts Hill
83875068	HILLSIDE WAY	Opposite No 111
83875068	HILLSIDE WAY	Junction with Widhill Lane
83875069	HOLDCROFT CLOSE	Outside No 2
40200297	HOME FARM	Outside No 137
40200333	HUNTS HILL	Opposite Fern Cottage
83875316	ISLAY CRESCENT	Opposite No 33
83875316	ISLAY CRESCENT	Junction with Bute Close
83875071	IVY LANE	Junction with Front Lane
83875317	KILDA ROAD	Junction with Arran Way
83875319	KNOWLANDS	End of Cul-de-sac for Nos 117 to 145
83875319	KNOWLANDS	Outside No 73

USRN	Street Name	Location
Blunsdon and Highworth Ward continued		
83875319	KNOWLANDS	Opposite No 87
83875319	KNOWLANDS	To the side of No 28
40200346	LECHLADE ROAD	Junction with Vicarage Lane
83875326	LISMORE ROAD	Junction Stroma Way
40200336	MARKET PLACE	Facing Sheep Street
83875397	MILL LANE	Near Stream
83877295	NELL HILL	Near the junction with Queens Road
83875327	NEWBURGH PLACE	Outside Newburgh House
83875327	NEWBURGH PLACE	Outside Westrop Primary School
83877266	PARK AVENUE	Behind Brewery Street Car Park
83877323	PONTINGS CLOSE	At the junction with High Street
83875333	POUND ROAD	Near No 36
40200210	PRIORY GREEN	Opposite No 1 at junction with Roundhills Mead
40200210	PRIORY GREEN	To the side of No 42
83875336	QUEENS AVENUE	Outside No 49
40200291	QUEENS ROAD	To the side of The Jolly Tar
83875338	RIVERS WAY	Outside No 2
83875080	SAMS LANE	Near junction with the High Street
83877254	SEVENHAMPTON LANE	Opposite Sevenhampton Place Lane
83877254	SEVENHAMPTON LANE	Next to telephone box
83877254	SEVENHAMPTON LANE	Near junction with Roves Lane
83875199	SKINNERS CLOSE	At the junction with Queens Road
83875347	ST MICHAELS AVENUE	Near opposite junction with Windrush
83875347	ST MICHAELS AVENUE	At the junction with Newburgh Place
40200257	TADPOLE LANE	At the junction with Lyall Close
40200257	TADPOLE LANE	At the top of the hill
83875398	THE AVENUE	In cul-de-sac opposite No 8
83875398	THE AVENUE	At the junction with Trenchard Road
83875353	THE CULLERNS	Next to car park
83875353	THE CULLERNS	To the side of No 304
83875354	THE DORMERS	Outside old Northview Primary School
83875354	THE DORMERS	Opposite No 138
83875354	THE DORMERS	To the side of No 29
83875084	THE RIDGE	Between entrances to the hotel
83875359	THE WILLOWS	Next to parking area near No 18
83875359	THE WILLOWS	Outside No 4
83875359	THE WILLOWS	To the side of No 27
83875085	TURNPIKE ROAD	At the junction with Kingsdown Lane
83875085	TURNPIKE ROAD	Opposite No 7
83875362	VORDA ROAD	Opposite No 22
83875364	WESSEX WAY	Opposite No 15
83875086	WEST HILL	Opposite junction with Malthouse Close
83875366	WESTROP	Opposite Windy Ridge

USRN	Street Name	Location
Blunsdon and Highworth Ward		
83875366	WESTROP	In Surgery
83875367	WINDRUSH	Top of Hill
40201213	WYLD COURT	Opposite The Grange
Central Ward		
83876422	MEDGBURY ROAD	Near No 6
40201420	REGENT PLACE	Near theatre disabled access
Chiseldon and Lawn Ward		
83875762	BERKELEY LAWNS	Side of 16 Hereford Lawns
83875834	BUCKINGHAM ROAD	Side of No 23
83875098	BUTTS ROAD	Outside The Rectory
83875103	CASTLE VIEW ROAD	Junction with School Close
83875929	CLEEVE LAWN	Near School
83876005	DENBIGH CLOSE	Near No 8
83875108	DOWNS ROAD	Near No 44
40201247	DRAYCOT LANE	Next to bus stop
83876100	FARLEIGH CRESCENT	Opposite No 16
83876191	GUILDFORD AVENUE	Junction with Sandringham Road
83876191	GUILDFORD AVENUE	Outside Shops
83877486	HODSON LANE	Outside No 31
83875112	HOME CLOSE	Opposite No 52/53
83875114	MAYS LANE	Opposite the Shop
83875114	MAYS LANE	At the junction with New Road
83875116	NEW ROAD	Outside The Patriots Arms
83876523	PARKLANDS ROAD	On bend
40200229	SAMBRE ROAD	At the junction with Ladysmith Road
83875122	SCHOOL CLOSE	Near Dewey Close
83876771	TENBY CLOSE	Junction with Windsor Road
83875128	TURNBALL	At the junction with Slipper Lane
83875130	WINDMILL PIECE	Outside No 10
Covingham and Dorcan Ward		
83875947	CONAN DOYLE WALK	To the side of No 33
40201180	COVINGHAM SQUARE	Near post box
40201087	LIDEN CENTRE	Side of Kebab Shop
83876416	MATLEY MOOR	Near No 17
83875185	THE DRIVE	Outside the shops
Eastcott Ward		
83876670	SAVERNAKE STREET	Top of hill by play area
83875696	ASHFORD ROAD	On St Saviors' Church land
83875696	ASHFORD ROAD	Opposite 24A
83875696	ASHFORD ROAD	Junction Clifton Street on hill
83875795	BOWOOD ROAD	Outside No 23
83875795	BOWOOD ROAD	Outside No 43
83876000	DEACON STREET	To the side of No 44
83876027	DOVER STREET	Junction with North Street

USRN	Street Name	Location
Eastcott Ward continued		
83876028	DOWLING STREET	Top of hill
83876043	DUMBARTON TERRACE	Junction with Belgrave Street
83876043	DUMBARTON TERRACE	Opposite No 1
83876959	DUNSFORD CLOSE	Opposite No 59
83876959	DUNSFORD CLOSE	At the junction with Sunnyside Avenue
83876959	DUNSFORD CLOSE	Between No 30 and 31
40200236	EASTCOTT HILL	At the junction with Stafford Street
40200236	EASTCOTT HILL	At the junction with Pembroke Street
83876186	GROSVENOR ROAD	Junction with Sunnyside Avenue
83876247	HILLSIDE AVENUE	Outside No 32
83876319	KINGSHILL ROAD	Junction with Clifton Street
83876319	KINGSHILL ROAD	Cul-de-sac O/S 115
83876564	PROSPECT HILL	Near the junction with Cross Street
83876574	RADNOR STREET	Outside Cemetery
83876574	RADNOR STREET	Junction with Shelly Street
83876574	RADNOR STREET	Near junction with Exmouth Street
83876682	SHELLEY STREET	At the top of the street
83876726	STAFFORD STREET	By cemetery wall
83876726	STAFFORD STREET	Side of 123
83876734	STANMORE STREET	To the side of 62 William Street
40200255	SWINDON ROAD	At the junction with North Street
83876789	THE NURSERIES	Outside No 6
83876826	VALLEYSIDE	At the cul-de-sac end
83876826	VALLEYSIDE	Opposite No 1
83876877	WESTERN STREET	At the junction with North Street
Gorse Hill and Pinehurst Ward		
40200171	CRICKLADE ROAD	Clive Parade
83876060	EASTVILLE ROAD	Outside No 26
83876221	HAYDON VIEW ROAD	Junction with Eastville Road
83876221	HAYDON VIEW ROAD	Junction with Whitworth Road
83876428	MENDIP CLOSE	Opposite No 29
40200302	ORCHID CLOSE	At the end of the cycleway
40200273	SUNNINGDALE ROAD	On roundabout
83875746	BEDWYN CLOSE	Side of 20 Liddington Street
83876295	KELMSCOT ROAD	Opposite No 14
83876819	TYDEMAN STREET	Next to the subway
Haydon Wick Ward		
83875711	AVENS CLOSE	Junction Bryony Way
83875204	AVONMEAD	Outside 1 Lyddon Way
83875204	AVONMEAD	Outside No. 160
83875204	AVONMEAD	Opposite Medway Road junction
83875204	AVONMEAD	Junction Sherford Road
83875734	BASIL CLOSE	Opposite No 43
83875205	BAYLEAF AVENUE	Outside 17

USRN	Street Name	Location
Haydon Wick Ward continued		
83875209	BROOKDENE	Opposite No 8
83875211	BRYONY WAY	Junction with Buckthorn Close
83875211	BRYONY WAY	Junction Hylder Close
83875211	BRYONY WAY	Side of 43 Hylder Close
83875211	BRYONY WAY	Opposite Ramsthorn Close
40200091	CAGNEY DRIVE	Opposite No 28
83876976	CARAWAY DRIVE	Outside No 49
83875877	CATMINT CLOSE	Opposite No 10
83875882	CAYENNE PARK	Junction Caraway Drive
83875905	CHERVIL CLOSE	To the side of No 4
83875905	CHERVIL CLOSE	Junction with Southernwood Drive
83875914	CHIVES WAY	Junction Byony Way
83875215	CHURCHFIELD	On cycleway at end of cul-de-sac
83875218	CLOVERLANDS	Junction leading to No 44
83875218	CLOVERLANDS	Opposite No 43
83875218	CLOVERLANDS	To the side of No 37
83875218	CLOVERLANDS	To the side of No 11
40200119	COBBET CLOSE	To the side of No 24
83875953	COPPICE CLOSE	Opposite No 1
83875222	CORNFLOWER ROAD	To the side of No 59
83876029	DOWNLAND ROAD	Opposite No 18
40200070	GABLE CLOSE	To the side of No 10
40200070	GABLE CLOSE	To the side of No 25
40200067	GAYNOR CLOSE	Opposite Nos 9 and 10
83875241	HELMSDALE	Opposite No 19
83875242	HOLMLEIGH	To the side of No 25
83875242	HOLMLEIGH	Opposite Holmleigh side road
83875242	HOLMLEIGH	Opposite No 35
40200093	HUDSON WAY	Opposite No 14
83876283	JASMINE CLOSE	Junction Buckthorn Drive
83875245	KENNET AVENUE	Junction with Severn Avenue
83875247	MALLOW CLOSE	Near to No 14
83876400	MARIGOLD CLOSE	Near junction with Bryony Way
40200038	MONET CLOSE	Opposite No 9
83876496	NUTMEG CLOSE	Opposite No 5
40200092	OAKIE CLOSE	Opposite No 1
40200147	OLIVIER ROAD	Near No 1
83876599	RAMSTHORN CLOSE	At the junction with Lichen Close
83875266	SHERFORD ROAD	Outside No 13
83876711	SOUTHERNWOOD DRIVE	Side of No 33
83876711	SOUTHERNWOOD DRIVE	Junction Caraway Drive
83876711	SOUTHERNWOOD DRIVE	Junction Anise Close
83876711	SOUTHERNWOOD DRIVE	Opposite Hysopp Close junction
83876765	TARRAGON CLOSE	To the side of No 15

