

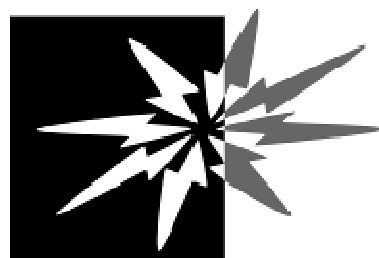
APPENDIX 1
WINTER SERVICE PLAN 2014/15

LONDON BOROUGH OF HARINGEY

WINTER SERVICE

OPERATIONAL PLAN
2014 – 2015
DRAFT

SINGLE FRONTLINE SERVICE
Environmental Services and
Community Safety



Haringey Council

LONDON BOROUGH OF HARINGEY

SINGLE FRONTLINE SERVICE Environmental Services and Community Safety

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EXECUTIVE SUMMARY

1) Introduction

The Winter Service is the obligation placed on local authorities to keep their streets and roads free from ice and snow, so far as is reasonably practical.

The Haringey Winter Service Operational Plan is the document that clarifies the winter gritting policy and the operational service plan to demonstrate how Haringey intends to meet its obligation during the winter of 2014/15.

Responsibility for the provision of the Winter Service Operational Plan resides within Environmental Services and Community Safety, Single Frontline Services Business Unit, based at River Park House. The mainstay of the actual Winter Service operation is based at Ashley Road Depot, Tottenham, N17.

In July 2005 a revised Code of Practice for Highways Maintenance was published by the Roads Liaison Board. This document outlined best practice nationally and recommended actions to be taken for Winter Service, these recommendations are contained within Section 13 of the Code of Practice. Due to the severe winter in 2008/2009 this Section of the Code of Practice together with Appendix H of the same Code were totally revised and published in December 2009. Therefore this Winter Service Operational Plan takes into account the new guidance and has been laid out in accordance with the recommendations of Appendix H of the Code. Further advice was issued as a result of the even more severe winter weather in 2009/2010, for example in relation to salt spread rates and definitions of routes to be included on resilience networks and this plan has been amended to account for this.

2) Synopsis

Haringey's Winter Service Policy and Plan includes the recommendations of the Code of Practice, the first being;

“Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Operational Plan, based on the principles of this Code.”

Another recommendation of the Code is to review the policy and plan annually, this is to ensure that that the policy and plan are current and to consider new technologies and methods.

It is also accepted that the Policy and Plan, if followed, is consideration should Haringey be taken to court by a third party for loss or damage, to individuals as well as property.

3) Methodology

The Haringey Winter Service Operational Plan details how Haringey will carry out its Winter Service. It is a lengthy and technical document that, once adopted for the approaching winter, will be published on the Council's web-site. The published version will, however, have confidential contact names and numbers removed.

The method in determining which parts of the Haringey Street network which need treating is a prioritised, risk-based approach. The Haringey Street Network is a complex mix of carriageway and footway hierarchy.

The carriageway network has been broken down from the most heavily used and dangerous in terms of gradient, to the least used and those without any gradient. The breakdown of the carriageway network also takes into account the presence of;

- essential and emergency services such as fire stations, ambulance stations, hospitals and bus stations; and
- facilities used by vulnerable people, such as Residential Care Homes and schools;

to give those carriageways enhanced levels of priority during snow events.

The footway network has been broken down into using similar principles to those applied to carriageways.

The method used is risk-based. This is where all streets are assessed and prioritised based on the risk if the street is not treated. It is not possible to treat every street in the borough, this is summarised in the policy statement below.

Haringey receives its weather forecast information from its contractor. For the winter of 2014/15 the contractor is Veolia Environmental Services. The Veolia company website is:

<http://www.veoliaenvironmentalservices.co.uk/>

The contractor is required to purchase bespoke weather forecast information from a reputable forecaster. The forecaster currently being used for this is MeteoGroup UK (TBC). The company website is:

<http://www.meteogroup.co.uk/>

When the weather forecast information indicates low temperatures, frost, ice or snow, action will be taken to implement the Winter Service Operational Plan. Sometimes these weather conditions, or the severity / timing of them, are not forecast and when this happens action will also be taken to implement the Winter Service Operational Plan.

