

WINTER SERVICE POLICY STATEMENT 2019/2020

1. PURPOSE OF THE STATEMENT

- 1.1** The purpose of this document is to reinforce the commitment of Sunderland City Council to the provision of an effective and efficient winter service and to set parameters by which performance will be measured.

2. HIERARCHY OF CARRIAGEWAYS

- a. Carriageways throughout the City have been afforded priorities according to their perceived importance in the maintenance of the safe movement of highway users.

- b. Those priorities are as follows:

2.2.1 Strategic routes ie commuter corridors and linking routes between commercial centres including all of the derestricted dual carriageways.

2.2.2 Distributory roads.

2.2.3 Local roads ie residential areas.

- 2.3** Using the categorisation carriageways have been incorporated into gritting routes which reflect those priorities. Principal gritting routes accommodate the strategic routes. Secondary gritting routes cover both the distributory and more important local roads.

- 2.4** A summary of the gritting routes for 2019/2020 showing their priority status is appended. Routes have been reviewed and amended to reflect recent changes in the highway network.

3. HIERARCHY OF PEDESTRIAN AND CYCLE ROUTES

- 3.1** Priorities in respect of treatment of pedestrian and cycle routes are listed below. Priority will be given to these locations in the event of forecast or actual local conditions causing potential hazard as a consequence of frost, ice or snow. Appropriate treatments will be undertaken, subject to the availability of resources in any or all of the following locations as deemed necessary.

3.1.1 City Centre

3.1.2 Shopping Centres

3.1.3 Entrances adjacent to schools, older person's homes, nursing homes

3.1.4 Hospital Perimeters

3.1.5 Bus Stops, Metro Stations, Pedestrian Crossing (within 10m each direction).

3.1.6 Footbridges, steps and ramps to subways / underpasses.

3.1.7 Cycle routes, unless they are treated as part of the aforementioned priorities, subject to accessibility for treatment purposes and known usage.

4. TREATMENTS ACCORDING TO WEATHER CONDITIONS

4.1 Frost

4.1.1 Outside of the core winter service period where weather conditions permit and the formation of frost is anticipated to occur during the evening or early part of the morning consideration will be given to pre-salting of carriageways. This can be supplemented with early morning treatment as necessary.

4.1.2 In the event that the forecast conditions indicate that precautionary salting in advance may not prove effective, shift patterns shall be adjusted to facilitate salting closer to the anticipated time of frost formation and according to needs. Where the longer term weather forecast indicates a number of consecutive days when adverse conditions will prevail consideration will be given to the introduction of a nightshift arrangement to facilitate timely and effective treatments.

4.1.3 Within the core Winter Service period the aim will be to pre-salt in advance of the forecasted and/or perceived formation of frost.

4.1.4 All principal and secondary gritting routes in such circumstances will be salted except where local conditions as observed by the Duty Manager render that unnecessary. Environmental Services Technicians will undertake the spreading of grit from grit bins at identified locations.

4.2 Light Snowfall

4.2.1 The arrangements shall be as for 4.1 above.

4.3 Heavy Snowfall

4.3.1 The arrangements will be for 4.1 above except that ploughing ahead of salting will be undertaken.

4.3.2 In severe conditions the Council will concentrate its resources upon the public transport routes in the City to restore communications for industrial traffic and for the transportation of workers to their places of work. Under such circumstances it may be deemed necessary to suspend all or part of the normal Environmental Services for such a period as is considered necessary in order to facilitate treatment of pedestrian and cycle routes.

5. RESPONSE TIMES

- 5.1 The availability of drivers and equipment should ensure that delays between instructions being issued and the commencement of salting (response time) are minimised and in any event shall be less than one hour. Salting of principal gritting routes shall be completed within two hours of the commencement of treatment.

6. BUDGETARY PROVISION

- 6.1 A provision of £689,083 has been made for winter maintenance services in 2019/2020. Total expenditure on services will be subject to any extended periods of adverse weather conditions and/or inclement weather outside of the recognised winter season.

7. RESOURCE LEVELS

7.1 Depots

7.1.1 The Winter Service will be provided from two centres, Pallion Shipyard, Sunderland and Market Place, Houghton-le-Spring.

7.2 Salt

- 7.2.1 The construction of SSTC3 necessitated the salt storage facility previously located at Trimdon Street to be relocated temporarily to Pallion shipyard adjacent the Queen Alexandra bridge.

- 7.2.2 The following stocks of salt are available at those depots.

	Sunderland	Houghton	Total
Closing Stock 18/19	9584	1777	11361
Summer deliveries*	0000	4000*	15361

Total Stock	9584	5777	16127

- 7.2.3 The salt stock at Sunderland has been transferred from the previous store located at Trimdon Street to the new location at Pallion shipyard during the summer. Delivery of stock to the Houghton salt store has been deferred in the meantime but is programmed ahead of the core winter period.