USRN	Street Name	Location
Haydon Wick Ward continued		
83876765	TARRAGON CLOSE	Outside No 18
83875419	THAMES AVENUE	Outside Shops
83875419	THAMES AVENUE	Near junction with Larchmore Close
83875274	THE BROW	Towards the top of the hill
83875276	THRUSHEL CLOSE	At the cul-de-sac end
40200061	TIMANDRA CLOSE	Opposite No 7
83875277	TORRIDGE CLOSE	At the cul-de-sac end
40200089	TRACY CLOSE	To the side of No 35
40200962	WAGGONER CLOSE	Near No 14
40200372	WARRENER CLOSE	Opposite No 31
83875282	WHEATLANDS	To the side of No 7
40200965	WOODSMAN ROAD	Opposite No 19
Liden, Eldene and Park South Ward		
83876980	ACORN CLOSE	Opposite House Number 4
83875772	BEVISLAND	Junction Eldene Drive
83875772	BEVISLAND	Near No 58
83875780	BLACKSTONE AVENUE	Rear of No 25
83875843	BUTTERMERE	Opposite Wick House
40201240	CULPEPPER CLOSE	Near junction Hanbury Road
40200577	ELDENE CENTRE	3 bins around centre
40200170	ELDENE DRIVE	Junction with Thorne Road
83876101	FARMAN CLOSE	Near entrance to park
83876890	WHITE EDGE MOOR	At the junction with Edale Moor
Lydiard and Freshbrook Ward		
83875670	ALNWICK	O/S 37
83875033	BARKSTEAD CLOSE	Outside No 1
83875752	BELSAY	Side of No 37
83875789	BOSWORTH ROAD	Rear of No 28 Brandon Close
83875847	CABOT DRIVE	Opposite No 18
83875862	CAREY CLOSE	Side of No 1
83875924	CLARE WALK	On grass area to the side of No 6
83875956	CORFE ROAD	Junction with Tintagel Close
83875995	DARCEY CLOSE	Opposite No 18
83875995	DARCEY CLOSE	Junction with Hampton Drive
83875018	EDGEHILL	At the junction with Liskeard Way
83875018	EDGEHILL	To the side of No 18
40201081	FRESHBROOK VILLAGE CENTRE	To the side of The Pharmacy
40201081	FRESHBROOK VILLAGE CENTRE	To the side of Tesco's
83875024	GRANTHAM CLOSE	Opposite No 2
83876299	KENDAL	To the side of No 22
83875020	LANGDALE DRIVE	Opposite junction with Roundway Down
83875020	LANGDALE DRIVE	Opposite No 36
83876347	LESLIE CLOSE	To the side of No 43
83876377	LUDDSDOWN ROAD	Near Victoria Court

USRN	Street Name	Location
Lydiard and Freshbrook Ward		
83876412	MARNEY ROAD	To the side of No 33
83876616	RHUDDLAN	At the junction with Harlech Close
83875021	ROUNDWAY DOWN	Opposite No 7
83876727	STAMFORD CLOSE	At T-junction
83876801	TINTAGEL CLOSE	Side of No 28
83876881	WESTMINSTER ROAD	Opposite No 62
83876881	WESTMINSTER ROAD	On grass opposite No 21
83876889	WHITECASTLE	Opposite No 10
83875026	WINWICK ROAD	At junction with Adwalton Close
83875026	WINWICK ROAD	Opposite No 34
Mannington and Western		
83875657	AFFLECK CLOSE	Opposite No 2
83875770	BEVERLEY	Side of No 16
83875770	BEVERLEY	In parking area to the side of 51
40200186	BODIAM DRIVE	On approach to subway near to slip road onto A3102
83876047	DUNWICH DRIVE	At the junction with Colchester Close
40200288	GREAT WESTERN WAY	Junction with Galton Way
83876461	MORRIS STREET	To the side of No 29
40200981	ST AUSTELL WAY	In exit road from street
40200344	STOKESAY DRIVE	Outside School
83876766	TATTERSHALL	To the side of No 70
83876766	TATTERSHALL	Outside No 35
83876849	WARNEFORD CLOSE	Next to electrical sub station
Old Town Ward		
83875725	BANKSIDE	Outside No. 24
83875725	BANKSIDE	Side of No 5
83875749	BELLE VUE ROAD	On Roundabout
83877005	BELMONT CRESCENT	Junction Westlecot Road, side of Nursing Home
83875886	CHANDLER CLOSE	On grass near junction with Cricklade Street
83875931	CLIFTON STREET	Side of No 14
83876239	EVELYN STREET	Opposite No 2
83876113	FIELD RISE	Near to sub-station
83876115	FITZROY ROAD	Junction with Pleydell Road
83876152	GLOBE STREET	Junction with Brunswick Street
40200286	GROVELANDS AVENUE	Outside No 2
83876233	HESKETH CRESCENT	Outside No 47
83876348	LETHBRIDGE ROAD	Near junction with Avenue Road
83876360	LINLEY CLOSE	Outside No 5
83877000	MARLBOROUGH LANE	Near Sports Centre
40200193	MILL LANE	Junction Field Rise
40200193	MILL LANE	Opposite 3 Westleaze
40200193	MILL LANE	Just to the west of the old railway line

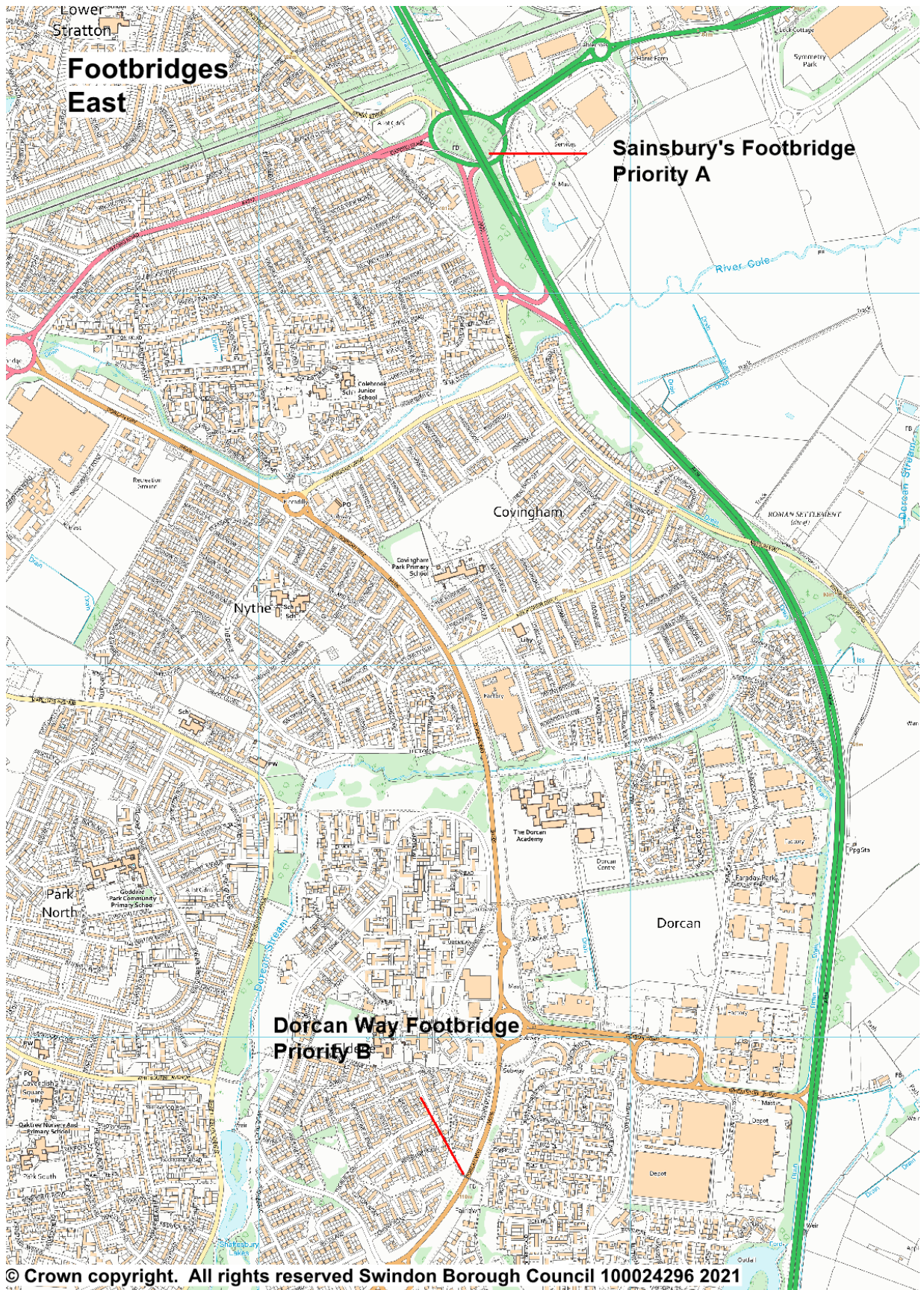
USRN	Street Name	Location
Old Town Ward continued		
40200193	MILL LANE	On bridleway leading to Wichelstow
40200198	OKUS ROAD	Near the junction with Kingshill
40200198	OKUS ROAD	Junction with St Helen's View
40200198	OKUS ROAD	At the junction with Tithe Barn Crescent
83876545	PLEYDELL ROAD	At the junction with Croft Road
40200247	SARSEN CLOSE	At the junction with Bankside
83876700	SIGNAL WAY	Near junction with Strouds Close
83876700	SIGNAL WAY	Near junction with Queintin Close
83876788	THE MALL	Outside the School
83876788	THE MALL	Just past the driveway to the school
83876792	THE WEAVERS	At the junction with Old Mill Lane
83876879	WESTLECOT ROAD	At the junction with Belmont Crescent
83876914	WINIFRED STREET	At the junction with St Margarets Road
Penhill and Upper Stratton Ward		
40200301	BEEHCROFT ROAD	In front of Library
83875434	BEVAN CLOSE	Near Substation
83875464	BOUNDARY CLOSE	Opposite 69
83875805	BRATTON CLOSE	Opposite 2
83875808	BREMHILL CLOSE	Outside No 8
83875501	BROOKS CLOSE	Opposite No 26
83875894	CHARLTON CLOSE	To the side of No 24
83875514	FULLER CLOSE	Outside No 21
83875532	HAIG CLOSE	Outside No 12
83877345	INGLESHAM ROAD	Junction with Newton Way
83876284	JEFFERIES AVENUE	Outside No 7
40200183	KINGSDOWN ROAD	Kingsdown Caravan Park 2 grit bins
83876344	LEIGH ROAD	Junction with Inglesham Road
83875567	MEADOWCROFT	At the junction with Addison Crescent
83875569	MERTON AVENUE	Between No 41 and 43
83876446	MINETY ROAD	To the side of No 1
83875583	PICKWICK CLOSE	At the junction with Cairndown Way
83876597	RAMSBURY AVENUE	At the junction with Minety Road
83876597	RAMSBURY AVENUE	Opposite the junction with Hannington Close
83876644	RUSHALL CLOSE	Side of 14
83875636	WHEELER AVENUE	To the side of 106
83876917	WINTERSLOW ROAD	On footpath opposite No 5
Priory Vale Ward		
40200114	ASHDOWN WAY	Opposite Waterdown Close junction
40200384	BRYANT ROAD	Cul-de-sac end
40200080	CAPESTHORNE DRIVE	Outside No 20
83875913	Chicory Close	Side of No 37
40200341	QUEEN ELIZABETH DRIVE	Outside The Tawney Owl
40200341	QUEEN ELIZABETH DRIVE	Near Play area

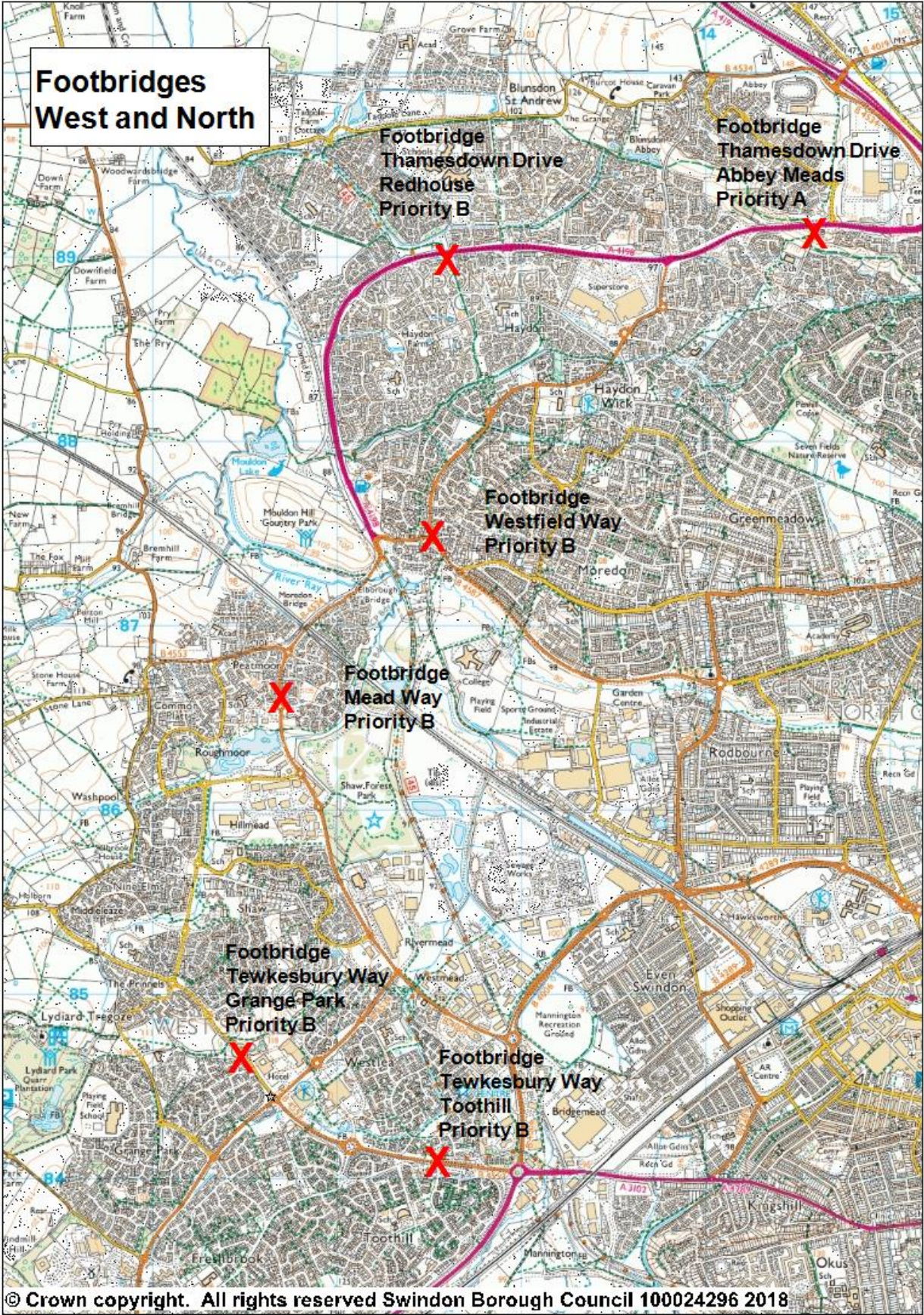
USRN	Street Name	Location
Priory Vale Ward continued		
40200341	QUEEN ELIZABETH DRIVE	Opposite No 44
40200341	QUEEN ELIZABETH DRIVE	At the junction with Thetford Way
40200113	WATERDOWN CLOSE	To the side of No 3
Ridgeway Ward		
83875097	BERRICOT LANE	1/2 down hill by sewerage works
83875097	BERRICOT LANE	Junction Badbury Lane
83877033	CALLAS RISE	Junction Callas Hill
83877034	CHAPEL LANE	Junction High Street
83875002	CHURCH LANE	Junction West End Lane
83875372	CHURCH ROAD	Junction Liddington Hill
40200314	CUES LANE	Outside Waylands
40200314	CUES LANE	Outside Cues Farm
83877511	ERMIN WAY	Shepherds Rest Crossroads
40200371	GREENAWAY	Top of Close
83877041	KITE HILL	Top of Hill
83875374	LIDENBROOK	Outside No 4
83877042	MAGDALEN ROAD	Near No 12
83877043	MAYFIELD	Opposite No 1
83875376	MEDBOURNE LANE	At the junction with Purley Road
83877417	NELL HILL	Near the junction with Icknield Way
83877484	PUMP HOUSE LANE	Towards the bottom of the hill
83875377	PURLEY ROAD	Outside Hillside Cottages
40200370	RODWAY	Opposite No 10
83875378	SPINNEY CLOSE	At the junction with The Street
40200930	SPRINGLINES	Outside No 4
40200930	SPRINGLINES	At the junction with Badgers Close
83877053	THE BEANLANDS	Outside School
40200347	THE FORTY	At the junction with New Town Lane
83875380	THE STREET	At the junction with Liddington Hill
83875013	THE WYNCIES	Near junction with High Street
83875014	TUCKERS LANE	Junction with Church Row
83877071	YONDER WAY	Junction with Magdalen Road
Rodbourne Cheney Ward		
83877736	ABBEY VIEW ROAD	off Church Walk North Column 1
40200306	AKERS WAY	O/S School
83875661	ALBA CLOSE	O/S 2
83879526	ATBARA CLOSE	Side of 15
83875791	BOURNE ROAD	Junction with Bolingbroke Road
83875791	BOURNE ROAD	O/S 122
83875804	BRANKSOME ROAD	Side of No 28
40200224	CHENEY MANOR ROAD	Junction with Harvey Grove
83875986	CYPRESS GROVE	Outside No 62
40201987	EDITH NEW CLOSE	At the junction of Bates Way
83876071	ELBOROUGH ROAD	To the side of No 65

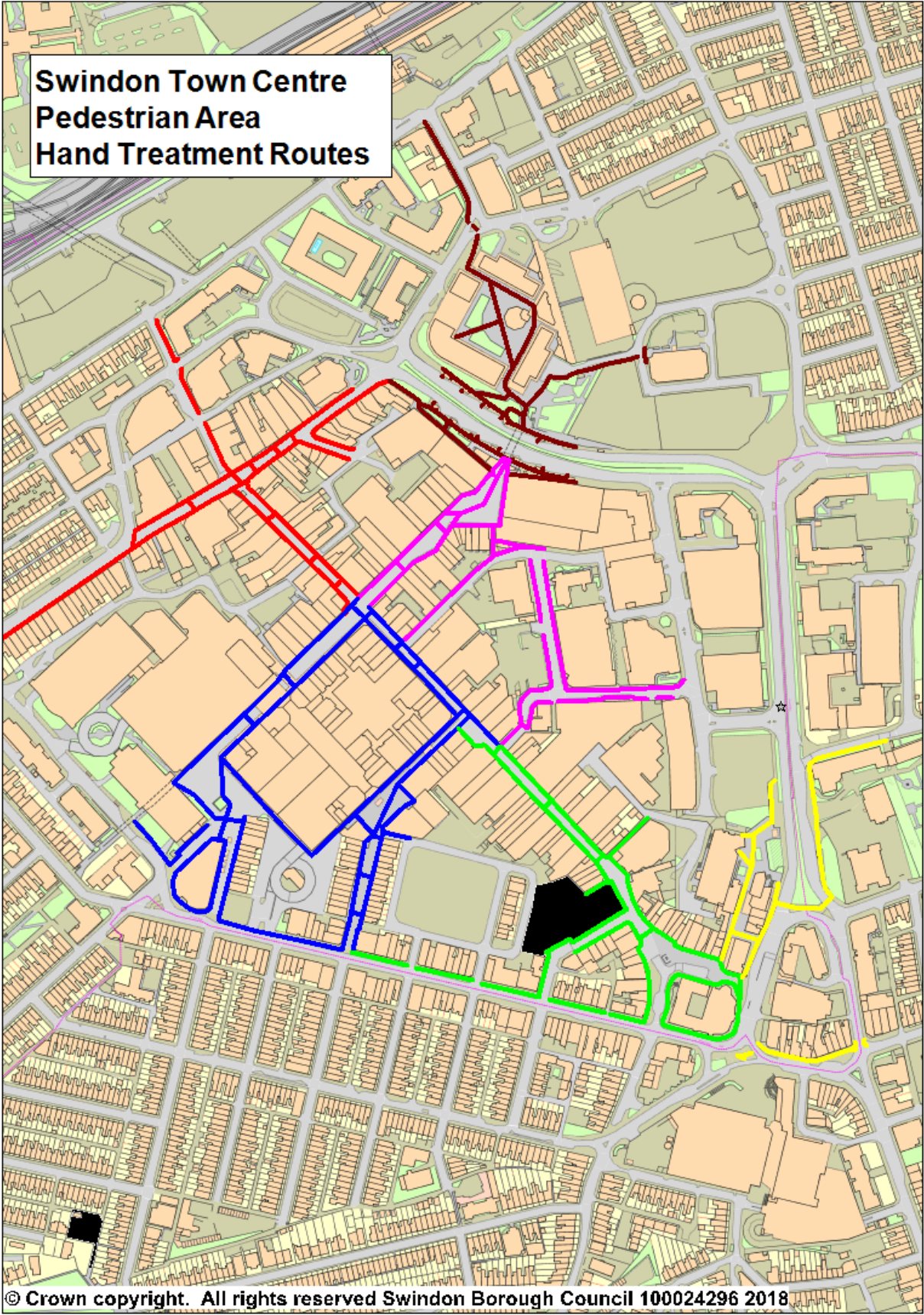
USRN	Street Name	Location
Rodbourne Cheney Ward continued		
40202186	ENSTONE CLOSE	Opposite No 1
83876181	GREENHILL ROAD	To the side of 54 Bolingbroke Road
40201416	HARBOUR MEADOW	On slab area near top of hill
83876254	HOLLY CLOSE	To the side of No 1
83876366	LOCKSGREEN CRESCENT	Outside No 31
83876366	LOCKSGREEN CRESCENT	Near junction with The Street
83876385	LYNWOOD GROVE	Junction with Purton Road
83876395	MANOR GARDENS	Junction with Cheney Manor Road
83876452	MONTGOMERY AVENUE	At the junction with Pound Lane
40200120	MOREDON PARK	To the side of No 60
83876465	MULBERRY GROVE	Near No 69
83876465	MULBERRY GROVE	At the junction with Rowan Road
83876511	OLIVE GROVE	At the junction with Whitworth Road
83876677	SHANKLIN ROAD	At the junction with Ventnor Close
40201002	SILBURY MEWS	To the side of No 5
83876783	THE BROADWAY	Opposite No 34
40200195	VICARAGE ROAD	O/S 284 by St Mary's Roundabout
40202182	WALKINSHAW ROAD	Opposite 14
83876910	WINDRUSH ROAD	At the junction with Newland Road
83876910	WINDRUSH ROAD	Near No 28
Shaw Ward		
83875686	ANGUS CLOSE	S/O 37
83875686	ANGUS CLOSE	Side of No 9
83876969	CARRONBRIDGE ROAD	Side of 2 Frampton Close
83875874	CASTLEFIELD CLOSE	Rear of No 34
83876056	EASTLEAZE ROAD	Junction Stonefield Close
83876155	GOLDSBOROUGH CLOSE	Junction with Carronbridge Road
83876334	Standings Close	O/S 2
83876367	LOMOND CLOSE	Opposite No 36
83876389	MAJESTIC CLOSE	Near No 14
83876424	MELFORT CLOSE	Junction with Sparcells Drive
83876426	MELROSE CLOSE	Junction with Eastleaze Road
83876459	MORIE CLOSE	At the cul-de-sac end
40200199	OLD SHAW LANE	Outside Pendlebury Court
40200199	OLD SHAW LANE	Opposite No 12A
83877379	OLIVER CLOSE	At the cul-de-sac end
83877379	OLIVER CLOSE	At the junction with Tregoze Way
83876552	PORTMORE CLOSE	To the side of No 1
83876596	RAMLEAZE DRIVE	Opposite the junction with Angus Close
83876596	RAMLEAZE DRIVE	Opposite the junction with Orkney Close
83876602	RANNOCH CLOSE	Near the junction with Orrin Close
83876622	RINSDALE CLOSE	At the cul-de-sac end
83876666	SANDWOOD CLOSE	Outside No 5
83876691	SHROPSHIRE CLOSE	Opposite No 1