7.3 People

- 7.3.1 The usual resources employed on winter duties will be four drivers at Sunderland, four drivers at Houghton and one Duty Officer. Drivers

may be required to switch to the other base depot as necessary to suit the prevailing weather conditions at the time.

- 7.3.2** Two mechanical fitters operating from South Hylton House support the teams.
- 7.3.3** A Duty Manager will oversee performance of the service at all times.
- 7.3.4** In the event of persistent or extraordinary periods of inclement weather measures will be taken to supplement these resource levels. Other suitable personnel within the workforce will undertake any requirement for gritting or ploughing during the day (whilst a nightshift is in operation).
- 7.3.5** Minor revisions may be made to the staffing arrangements during the course of the Winter Service season and to the length of the core Winter Service period provisionally set for 23 November 2019 to 29 February 2020.

7.4 Vehicles

- | | | |
|--------------|------------------------------------|------------|
| 7.4.1 | Description | No. |
| | Dedicated Gritter (6 x 4; 9 cu yd) | 15 |
- 7.4.2** Snow ploughs for attachment to gritter vehicles are deployed at each of the depots.
 - 7.4.3** A compliment of 31 tractors and mini-tractors are also equipped with ploughs to undertake footpath treatments.

8. PERIOD OF WINTER MAINTENANCE SERVICE

- 8.1** In the period between 23 November 2019 and 29 February 2020 (provisionally) a nightshift will operate, whilst resources will be deployed on dayshift as and when forecast or prevailing conditions prove necessary. Weather conditions may however dictate that these arrangements be amended.

9. WEATHER FORECASTING

- 9.1** Arrangements have been made with MeteoGroup UK for the provision of its 'Roadmaster' weather forecasting service via links direct to the Ice Prediction System from 1 October 2019 to 30 April 2020. Managers have access to the data via a web-based data hosting facility.
- 9.2** The service comprises the provision of various forecasts each day in text and graphical format including data which is specific to the Ice Prediction Outstations located at Burdon and North Hylton.

10. MEDIA/COMMUNICATIONS

Managers will communicate the policy and the service provided in respect of weather and road conditions during the winter season with the Customer Service Centre, Police and local media. The Winter Service Policy is available on the Internet site.

10.1 PREDETERMINED GRITTING ROUTES

OPERATED FROM PALLION SHIPYARD

- **S1** A1231 via Deptford Terrace, Farringdon Row, Queen Alexandra Bridge to boundary and return via Queens Road, Keir Hardie Way, Sunderland Road & Trimdon Street.
- **S2** A690 Sunderland to A19 roundabout and return via Doxford International, Moorside, Tunstall, Northmoor Lane Silksworth Lane & Alexander Road.
- **S3** A183 Chester Road to Shiny Row and return via Grindon, Thorney Close, Hylton Road and South Hylton Bank Springwell Road, European Way, Northern Spire, Grindon Lane, Etrick Grove, Leechmere Road & Toll Bar Road.
- **S4** Newcastle Road, Shields Road, Southwick, Roker, Seaburn, Fulwell, Ryhope Road, Southern Relief Road, Saint Marys Boulevard & Ryhope.
- **S5** City Centre (part), Ashbrooke, Leechmere, Hendon, Port, Tudor Grove & Plains Farm.
- **S6** Southwick (part), Redhouse Estate, Castletown & Hylton Castle
- **S7** Silksworth, Ryhope, Tunstall Village, Farringdon, Herrington & Thorney Close.
- **S8** Barnes, Pallion, Millfield, Ford Estate, Pennywell, Springwell, South Hylton & Grindon.

- = **PRINCIPAL GRITTING ROUTES**

- = **SECONDARY GRITTING ROUTES**

OPERATED FROM HOUGHTON DEPOT

- **H1** A182 Hillside Way to Springwell Village boundary and return to Shiney Row roundabout, Sedgeleth, Herrington & Philadelphia.
- **H2** A195 , Washington Road, Follingsby Lane, Springwell Village, Cherry Blossom Way, Vigo Lane, Golf Course Road, Blind Lane, A183, Castletown Way,, Ferryboat Lane, North Hylton Road & Hylton Lane.
- **H3** A690 from A19 to City boundary and return (incl slip roads), Houghton, Rainton Bridge, Seaham Road, Dairy Lane, Fencehouses, Burdon, Newbottle & Tunstall.
- **H4** Hetton Downs, Easington Lane, Moorsley, East Rainton, Rainton Bridge, Houghton, Rainton Bridge, Fence Houses & Front Street.
- **H5** Washington West, Harraton & Rickleton
- **H6** Houghton (North), Shiney Row, Penshaw, Coxgreen, Offerton, Houghton, Chilton Moor, Sedgeleth, Newbottle & Fatfield.
- **H7** Washington Central.
- **H8** Washington (North) and Springwell

- = **PRINCIPAL GRITTING ROUTES**
- = **SECONDARY GRITTING ROUTES**