USRN	Street Name	Location
Shaw Ward continued		
83876739	STENNESS CLOSE	To the side of No 22
83876842	WALTER CLOSE	Opposite No 90
83876842	WALTER CLOSE	At the junction with Trgoze Way
83876878	WESTLEA DRIVE	At the junction with Langstone Way
40200158	WINLAW CLOSE	Opposite No 16
St Andrews Ward		
40200019	ABBOTSBURY WAY	In central garden near No 44
40200018	BARLOW CLOSE	Against wall at No 10
40201172	BRITTEN ROAD	Outside 62
40201172	BRITTEN ROAD	Opposite No 20
40200376	CANTELO CLOSE	Opposite No 4
40200374	CARTER CLOSE	Side of No 19
40201121	CHARTWELL ROAD	In central seating area
40200012	ENSOR CLOSE	To the side of No 9
40200961	FARMER CRESCENT	Outside No 19
40200014	GILMAN CLOSE	Opposite No 12
40200021	HIGHDOWN WAY	Opposite No 52
40200017	LANDOR ROAD	To the rear of No 11
40201393	MILLGROVE STREET	At the junction with Eastbury Way
40201393	MILLGROVE STREET	Near Tesco's
40200020	NORTHBOURNE ROAD	Near opposite No 24
40200377	POACHERS WAY	Near Cantello Close
40200015	REYNOLDS WAY	Outside No 30
40200005	SANDSTONE ROAD	Near Electrical Sub Station
40200958	THE THATCHERS	At the cul-de-sac end
40200040	THORNHILL DRIVE	Near junction with Southey Close
40200040	THORNHILL DRIVE	Opposite No 17
40200373	THRESHER DRIVE	Opposite No 54
St Margaret and South Marston Ward		
83875435	BIRCHWOOD ROAD	Opposite No 44
83875058	BRAMWELL CLOSE	Junction with Hyde Road
83875446	BRIDGE END ROAD	New Inn Roundabout outside The Dockle
83875465	CASSON ROAD	Near Shaplands
83875465	CASSON ROAD	Junction Swindon Road
40200322	GRANGE DRIVE	Outside shops
40201316	HIGHWORTH ROAD	Outside Nos 33/35
40201316	HIGHWORTH ROAD	Junction with Greenfields
83875546	HORNSEY GARDENS	Opposite No 3
83875559	LANAC ROAD	At the junction with Stephens Road
83875573	NYTHE ROAD	Outside Shops
83875573	NYTHE ROAD	At the junction with Towcester Road
83875593	RETINGHAM WAY	At the junction with Windbrook Meadow
83875604	SHEERWOLD CLOSE	To the side of No 13
83875646	WYNNDALE CLOSE	To the side of No 4

USRN	Street Name	Location
Walcot and Park North Ward		
83876095	FALMOUTH GROVE	Opposite No 21
83876430	MERRIVALE GROVE	Outside No 12
40201007	STANLEY HONEY COURT	Opposite No 1
Wroughton and Wichelstowe Ward		
83877081	ASHEN COPSE ROAD	On grass O/S 14
83877086	BEAUFORT ROAD	Junction Stirling Road
83877088	BERKELEY ROAD	Outside No 53
83877090	BONESS ROAD	Outside No 84
83877101	CHURCH HILL	Opposite No 3 (just up hill from the Fox and Hound
40201340	COSFORD CLOSE	Side of 12
40201219	ELCOMBE	Church Yard
83877105	ELCOMBE AVENUE	At the junction with Wharf Roaf
83877147	ELLENDUNE CENTRE	Ellendune Centre car park
40201195	ELY COURT	Junction High Street
40201336	FALKLANDS ROAD	To the side of 6 Normandy Road
83877108	GREENS LANE	Near No 9
83877108	GREENS LANE	Junction with Marlborough Road
83877459	HACKPEN LANE	4 bins on hill
83877459	HACKPEN LANE	By Information Centre
40201726	HAY LANE TRAVELLER SITE ACCESS ROAD	Edge of road
40201341	HEADLEY CLOSE	Opposite No 1
83877111	HICKS CLOSE	Outside No 2
83877113	INVERARY ROAD	Near junction with Perrys Lane
83877119	MARKHAM ROAD	Outside The Fox and Hounds
83877119	MARKHAM ROAD	Opposite Poppy Cottage
40201344	NORMANDY ROAD	Near opposite No 27
83877462	OVERTOWN HILL ROAD	Near Coombe Close
40201338	PARSLOES CLOSE	Junction with Whittingham Drive
40200339	PERRYS LANE	At the end of the footpath leading to the Rec
40200209	PRIORS HILL	Near junction with Bakers Road
40200209	PRIORS HILL	Outside No 90
83877434	RED BARN LANE	Junction A4361
40200364	ST ANDREWS CLOSE	To the side of No 29
83877134	ST JOHN ROAD	Opposite New Agent
40200256	SWINDON ROAD	By entrance to Wood Farm
40200305	THORNEY PARK	Opposite No 43
83877140	WANSHOT CLOSE	Opposite No 1
83877141	WEIRSIDE AVENUE	At the T junction within Weirside Avenue
40201335	WHITTINGHAM DRIVE	Near Opposite No 40
83877143	WILLOW WALK	Entrance to group dwellings







Car Parks to be considered for treatment following snowfall and request from the Car Park Management Team are as follows:

Wyvern Car Park

Princes Street Car Park

Granville Street Car Park

Britannia Place Car Park

Prospect Place Car Park

The Planks Car Park

Bath Road Car Park

APPENDIX B

RECORDS

2	Senior Support Log Sheet
4	Inspectors Log Sheet
6	Driver Log Sheet

Senior Support Log Sheet

Date	Day	Senior Support	Trainee Senior Support	Inspector	Lunchtime Readiness
					RED
					AMBER
					GREEN
Lunchtime Action Decision					
No Action	Monitor	All Routes	Rural	Wet Spots	Snow
Notes					
Lunchtime Communications					
Time	Control	Inspector	Icelert	No Sweeping	
Evening Update Summary					Update Readiness
No Change	Readiness Change	Timing Change	Notes		RED
					AMBER
					GREEN
Evening Update Action Decision					
No Action	Monitor	All Routes	Rural	Wet Spots	Snow
Evening Update Communications					
Time	Control	Inspector	Icelert	No Sweeping	
Monitoring or Further Update Action					
No Action	Monitor	All Routes	Rural	Wet Spots	Snow
Notes					
Monitoring or Further Update Communications					
Time	Control	Inspector	Icelert	No Sweeping	
Signed	Trainee Senior Support		Senior Support		

Inspectors Log

(Please note – all times to be logged in 24 hour format)

Date	Inspector	Senior Support	Afternoon Decision

Action required by Senior Support

Action	
Spread Rate	
Time on Road	
<u>Problems/Comments</u>	

Add further comments overleaf

Gritting Routes Checked (Note Route number/spread delivery/speed/any problems or other comments)

Patrol Location
Time
Notes
Patrol Location
Time
Notes
Patrol Location
Time
Notes

New Wet Spot Locations

Signed (Inspector) (Senior Support)

Further action required by Senior Support	
Action	
Spread Rate	
Time on Road	
Problems/Comments	

Signed (Inspector) (Senior Support)

Swindon Borough Council Highway Operations Winter Service Driver Log

Route	Date Treatment Commenced	Driver Name	Vehicle	Spread Rate
Time Called	Waiting Time Y/N	Weight Loaded	Weight on Completion	
Time Leaving Depot (On the Road)	Time Treatment Started	Time Treatment Ended	Time Returned to Depot	
Km Leaving Depot			Km Returned to Depot	
Issues encountered/Notes				
I certify that I have followed the route plan and written directions with the exception of any notes made above.				
Driver signature		Inspector signature		

APPENDIX C

PROCEDURES

2	Supervising Senior Support Procedure
4	Senior Support and Trainee Senior Support Procedure
7	Inspector Procedure
10	Control Room Procedure
12	Driver Procedure
14	Icelert Data Collection

WINTER MAINTENANCE PROCEDURE

SUPERVISING SENIOR SUPPORT

Duty Frequency

The Supervising Senior Support (SSS) will be on 24 hour a day duty generally for a continuous period of 7 days on a rota basis, one week in three. During each duty period, it will not generally be permitted for the SSS take time off as annual leave, flexi leave or time in lieu. If the SSS cannot be available for any duty period it is his/her responsibility to arrange for cover by the other trained SSS Officer.

Overview of Responsibilities

It is the SSS responsibility oversee the Trainee Senior Supports (TSS) interpretation of the weather forecasts, monitoring of weather conditions and in liaison with the TSS make final decisions regarding any action to be undertaken by the Highway Inspector and/or the Winter Service Drivers. All communications will generally be carried out by the TSS following agreement with the SSS. TSS will be responsible for the completion of all record sheets, SSS will however make notes of all discussions and agreements.

Specific Duties: Lunchtime

At approximately 1300hrs, obtain the forecast via the ICELERT programme. See 'ICELERT Data Collection' procedure.

Based on the forecast received and following discussion with the Trainee Senior Support, make the decision on the proposed action. Detail on spread rates required in relation to forecast conditions can be found from page 17 of this document.

Specific Duties: Evening Update

At approximately 1800hrs, obtain the 'Evening Update' via the ICELERT programme. See 'ICELERT Data Collection' procedure.

Hold discussions with the TSS to establish any changes to the earlier decision taking particular note of the recommendations for spread rates contained from page 17 of this document.

Specific Duties: Monitoring

Following any decision, it is the SSS's duty to monitor the actual conditions and compare them to forecast. At times, as necessary throughout the night, obtain updated information from the ICELERT stations at Blagrove and Bush Cross as appropriate. Any changes to decisions should be discussed with the TSS.

Communication

The TSS will be the first point of contact from Control who at any time may telephone with details of enquiries regarding road conditions from the Police or the Public. The TSS will discuss such issues with the SSS in order to decide whether to instruct the Inspector to inspect or take immediate action by carrying out treatment.

If a prolonged period of freezing weather is expected, the SSS should discuss with the TSS the need carriageway sweeping operations to be suspended.

Daytime Requirements

During normal working hours the SSS, in co-ordination with the TSS is responsible for monitoring, taking any necessary action and fielding incoming enquiries. If there is a need to transfer this responsibility for a time, e.g. if you need to sleep for part of the day, or are away from the office for any other reason, it is essential that all other office personnel are informed of your proposed return time and any action that took place the night before.

Safety

At all times promote safe working practices.

Record Keeping

Following each period of duty, the SSS should check and countersign all paperwork completed by the TSS and then file in the Senior Support's Log File held in the Highways Office.

Outstation Maintenance

Icelert Sensor Cleaning at Blagrove and Bush Cross. During the period of duty, officers shall be aware that the sensor may require cleaning to maintain accuracy. It is recommended that cleansing be undertaken at no greater than 2-month intervals and between periods of cold fronts. Due consideration must be given to the safety of the cleansing operatives by providing lane closures and buffers as required by the risk assessment. Timing of any cleanses should be discussed with the TSS who will arrange the work as necessary.

Should a fault be noted at any of the weather stations it is the SSS will discuss with the TSS to assess if the fault is critical to decision making at the time the fault is discovered. If critical, regardless of the time of day, the TSS should contact Findlay Irvine who should then attend the station to carry out any necessary possible work to rectify the problem. Notes regarding all faults should be made on the Senior Support Log Sheet.

WINTER MAINTENANCE PROCEDURE

SENIOR SUPPORT AND TRAINEE SENIOR SUPPORT

For the purposes of this procedure, please read Trainee Senior Support as Senior Support if no Trainee is available.

All decisions made will be following discussion and agreement with the Supervising Senior Support.

Duty Frequency

The Trainee Senior Support (TSS) will be on 24 hour a day duty generally for a continuous period of 7 days on a rota basis, one week in four. During each duty period, it will not generally be permitted for the TSS to take time off as annual leave, flexi leave or time in lieu. If the TSS cannot be available for any duty period it is his/her responsibility to arrange for cover by the Supervising Senior Support Officers (SSS).

Overview of Responsibilities

Under the supervision and with the agreement of the SSS it is the TSS's responsibility to interpret weather forecasts, monitor weather conditions and make decisions regarding any action to be undertaken by the Highway Inspector and/or the Winter Service Drivers.

Specific Duties: Lunchtime

At approximately 1300hrs, obtain the forecast via the ICELERT programme. See 'ICELERT Data Collection' procedure.

Based on the forecast received and following discussions with the SSS, make the decision on the proposed action and pass this decision on to:

- Inspector
- Place message on ICELERT (Message Type: Action Proposed) and e-mail Forecaster, RMS and Gloucester County Council and Communications via ICELERT
- Control, note, telephone call to Control should be made if No Action or Monitoring Status is to be applied stating Readiness and proposed action. Instructions to mobilise Drivers if necessary will be issued by the Inspector.

Detail on spread rates required in relation to forecast conditions can be found from page 13 of this the Winter Service and Weather Emergency Guide

Pass 24 hour and 2 to 5 day readiness colours and forecast minimum temperatures to the Highways Office to be displayed on the white board on the Highway Office wall.

Specific Duties: Update

At approximately 1800hrs, obtain the 'Evening Update' via the ICELERT programme. See 'ICELERT Data Collection' procedure.

Any change to the decision made earlier should be passed to:

- Inspector
- Message via ICELERT (Message Type: Evening Update) and e-mail Forecaster, RMS and Gloucester County Council and Communications via ICELERT Information regarding a proposed presalt should be as follows:

Detail on spread rates required in relation to forecast conditions can be found from page 13 of Winter Service and Weather Emergency Guide.

Form of Communication to Inspector

To the Inspector: *'Routes X and Y to be treated, on the road at ZZ.00hrs, spread rate to be x g/m².'* It is the Inspector's duty contact Control in order to initiate the calling out of the Drivers. At least one hour must be allowed (preferably 1 hour 15 minutes) between the call to the Inspector and the on the road time to allow for all necessary Driver calls to be made by Control.

Specific Duties: Monitoring

Following any decision and in conjunction with the SSS, it is the TSS's duty to monitor the actual conditions and compare them to forecast. At times, as necessary throughout the night, obtain updated information from the ICELERT stations at Blagrove, Bush Cross as appropriate. All data should be copied onto the Senior Support Log.

Specific Duties: Morning

The TSS should post a message on the Icelert system before 0800hrs each morning under the Message Type: Action Taken which should be a précis of all actions taken the previous night. This message should not be forwarded as an e-mail in normal circumstances.

Patrols

When forecast and actual conditions cause concern and with the agreement of the SSS, the TSS may instruct the Inspector to carry out a Patrol.

The Patrol Route is illustrated on the plan entitled Inspector Patrol Route. The TSS should instruct the Inspector to monitor conditions at the prearranged spots shown on the above named plan, or monitor rain/snow fall, hoar frost deposits or other conditions as appropriate. When the Patrol is complete or when a situation changes or becomes clear, the Inspector will telephone the TSS with an update. Generally night-time telephone calls are made on mobile phones to avoid waking whole households; this should be agreed with the Inspector during the day.

Enquiries

At any time Control may telephone you with details of enquiries regarding road conditions from the Police or the Public. Following consultation with the SSS, the

TSS must decide whether to instruct the Inspector to inspect or take immediate action by gritting. Following any such decision the communications must take place as above.

Sweeping Suspension

If a prolonged period of freezing weather is expected, it may be necessary to request that carriageway sweeping operations are suspended. With agreement from the SSS this request should be passed to the Inspector who will leave an instruction in the sweeper driver's tray. The request must be repeated for every day that sweeping should not be carried out.

Daytime Requirements

During normal working hours TSS, in conjunction with the SSS, is responsible for monitoring, taking any necessary action and fielding incoming enquiries. If there is a need to transfer this responsibility for a time, e.g. if you need to sleep for part of the day, or are away from the office for any other reason, it is essential that all other office personnel are informed of your proposed return time and any action that took place the night before.

Safety

At all times promote safe working practices.

Record Keeping

Following each period of duty, the TSS should pass all the logs and other paperwork to the SSS for checking and countersignature.

Outstation Maintenance

Icelert Sensor Cleaning at Blagrove and Bush Cross. During the period of duty, officers shall be aware that the sensor may require cleaning to maintain accuracy. It is recommended that cleansing be undertaken at no greater than 2-month intervals and between periods of cold fronts. Due consideration must be given to the safety of the cleansing operatives by providing lane closures and buffers as required by the risk assessment. Timing of any cleanses should be discussed with the SSS before any work is arranged.

Should a fault be noted at any of the weather stations the SSS will discuss with the TSS to assess if the fault is critical to decision making at the time the fault is discovered. If critical, regardless of the time of day, the TSS should contact Findlay Irvine who should then attend the station to carry out any necessary possible work to rectify the problem. Notes regarding all faults should be made on the Senior Support Log Sheet.

Should there be a fault with the Icelert system, it is the TSS's responsibility to contact the Findlay Irvine 24 hour helpline as appropriate. Notes regarding all faults should be made on the Senior Support Log Sheet.

WINTER MAINTENANCE PROCEDURE

INSPECTOR

Duty Frequency

The Inspector will be on 24 hour a day duty generally for a continuous period of 7 days on a rota basis. During each duty period, it will generally not be permitted for the Inspector take time off as annual leave, flexi leave or time in lieu. If the Inspector cannot be available for any duty period it is his/her responsibility to arrange for cover by one of the other trained Inspectors.

Reporting Lines

In most circumstances all instructions and communications will be issued by the Trainee Senior Support (TSS).

Overview of Responsibilities

It is the Inspector's responsibility to monitor the performance of the Drivers during salting operations and carry out such patrols, making observations and reporting back as necessary, as requested by the TSS. It is also the Inspector's responsibility to complete the issues log on a daily basis.

Lunchtime

At approximately 1315hrs TSS will inform the Inspector of the afternoon decision. The Inspector's Log will be completed noting any actions or instructions.

Update

At approximately 1815hrs, TSS will inform the Inspector of any changes to the afternoon decision following consideration of the 'Evening Update'. The Inspector's Log will be completed noting any actions or instructions.

Procedure if Action Proposed

If there is to be any action, TSS will inform you that '*Routes X and Y to be treated, on the road at ZZ.00hrs, spread rate to be xg/m^2* ', this information is to be passed to the Drivers, generally via Control.

Following receipt of instructions from the TSS, the Inspector will telephone Control and request they call out either *Crew 1 or 2 to be 'on the road for ZZ.00hrs'*

The Inspector must attend the Depot at least 45 minutes before the 'On the Road' time to unlock the Highways Office and allow the drivers access. Once at the depot the following should be monitored, note all notable issues to be entered in the Issues Log:

- Completion of vehicle pre-check sheets by the Drivers
- Any non-compliance, breakdown etc.
- Completion of Drivers Log by the Drivers including:
 - Mileage out and return

- Weight out and return
- Time out and return
- Excess salt run outs
- Cleaning of gritters
- Completion of timesheets

Should there be any breakdowns with the plant, it is the Inspector's responsibility to contact the Duty Fitter for rectification.

When the lorries are carrying out the gritting, and all paperwork has been completed, the Inspector should carry out a patrol to check the following:

- The effect of the salt
- That the vehicles are spreading adequately
- Any other weather related checks as requested by the TSS

If this is satisfactory, continue to carry out duties such as checking

- The efficiency of cat's-eyes on a rural road
- The reflectivity of road signs.

Keep a list of what has been checked so that the next Inspector patrols elsewhere. Ensure you have returned to the depot in time for the lorries' return.

Patrols

At any time you may be requested by the TSS to carry out a patrol, inspection or salting operation. Regardless of the time of day or night that this request is received the Inspector should be on the road within 20 minutes of the request being made.

The Patrol Route is illustrated on the plan entitled Inspector Patrol Route. The TSS will inform you in which direction the patrol is to proceed and what you are looking for, e.g. spot temperatures, end of rain, or start of snow. Upon completion of the patrol or at any time necessary the Inspector will telephone the TSS with results; generally night-time telephone calls are made using mobile telephones to avoid waking an entire household but the method of communication must be agreed between the Inspector and the TSS in advance. The TSS will then communicate a decision on any action following the Inspector's report.

When requested by the TSS to carry out any kind of Patrol outside normal working hours, the Inspector will inform Control of his expected start and return time. Upon return he will inform Control of his safe arrival.

Site Visits

At any time you may be requested by the TSS to visit a specific site about which an enquiry has been received. Information regarding such sites should be reported back to the TSS in order that a decision on any action can be made.

Control will contact the Inspector directly if a report is received from a Member of Public or the Emergency Services during a gritting operation. It is the Inspector's decision whether to inform the TSS or deal with the matter directly.

Wet Spots

The Inspector will keep a list of all known 'wet spots'. These may need treatment over and above the normal presalting routes. The Inspector is to keep the TSS regularly updated. The wet spot list is to be updated and passed to the next Inspector at duty changeover.

New 'wet spots' should be reported to the Drainage Inspector for investigation.

The Inspector is to accompany the driver in the lorry to assist in locating and identifying the areas to be treated. The treatment will consist of spot blasting with salt.

Day Time Requirements

During normal working hours, the Inspector is responsible for assisting with incoming enquiries and for monitoring site-specific problems regarding the weather. If there is a need to transfer this responsibility for a time e.g. if you need to sleep for part of the day, or are away from the office for any other reason, it is essential all other office personnel are informed of your proposed return time and any action that took place the night before.

Record Keeping

After each period of duty, the Inspector shall pass all log sheets to the TSS for countersignature and then is responsible for filing all Log Sheets in the Inspector's Log File held in the office. The Issues Log is to be kept updated at all times.

Safety

Safe Working Practices to be followed and promoted at all times.

WINTER MAINTENANCE PROCEDURE

CONTROL

There is a two tier Senior Support regime. There is a Supervising Senior Support (SSS) and a Trainee Senior Support (TSS). In most circumstances, communications will come from the TSS.

At approximately 1315hrs, TSS will communicate a decision on any action to be taken with regards the weather. Control will be notified for logging purposes only.

At approximately 1815hrs TSS/Highway Inspector will inform Control of any change to the earlier decision. This information will take the form of *'WW number of gritters on the road for XX.00hrs, please call Team 1 (or 2)'*.

Control will then call team 1 or 2 saying *"You are required for Winter Emergency duties on the road for XX.00hrs"*

Weather conditions are constantly monitored throughout the Winter Period and forecasts are not always accurate, therefore TSS/Inspector may contact Control at any time and request *'WW number of gritters on the road for XX.00hrs'*. TSS/Inspector will give Control as much notice as possible and will always allow an absolute minimum of one hour between the call and the on the road time. Generally at least 1 hour and 15minutes will be allowed.

Out of normal office hours, Control will log any proposed action as quoted by the TSS/Inspector if required. This will include *'No Action'* but when action is proposed will take the form of *'XX Routes to be presalted on the road at YY.00hrs please call team 1 (or 2)'*.

Should the Control Room Operator be unable to contact any Driver, the Inspector should be contacted at the earliest opportunity and alternative contacting details discussed.

In order to accurately assess weather conditions, the Inspector may be requested to carry out a patrol. This could occur at any time, day or night. In order to ensure the safety of the Inspector, they should inform Control of their start time and expected completion time, and call Control again when they have returned home. If Control has not heard from the Inspector half an hour after his expected completion time, Control should contact the TSS who will attempt to locate the Inspector.

When there is a period of prolonged bad weather or snow, it may be necessary to involve Cleansing to assist by clearing and gritting the Town Centre. On these occasions, either the TSS or the Inspector will request that Control contacts the Duty Cleansing Officer at 0530hrs.

Requests from the Emergency Services or Members of the Public on weather related subjects should be passed to the TSS unless a gritting operation is already underway, in which case reports should be passed to the Inspector.

All communications on a weather related subject should be logged to assist in any litigation claims that may occur at a later date.

WINTER MAINTENANCE PROCEDURE

DRIVERS

Duty Frequency

A Driver will be on 24 hour a day duty generally for a continuous period of 7 days on a rota basis. During each duty period, any request for a driver to take time off as annual leave or time in lieu will be considered on a case by case basis. If the Driver cannot be available for any duty period it is his responsibility to arrange for cover by one of the other trained Drivers, their Line Manager must be informed.

Overview of Responsibilities

It is the Driver's responsibility to carry out treatments in accordance with instructions issued by the Senior Support Officer and delivered by the Inspector. All actions should be carried out in accordance with the training provided and with vehicle checking and maintenance procedures.

Lunchtime

At approximately 1315hrs the white board in the Highways Office will be filled in with the forecast for that day and the following four for information only. It must be noted that forecasts can change at any time without notice.

Procedure if Action Proposed

If there is to be any action, Control will telephone you that '*Routes X and Y to be treated, on the road at ZZ.00hrs, spread rate to be xg/m^2* '. The Senior Support will make every effort to allow at least 1 hour and 15minutes between contacting Control and the 'on the road' time in order to give the Driver sufficient time to travel to the depot.

The Driver must arrive at the depot with appropriate PPE with sufficient time to carry out his vehicle checks, mount the spinner, load the lorry, weigh the lorry and begin completing his Driver Log Sheet which shall be collected from the Highways Office along with vehicle keys and route folder.

Any defects must be reported to the Inspector immediately so that the Duty Fitter can be contacted for repair.

Prior to commencement of route, the following should be entered in the Driver's Log Sheet

- Route to be Treated
- Date of Action, special note should be taken if after midnight
- Driver Name
- Vehicle used
- Spread Rate
- Time Called (24 hour clock)
- Weight Loaded
- Time Leaving Depot (24 hour clock)

- Odometer reading

The Driver will commence his route at the 'on the road' time, if this is not possible a note should be made on his Log Sheet.

Drivers must travel to the commencement of the treated section of their route by the quickest/shortest route possible. Prior to beginning treatment the 'Time Treatment Started' section of the Driver's Log Sheet should be completed.

During treatment, the detailed route instructions must be followed exactly, any errors found must be brought to the attention of the Inspector. Any deviations or problems encountered must be noted on the Driver's Log Sheet and brought to the attention of the Inspector. All treatment widths, vehicle speed, spread rates etc. must be adjusted in accordance with the Winter Service Driver Training.

On completion of the treatment, 'Time Treatment Ended' must be entered on the Driver's Log Sheet. The Driver should then travel back to the depot via the quickest/shortest route possible.

On return to the depot, the Driver's Log Sheet must be completed with:

- Time Returned to Depot
- Weight on Completion
- Any other notes or comments
- Driver's signature

Unless otherwise instructed by the Inspector, the lorry should be unloaded, washed down and the spinner demounted.

Drivers should return to the Highways Office to hand in their Driver's Log Sheet, Route folder and keys; their timesheet should then be completed.

ICELERT DATA COLLECTION PROCEDURE

- Log onto www.icecert.net
- Enter your username and password
- Select **Forecasts – Area Forecast**
 - Select 'Current
 - Select '2 – 5 day forecast'
- Select **Outstation Details**
 - From the drop down menu select details for Blagrove
 - From the drop down menu select 'Forecast Graph' for Bush Cross
- Make any decision and select **MESSAGING on the Home Page**
 - Select 'Post a new message' and populate the fields. Ensure relevant e-mail groups are selected before sending

APPENDIX D

NOTES ON METEOROLOGICAL FORECASTS ISSUED BY THE FORECASTER

- 1.0 NOTES ON CERTAIN ROAD DANGERS DUE TO WEATHER
- 2.0 SPECIFICATION FOR WEATHER FORECAST
- 3.0 CONFIDENCE LEVELS

1 NOTES ON CERTAIN ROAD DANGERS DUE TO WEATHER

Explanatory Notes

1. The Forecaster issue Weather Warnings as follows:

- Flash Warnings of Extreme or Severe Weather

These are issued when the Forecaster has 80% or greater confidence that severe weather is expected in the next few hours.

- Early Warnings of Extreme or Severe Weather

These are issued when the Forecaster has 60% or greater confidence that severe weather is expected in the next few hours.

- Advisory of Extreme or Severe Weather

These advisories are issued by 1300 daily as routine, though they may be updated at other times if required. They indicate confidence of expected severe or extreme weather. Early warnings and Flash Warnings supersede advisories when confidence levels are 60% or greater.

Whilst the Senior Support will take note of these Warnings; any action with regards severe weather, ice, snow etc. in the Winter Period will predominantly be based on the specialised forecast received via the ICELERT system.

2. Types of Warning

- Warnings of snow

These are warnings of falls of snow that are likely to require authorities to consider whether arrangements should be made for snow clearance, gritting or salting.

For the purpose of this service warnings will refer to slight, moderate or heavy falls of snow as appropriate, these terms being defined as;

- Slight: - Undisturbed accumulations of snow reaching a depth of less than one inch.
- Moderate: - 1 – 4 inches.
- Heavy: - Over 4 inches.

Note: Experience has shown that even slight accumulations of snow can lead to treacherous icy surfaces under the action of traffic when the temperature of the surface is below freezing point. Warnings of slight falls will therefore be issued unless it is confidently expected that the temperatures will remain above freezing.

- Warnings of Road Surface Temperatures below Freezing point

These warnings will indicate the time by which road surface temperatures are expected to fall below freezing point and the probable duration of this condition.

Wherever possible, warnings will be amplified as follows:

"but roads expected to remain dry" This does not rule out the possibility of a little hoar frost forming. Also there may be roads wetted by seepage, blocked drains, melted snow or other factors which the customer's staff are aware may give rise to icy patches.

"with formation of hoar frost" Considerable deposits of hoar frost expected.

"with formation of icy patches" Where road surfaces may be wet in places as a result of earlier showers.

"with formation of widespread ice" Where road surfaces are wet after general rain, or where there has been copious deposition of moisture by condensation. Occasionally may be associated with rain.

Warnings of surface temperatures below freezing point will not be issued when ground is snow covered.

3. Notes on Conditions leading to Icy Roads:

According to the Road Research Laboratory, road icing depends more on the state of the road, i.e. the "degree of wetness" than on actual temperature. However, the circumstances in which roads become icy may be classified into the following broad categories, in order of frequency or occurrence:

The Freezing of Wet Road Surfaces: In most cases the road will have become wet because of rain which fell when the air temperature was above freezing point; the road may also become wet by a heavy deposition of dew or from a wet fog, by the melting of hoar frost which may have formed during the previous night, or by the melting of snow. A subsequent fall in temperature of the road surface, usually due to radiation of heat to a clear night sky, causes the water film remaining on the surface to freeze. The difference between the rates of fall of temperature for various road materials due to differences in their thermal properties are small and significant differences in the formation on various surfaces arise only in marginal cases, when the screen minimum lies between -1°C and $+1^{\circ}\text{C}$.

A heavy deposition of hoar frost: Sometime this is preceded by the deposition of dew. With little traffic the surface is not very slippery, but heavy traffic, causing the partial melting and packing of the ice crystals eventually produces a treacherous surface if the temperature is near to freezing point.

The deposition and freezing of moisture on a cold, dry road surface: When there is a sudden change in the weather, from a relatively long period with temperature below the freezing point, to one where the temperature is at or a little above the freezing point, and the humidity is high, then the water, which condenses on the old road surface, may freeze. This condition is most severe if the onset of the warmer conditions is accompanied by drizzle. It does not occur frequently, about once every two winters on average, but it leads to treacherous road conditions because freezing takes place from below and the ice layer will have a lubricating film of water on its surface.

Glazed frost, caused by the freezing of super cooled droplets on impact with the cold road surface: This is an infrequent occurrence in the British Isles but can be very treacherous.

2.0 SPECIFICATION FOR WEATHER FORECAST

2.1 24 Hour General Text Forecast

A 24-hour general text forecast is provided for Swindon Borough, issued on or before 1300hours. The forecast covers the 24-hour period from 1200hrs to 1200hrs and includes: -

- a) General synopsis with timings over the following 24 hours including a headline and readiness colour;
- b) Minimum air and road surface temperatures predictions for each area and the timing of zero crossing, if appropriate;
- c) Likelihood of precipitation or deposition on the road surface and the timing and duration;
- d) If snow is forecast, its' timing, amount and type and the direction from which it will develop;
- e) If fog is forecast, visibility and variability across the forecast area and the likelihood and timing of freezing fog;
- f) Wind speed and direction and specific warning of gales, including timing.

2.2 Evening Update

An update of the 24-hour general text forecast is provided for the Borough of Swindon, issued on or before 1900 hours. The update covers the remaining period of the 24-hour general text forecast.

2.3 2-5 Day Forecast

A 2-5 day forecast is provided for the Borough of Swindon, issued on or before 1300hrs. The forecast covers the period for 1200hrs on day 2 to 1200hrs on day 6.

The text gives a general synopsis for the period, daily readiness colour, maximum and minimum road surface temperatures, minimum air temperatures, hazards and confidence level.

2.4 Telephone Advice Service

A forecaster will be available, on a 24-hour per day basis, to speak to any of the client's personnel or nominated party. The forecaster will be familiar with the forecasts issues and weather conditions specific to the Borough of Swindon and forecast sensor site. The forecaster will clarify any specific data within the forecast previously issued and assist the duty personnel in deciding appropriate action.

2.5 Site Specific Forecasts

A site specific forecast graph shall be provided for Blagrove and Bush Cross weather stations, issued at the same time as the 24-hour and Evening Update text forecasts. The forecaster shall cover the period from 1200hrs to 1200 hrs. The graphical presentation illustrates predicted road surface temperatures and surface conditions against time.

The forecaster uses a statistical method to automate the production of site-specific forecasts once the forecaster has verified the input data based on meteorological models.

3.0 Confidence Levels

The Forecaster uses confidence levels to indicate the degree of confidence placed in the forecast information. The main 24 hour text forecast will have an overall confidence level and confidence levels on individual elements.

The three confidence levels used are high, medium and low. Medium is rarely used and when low confidence is used, the forecaster can explain this within the text.

3.1 Overall Confidence

On the 24-hour text headline, statements include the overall confidence level. This is an expression of the degree of confidence of the forecaster in the overall weather situation described in the forecast. A high confidence means that all the elements, hazards, general synopsis and minimum temperatures are confidently expected to materialise. On the other hand, a low confidence means that there is a significant degree of doubt about the overall forecast. This may be explained in the 'Low Confidence Alert' but generally requires the client to wait for a later update before making a final decision.

3.2 Confidence in Individual Elements

A confidence level is provided against each of the hazard types in the 24-hour text forecast and against an individual hazard that is at odds with the overall confidence level. Such a 'conflict' should not be read as a mistake. In these circumstances the overall confidence level should be used to judge the appropriate action.

3.3 Text Forecast Low Confidence Alert

Text forecasts include 'Confidence Level' to represent the forecaster's confidence in the overall forecast or, in some circumstances, elements within the forecast, i.e. the hazard table in the 24 hour text. An additional element of the 24-hour text forecast is a 'Low Confidence Alert'. This is an additional piece of text used by the forecaster only when confidence in the overall forecast is given as 'Low'.

The general synopsis will give the forecaster's best judgement of the weather situation for the period but when there is a degree of uncertainty in this he/she is expected to explain in the 'Low Confidence Alert' section why the confidence is low and what alternative scenario may develop.

As a general rule, a low confidence forecast should prompt the Senior Support to contact the forecaster to discuss the situation before making a decision about the appropriate action.

4.0 Readiness Colour

Text Forecasts issued by Forecaster include a general guide to the severity of the forecast and its impact on the road surface. This guide is given in the form of a 'Readiness Colour'.

Readiness Colour: Green In most cases this indicates that the forecaster does not expect any hazards on the road surface and expects road temperatures to be above 1degree C. In exceptionally dry conditions with low humidity the forecaster may indicate green even though the roads surface temperature is due to fall to zero or slightly below.

Readiness Colour: Amber Where temperatures are expected to be close to zero and there is a possibility of damp or wet road surfaces or light falls of snow the forecaster will indicate this as amber. In the majority of cases there will be a degree of uncertainty about the lowest temperature or road wetness. This readiness colour will indicate that the action may be necessary but a wait and see policy is advised. Updated forecasts will give a clearer picture.

Readiness Colour: Red This indicates that the forecaster expects temperatures to be at or below zero and road surface hazards to exist on untreated roads or precipitation of sleet or snow.

APPENDIX E

COMMUNICATIONS

Winter Contacts

Contact	Office	Mobile
Supervising Senior Support		
Helen Viveash		
Martin Roberts		
Zoe Moore		
Daniel Ward		
Trainee Senior Support		
Mark Robinson		
#2		
#3		
Inspectors		
Roger Mead		
Chris Ball		
#3		
#4		
#5		

Service	Service Area	Phone Numbers
British Telecom		0800 9173993
SBC Control		01793 466451 01793 466452
Environment Agency		0800 807060
Findley Irvine	Icelert Software Support	Office Hrs only: 01968 671200 24 hour Helpline 01968 671255
Fire Service		01793 401200 OOH: 01380 731100
Gloucester CC		08000514514
National Highways	M4 Junctions 15 – 16	0300 123 5000
Forecaster	Met Desk	01296 628373
Oxfordshire CC		08453101111 OOH: 01865 747795
Police		24 Hrs: 111
RMS Cirencester	A419 and Wheatstone Rd, Dorcan	01285 640048 Emergency: 07623 943080
Scottish & Southern	Electricity	24 Hrs: 08457 708090

Thames Water	Freshwater leaks, public sewers	0911 506 5396 Council callers only 01793422097
Transco	Gas	24 Hrs: 0800 111999
Wiltshire County	Out of Hours Duty Emergency Number	01225 713377 07899 967458
David Newman	Snow Clearance Assistance:	Home: 01285 810985 Mobile: 07973 450117
Duty Fitter	Out of Hours	07760 164633
Imperial Tyres	Out of Hours	01793 531990

APPENDIX F

NOTABLE DESTINATIONS

Page	Ward	Page	Ward
3	Blunsdon and Highworth	17	Old Town
4	Central	18	Penhill and Upper Stratton
7	Chiseldon and Lawn	20	Priory Vale
8	Covingham and Dorcan	20	Ridgeway
10	Eastcott	21	Rodbourne Cheney
11	Gorse Hill and Pinehurst	22	Shaw
12	Haydon Wick	24	St Andrews
13	Liden, Eldene and Park South	25	St Margaret and South Marston
14	Lydiard and Freshbrook	27	Walcot and Park North
15	Mannington and Western	28	Wroughton and Wichelstowe

Blunsdon and Highworth

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Route	Key
Education			
St Leonard's CE Primary School	Linley Road	Sams Lane 170m	
Highworth Warneford School	Shrivenham Road	Shrivenham Road adjacent	
Southfield Junior School	Shrivenham Road	Shrivenham Road adjacent	
Eastrop Infant School	Eastrop	Eastrop adjacent	
Westrop Primary School	Newburgh Place	St Michaels Avenue 170m	
Leisure			
Roves Farm	Roves Farm Lane	Sevenhampton Lane 600m	
The Rec	The Elms	Access Swindon Street 90m Egress Cricklade Road 100m	
Employment			
Blackworth Industrial Estate	Blackworth	Lechlade Road 140m	
Retail			
Co-Op Highworth	Brewery Street	Brewery Street adjacent	
High Street Highworth	High Street Highworth High Street adjacent	High Street adjacent	
Newburgh Place	Newburgh Place	St Michaels Avenue 120m	
Community			
Highworth Community Centre	The Dormers	Roundhills Mead 660m	

Destination	Access Off	Nearest Treated Route	Key
Public Service			
Highworth Police Station	Newburgh Place	St Michaels Avenue 120m	
Car Parks			
Brewery Street Car Park	Brewery Street	Brewery Street adjacent	
Highworth Library Car Park	Brewery Street	Brewery Street adjacent	
Cemetery			
St Michael's Cemetery	Cricklade Road	Cricklade Road adjacent	
Health Care			
Blunsdon Surgery	Berton Close	High Street 90m	
Westrop Surgery	Newburgh Place	St Michaels Avenue 140m	

Central

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Robert Le Kyng Primary School	Westcott Street	Westcott Place 60m	
Holy Cross Catholic Primary School	Queens Drive	Queens Drive adjacent	
St Joseph's Catholic College	Ocotal Way	Ocotal Way adjacent	
UTC Swindon	Bristol Street	Bristol Street adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Leisure			
County Ground Football and Cricket Pitches	County Road	County Road adjacent	
Employment			
Hibbards Yard	Redposts Drive	Redposts Drive adjacent	
Retail			
Swindon Town Centre	Various	Pedestrian area surrounded by treated roads	
Tesco	Ocotal Way	Ocotal Way adjacent	
Community			
Central Community Centre	Emlyn Square	Emlyn Square adjacent	
Public Service			
Ambulance Station	Queens Drive	Queens Drive adjacent	
Law Courts	Gordon Road	Princes Street 40m	
Transportation			
Bus Station	Fleming Way/Milford Street	Fleming Way/Milford Street adjacent	
Railway Station	Station Road	Station Road adjacent	
Car Parks			
Brunel North Car Park	Carr Street	Farnsby Street 50m	
Brunel West Car Park	Farnsby Street	Farnsby Street adjacent	
Sheppard Street Car Park	Sheppard Street	Sheppard Street adjacent	
Harding Street Car Park	Harding Street	Holbrook Way 30m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Catherine Street Car Park	Access Carr Street Egress Catherine Street	Farnsby Street 200m Faringdon Road 90m	
Queen Street Car Park	Access Carr Street Egress Catherine Street	Farnsby Street 200m Faringdon Road 90m	
Cheltenham Street Car Park	Cheltenham Street	Cheltenham Street adjacent	
Commercial Road Car Park	Davies Place	Commercial Road 20m	
Granville Street Car Park	Access Granville Street Egress Morley Street	Commercial Road 20m	
Morley Street Car Park	Access Granville Street Egress Morley Street	Commercial Road 230m Commercial Road 100m	
College Street Car Park	College Street, Islington Street	Fleming Way 330m	
County Ground Car Park	County Road	County Road adjacent	
Fleming Way Car Park	College Street	Fleming Way 120m	
Princes Street	Islington Street	Princes Street 110m	
Whalebridge Car Park	Islington Street	Access Princes St 200m Egress Fleming Way 60m	
Wyvern Car Park	Regent Close	Princes Street 170m	
Health Care			
Whalebridge	Carfax Street	Corporation Street 120m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Practice			
Park Lane Practice	Park Lane	Park Lane adjacent	
Great Western Surgery	Farriers Close	Ocotal Way 50m	

Chiseldon and Lawn

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Badbury Park Primary School	Rainscombe Road (Unadopted)	Biddestone Road 540m	
Chiseldon Primary	Castle View Road	New Road 310m	
Lawn Primary School	Cleeve Lawn	Windsor Road 250m	
Leisure			
Broom Manor Golf Club	Pipers Way	Pipers Way adjacent	
Coate Water	Marlborough Road	Marlborough Road adjacent	
Employment			
Butts Business Centre	Butts Road	Marlborough Road 350m	
Community			
Lawn Community Centre	Guildford Avenue	Windsor Road 30m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Health Care			
Lawn Medical Centre	Guildford Avenue	Windsor Road 70m	
Cornerstone Practice	New Road	New Road adjacent	

Covingham and Dorcan

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Nythe Primary School	Nyland Road	The Drive 110m	
Nyland Campus	Nyland Road	The Drive 110m	
Colebrook Infant Academy	Towcester Road – Sywell Road and Towcester Road – Nythe Road	Covingham Drive 580m Oxford Road 640m	
Colebrook Junior School	Towcester Road – Sywell Road and Towcester Road – Nythe Road	Covingham Drive 580m Oxford Road 640m	
Covingham Park Primary School	The Harriers – Terncliff	Covingham Drive 190m	
The Dorcan Academy	St Pauls Drive	St Pauls Drive adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Leisure			
Dorcan Recreation Complex	St Pauls Drive	St Pauls Drive adjacent	
Employment			
Dorcan	Edison Road/Wheatstone Road	Edison Road Wheatstone Road adjacent	
St Paul's Drive	St Pauls Drive	St Paul's Drive adjacent	
Retail			
Covingham Square	Covingham Drive	Covingham Drive adjacent	
Nythe Shops	The Drive	The Drive adjacent	
Community			
Coleview Community Centre	Towcester Road	Covingham Drive 620m Oxford Road 580m	
Car Parks			
Covingham Square Car Park	Covingham Drive	Covingham Drive adjacent	
St Pauls Car Park	St Pauls Drive	St Pauls Drive adjacent	
Health Care			
Victoria Cross Surgery	Keble Close	The Drive 80m	

Eastcott

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
King William Street CE Primary School	Union Row-Prospect Place- King William Street King William Street	Victoria Road 230m access Eastcott Road 70m egress	
Holy Rood Catholic Primary School	Durham Street Durham Street – Lincoln Street	Victoria Road 70m access Groundwell Road 120m egress	
Drove Primary School	York Road – Southampton Street Southampton Street	Groundwell Road 350m access Drove Road 60m egress	
Leisure			
Queens Park	Drove Road	Drove Road adjacent	
Retail			
Aldi	Drove Road	Drove Road adjacent	
Community			
Savernake Street Social Halls	Savenake Street	Eastcott Hill 220m	
Public Service			
Fire Station	Drove Road	Drove Road adjacent	
Civic Offices	Euclid Street/Beckhampton Street	Princes Street 150m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Car Parks			
Bath Road Car Park	Eastcott Road	Eastcott Road adjacent	
Britannia Place Car Park	Hoopers Place	Newport Street 80m	
Clarence House Car Park	Euclid Street	Princes Street 50m	
Spring Gardens Car Park	Spring Gardens	Fleming Way 120m	
Health Care			
Victoria Cross Surgery	Victoria Road	Victoria Road adjacent	

Gorse Hill and Pinehurst

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Gorse Hill Infants and Junior Schools	Avening Street	Cricklade Road 140m	
Crowdy's Hill School	Jefferies Avenue	Headlands Grove 300m	
Swindon Academy	Beech Avenue	Pinehurst Road 380m	
Employment			
Kembrey Park	Kembrey Street	Cirencester Way 750m	
Elgin Industrial Estate	Elgin Drive	Cirencester Way 460m	
Headlands Trading Estate	Headlands Grove	Headlands Grove adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Community			
Gorse Hill Community Centre	Chapel Street	Cirencester Way 200m Cricklade Road 200m	
Pinetrees	The Circle	Pinehurst Road 70m	
Punjabi Community Centre	Kembrey Street	Cirencester Way 60m	
Retail			
Cricklade Road Shopping Area	Cricklade Road	Cricklade Road adjacent	
Lidl	Bright Street	Cirencester Way 120m	
Car Parks			
Chapel Street Car Park	Chapel Street	Cricklade Road 80m	
Health Care			
Crossroads Surgery	Cricklade Road	Cricklade Road adjacent	
Hawthorn Medical Centre	May Close	Cricklade Road 300m	

Haydon Wick

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Greenmeadow Primary School	Pen Close	Thames Avenue 100m	
Catherine Wayte Primary School	Elstree Way	Elstree Way 180m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Haydonleigh Primary School	Haydon Court Drive	Haydonleigh Drive 100m	
Haydon Wick Primary School	The Brow	The Brow adjacent	
Retail			
Morrisons	Thames Avenue	Thames Avenue adjacent	
Cemetery			
Whitworth Road Cemetery	Whitworth Road	Whitworth Road adjacent	
Health Care			
North Swindon Practice	Thames Avenue	Thames Avenue adjacent	

Liden, Eldene and Park South

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Eldene Primary School	Collingsmead	Eldene Drive 280m	
Liden Primary School	Liden Drive	Liden Drive adjacent	
The Chalet School	Liden Drive	Liden Drive adjacent	
Oaktree Nursery and Primary School	Royston Road	Whitbourne Avenue 150m	
Retail			
Liden Centre	Barrington Close	Liden Drive 190m	
Cavendish Square	Whitbourne Avenue	Whitbourne Avenue adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Morrisons	Dorcan Way	Dorcan Way adjacent	
Community			
Park South Community Centre	Cranmore Avenue	Cranmore Avenue adjacent	
Health Care			
Priory Road Medical Centre	Priory Road	Whitbourne Avenue 80m	
Eldene Surgery	Collingsmead	Eldene Drive 150m	

Lydiard and Freshbrook

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Tregoze Primary School	Sleaford Close	Hay Lane 110m	
Lydiard Park Academy	Grange Park Way	Grange Park Way 60m	
Oliver Tomkins CE Infant and Primary Schools	Rowton Heath Way and Beaumaris Road	Rowton Heath Way 450m Freshbrook Way 260m	
Millbrook Primary School	Worsley Road	Worsley Road adjacent	
Leisure			
Lydiard Park	Tregoze Way	Tregoze Way adjacent	
Employment			
Windmill Business	Whitehill Way/Great	Whitehill Way/Great Western	

Destination	Access Off	Nearest Treated Proposed Route	Key
Park	Western Way	Way adjacent	
Blagrove Industrial Estate	Frankland Road	Great Western Way 960m	
Retail			
Freshbrook Village Centre	Worseley Road	Worseley Road adjacent	
Community			
Freshbrook Community Centre	Worsley Road	Worsley Road adjacent	
Health Care			
Freshbrook Surgery	Worsley Road	Worsley Road adjacent	

Mannington and Western

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Westlea Primary School	Langstone Way	Whitehill Way 100m	
Hazelwood Academy	Stokesay Drive	Flint Hill 60m Stokesay Drive 500m	
Even Swindon Infants School	Hughes Street	Rodbourne Road 50m	
Even Swindon Primary School	Pasture Close	Great Western Way 140m	
Leisure			
Delta Tennis Centre	Welton Road	Great Western Way 330m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Steam Museum	Kemble Drive	Kemble Drive adjacent	
Employment			
Westmead Industrial Estate	Westmead Drive	Mead Way 400m	
Kendrick Industrial Estate	Galton Way (SBC owned road, not public highway)	Great Western Way 550m	
Retail			
Mannington Retail Park	Telford Way	Great Western Way/Wootton Bassett Road adjacent	
Toothill Village Centre	Dunwich Drive	Dunwich Drive adjacent	
Sainsbury's Bridgemoor	Paddington Drive	Paddington Drive adjacent	
Great Western Designer Outlet	Penzance Drive/Kemble Drive	Penzance Drive/Kemble Drive adjacent	
Rodbourne Road Shopping Area	Rodbourne Road	Rodbourne Road adjacent	
Aldi	Romsey Street	Rodbourne Road 27m	
Barnfield Road Supermarkets	Barnfield Road	Barnfield Road adjacent	
Community			
Toothill Community Centre	Dunwich Drive	Dunwich Drive adjacent	
Even Swindon Community Centre	Jennings Street	Rodbourne Road 280m	
Transport			
Thamesdown Transport Bus Depot	Barnfield Road	Barnfield Road adjacent	
Public Service			
Fire Station	Mead Way	Mead Way adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Car Park			
Morris Street Car Park	Morris Street	Rodbourne Road 30m	
Health Care			
Phoenix Surgery	Dunwich Drive	Dunwich Drive adjacent	
Ashington House	Ashington Way	Ashington Way adjacent	

Old Town

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
East Wichel Community Primary School	Staldon Road – Culbone Road	East Wichel Way 140m	
The Commonweal School	The Mall and Commonweal Road	Okus Road 320m Goddard Avenue 130m	
Lethbridge Primary School	Lethbridge Road – Avenue Road	Bath Road 390m	
The Croft Primary School	Sports Centre Access Road – Marlborough Lane	Marlborough Road 460m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Leisure			
Croft Sports Centre	Sports Centre Access Road – Marlborough Lane	Marlborough Road 460m	
Employment			
Nationwide	Pipers Way	Pipers Way adjacent	
Central Trading Estate	Signal Way	Marlborough Road adjacent	
Transport			
Wroughton Park and Ride	Pipers Way/Croft Road	Pipers Way/Croft Road adjacent	
Car Parks			
Dammas Lane Car Park (Inc The Square)	Dammas Lane	High Street 40m	
The Planks Car Park	The Weavers	Marlborough Road 160m	
Health Care			
The Hermitage Surgery	Dammas Lane	High Street 160m	
Old Town Surgery	Curie Avenue	Okus Road 60m	

Penhill and Upper Stratton

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Beechcroft Infants School	Beechcroft Road	Beechcroft Road adjacent	
St Luke's School	Cricklade Road	Cricklade Road adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Kingsdown School	Ermin Street	Ermin Street adjacent	
St Catherine's Catholic Primary School	Davenwood	Meadowcroft 210m	
Ruskin Junior School	Wordsworth Drive	Meadowcroft 160m	
Swindon Academy	Alton Close	Penhill Drive 115m	
Sevenfields Primary School	Leigh Road	Penhill Drive 490m	
Employment			
Groundwell Industrial Estate	Arkwright Road	Cricklade Road 300m	
Retail			
Penhill Shops	Penhill Drive	Penhill Drive adjacent	
Community			
Meadowcroft Community Centre	Addison Crescent	Meadowcroft 70m	
Car Parks			
St Phillips Car Park	Beechcroft Road	Beechcroft Road adjacent	
Crematorium			
Kingsdown Crematorium	Kingsdown Road	Kingsdown Road adjacent	
Health Care			
Penhill Surgery	Penhill Drive	Penhill Drive adjacent	

Priory Vale

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Oakhurst Community Primary School	Pioneer Road	Oakhurst Way 270m	
Orchid Vale Academy	Torun Way	Torun Way adjacent	
St Francis C of E Primary School	Aiken Road	Queen Elizabeth Drive 80m	
Leisure			
Mouldon Hill Country Park	Thamesdown Drive	Thamesdown Drive adjacent	
Health Care			
Taw Hill Medical Practice	Aiken Road	Queen Elizabeth Drive 20m	

Ridgeway

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Wanborough Primary School	The Beanlands	The Beanlands adjacent	
Bishopstone Primary School	Hocker Bench	Hocker Bench adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Health Care			
Great Western Hospital	Marlborough Road	All access roads treated and adjacent Marlborough Road	

Rodbourne Cheney

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Rodbourne Cheney Primary School	Moredon Road	Moredon Road adjacent	
Moredon Primary and Nursery School	Moredon Road	Moredon Road adjacent	
Nova Hreod School	Akers Way	Akers Way adjacent	
St Mary's Catholic Primary School	Bessemer Road East	Northern Road 100m	
Ferndale Community Primary School	Wiltshire Avenue	Northern Road 160m	
The Fernbrook Centre	Ferndale Road	Ferndale Road adjacent	
Swindon College (North Star)	North Star Avenue	North Star Avenue adjacent	
Leisure			
Oasis Leisure Centre	Hawksworth Way	North Star Avenue 160m	
Employment			
Cheney Manor Industrial Estate	Cheney Manor Industrial Estate Road	Cheney Manor Industrial Estate Road adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Hawksworth Industrial Estate	Hawksworth Way/Newcombe Drive	Great Western Way 370m, North Star Avenue 390m	
Retail			
Moredon Road Shops	Moredon Road	Moredon Road adjacent	
Transport			
Stagecoach Bus Depot	Cheney Manor Industrial Estate Road	Cheney Manor Industrial Estate Road adjacent	
Car Parks			
North Star Car Park	North Star Avenue	North Star Avenue 120m	
Health Care			
Moredon Medical Centre	Moredon Road	Moredon Road adjacent	

Shaw Ward

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Peatmoor Community Primary School	Pepperbox Hill/ Hook Close	Mead Way 130m Swinley Drive 115m	
Brookfield Primary School	Maxey Close - Ransome Close	Cartwright Drive 160m	
Shaw Ridge Primary School	Ridge Green	Shaw Road 310m	
Westlea Primary School	Langstone Way	Whitehill Way 100m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Leisure			
Link Centre	Link Avenue	Link Avenue 240m	
Shaw Ridge Entertainment Area	Whitehill Way	Whitehill Way adjacent	
Employment			
Rivermead Industrial Estate	Rivermead Drive	Mead Way 600m	
Westmead Industrial Estate	Westmead Drive	Mead Way 400m	
Hillmead Enterprise Park	Hillmead Drive	Mead Way/Peatmoor Way adjacent	
Retail			
West Swindon District Centre	Corton Crescent	Corton Crescent adjacent	
Shaw Village Centre	Ramleaze Drive	Ramleaze Drive adjacent	
Aldi	Shaw Road	Shaw Road adjacent	
Roughmoor Village Centre	Swinley Drive	Swinley Drive adjacent	
Public Services			
Police Point	Link Avenue	Link Avenue adjacent	
Driving Test Centre	Peatmoor Way	Peatmoor Way adjacent	
Health Care			
Ridge Green Medical Practice	Ramleaze Drive	Ramleaze Drive adjacent	
Sparcells Surgery	Sparcells Drive	Sparcells Drive adjacent	

St Andrews

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Abbey Meads Community Primary School	Hugo Drive	Shepperton Way 80m	
Brimble Hill Primary School	Tadpole Lane	Tadpole Lane adjacent	
Uplands School	Tadpole Lane	Tadpole Lane adjacent	
Red Oaks Primary School	Redhouse Way	Redhouse Way adjacent	
Abbey Park School	Redhouse Way	Redhouse Way adjacent	
William Morris Primary and Nursery School	William Morris Way	Green Street 560m	
Great Western Academy	William Morris Way	Green Street 560m	
Bridlewood Primary School	Hayburn Road	Eastbury Way 190m	
Tadpole Farm C E Primary Academy	Green Street	Green Street adjacent	
Leisure			
Abbey Stadium	Lady Lane	Lady Lane adjacent	
Retail			
Aldi	Latham Road	Thamesdown Drive 120m	
Abbey Meads Village Centre	Elstree Way	Elstree Way 100m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Health Care			
Abbey Meads Medical Practice	Elstree Way	Elstree Way 100m	

St Margaret and South Marston

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Grange Infants Community School	Delamere Drive	Highworth Road 110m	
Grange Junior School	Grange Drive	Grange Drive Adjacent	
South Marston CE Primary School	Old Vicarage Lane	Old Vicarage Lane adjacent	
Employment			
Greenbridge Industrial Park	Greenbridge Road	Greenbridge Road adjacent	
BMW	Bridge End Road/Swindon Road	Bridge End Road/Swindon Road adjacent	
Stratton Industrial Estate	Radway Road	Hobley Drive 200m	
Parsonage Road Industrial Estate	Parsonage Road	Ermin Street 200m	
Keypoint	Thornhill Road	Thornhill Road adjacent	
Honda	Honda Way	Honda Way adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Retail			
Greenbridge Retail Park	Drakes Way	Drakes Way adjacent	
Sainsbury's	Oxford Road	Oxford Road adjacent	
South Marston Park	Highworth Road	Highworth Road adjacent	
Community			
Grange Community Centre	Grange Drive	Grange Drive adjacent	
Public Services			
Gable Cross Police Station	Shrivenham Road	Shrivenham Road adjacent	
Cemetery			
St Margaret's Cemetery	Church Street	Ermin Street 190m	
Health Care			
Merchiston Surgery	Highworth Road	Highworth Road adjacent	

Walcot and Park North

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Education			
Mountford Manor Primary	Bothwell Road	Frobisher Drive 140m	
Holy Family Catholic Primary School	Marlowe Avenue – Welcome Avenue and Marlowe Avenue – Marlowe Avenue	Welcombe Avenue 210m Marlowe Avenue 780m	
Goddard Park Community Primary School	Buckland Close – Lyndhurst Crescent	Kingswood Avenue 290m	
New College	Bilborough Drive (not adopted)	Queens Drive 70m	
Lawn Manor Academy	Salcombe Grove	Upham Road 100m	
Lainesmead Primary School	South View Avenue	Upham Road 250m	
Holy Rood Junior School	Upham Road	Upham Road adjacent	
Health Care			
Kingswood Surgery	Kingswood Avenue	Kingswood Avenue adjacent	

Wroughton and Wichelstowe

Key Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Route	Key
Education			
The Ridgeway School	Inverary Road – Perry's Lane	Inverary Road adjacent	
Wroughton Junior School	Inverary Road – Perry's Lane	Inverary Road adjacent	
Wroughton Infants School	School Lane – Markam Road	Wharf Road 180m access High Street 250m egress	
The Deanery C of E Academy	Peglars Way	Peglars Way Adjacent	
Leisure			
Barbury Shooting School	Hackpen Lane	Burderop 2640m	
Barbury Castle	Hackpen Lane	Burderop 3120m	
Retail			
Ellendune Centre	Barrett Way	Wharf Road 110m	
Waitrose Supermarket	Mill Lane	Foxham Way 90m	
Community			
Ellendune Community Centre	Barrett Way	Devizes Road 90m	
Health Care			
Prospect Hospice	Moormead Road	Moormead Road adjacent	
Wroughton Health Centre	Barratt Way	Devizes Road 110m	