4) Types of Winter Service activity, surface types, application methods

Although the Winter Service activity is commonly referred to as “gritting”, strictly speaking the normal material used is not grit, it is rock salt for de-icing. However, for ease of reference the terms ‘grit’ and ‘gritting’ are used in this plan. The use of grit can have environmental consequences. It can adversely affect vegetation, pollute watercourses and leave a residue on footways. It can also damage the road structure, bridges and structures, utility apparatus and vehicles. Used responsibly it can have minimal environmental impact. In the interests of

sustainability it is important to ensure that only the minimum amount of grit is used to deal with the prevailing conditions.

There are three distinct types of gritting activity. These are:

- Frost patrols, to deal with the risk of frost/ice formation on dry surfaces resulting from overnight low temperatures;
- Pre-treatment, where snow is forecast or where road surfaces are wet and sub-zero temperatures are forecast before drying out will naturally happen; and
- Post treatment, where snow has fallen and/or continues to fall.

There are three types of surface for the application of grit and two methods for applying the grit. The types of surface and the application methods are:

- carriageways, almost all carriageways are treated by mechanical means using dedicated gritting vehicles and/or vehicles with demountable gritting bodies, this is an efficient and rapid application method;
- footpaths, almost all footpaths are treated by manual application of grit by teams using shovels supported by a caged street cleansing vehicle for carrying grit, this is a less efficient and slow application method. Grit bins can support footpath gritting; and
- cycle paths, where these are within carriageways they can be gritted by mechanical means as part of the carriageway gritting programme, where these are separate from the carriageway they can only be gritted by manual means. Grit bins can support separate cycle path gritting.

5) Policy Statement

Haringey Council's policy is to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The Council considers that the best way to achieve this is to prioritise certain locations and surface types based on risk and level of use. The detailed operational procedures are covered by the Winter Service Operational Plan which is to be reviewed and published each year.

The policy for invoking gritting activity in Haringey is based on the three types of gritting activity as follows.

Frost patrols

Frost patrols will be carried out when there is a forecast of near zero or sub-zero overnight temperatures, suggesting the risk of formation of frost and ice. Frost patrols are the most common form of gritting activity and happen on average 20 to 30 nights per winter season.

Pre-treatment

Pre-treatment is designed to mitigate against the possibility of snowfall settling. Pre-treatment will be carried out when there is a forecast of snow falling, combined with low temperatures giving rise to the risk of the snow settling.

Post-treatment

Post-treatment activity is designed to disperse settled snow and compacted ice following and during a snow event where low temperatures are forecast that will prevent natural melting.

Non-priority and Ad-hoc gritting requests

Where unexpected requests for carriageway or footpath gritting are received to support emergency responses by the “Blue Light” emergency services, these will be carried out at the earliest available opportunity. Where requests are received from other sources, consideration will be given to responding to these with due regard to the Council’s overarching priority hierarchy.

Grit bins

For the winter of 2014/15 the network of grit bins will – subject to confirmation by Cabinet - be increased from 151 to 155 grit bins. These have been placed mainly at locations where there are footpaths with gradients where gritting of footpaths can be undertaken to deal with ice or snow when appropriate.

Grit supply

The Council’s grit supply is located at Ashley Road Depot. The store holds approximately 1,500 tonnes of grit. It is the policy of the Council to hold stocks of salt of at least the following levels through the winter season:

- 1st November, review stock, minimum of 1,500 tonnes required;
- 15th November, review stock, minimum of 1,350 tonnes required;

- 1st December, review stock, minimum of 1,500 tonnes required;
- 15th December, review stock, minimum of 1,350 tonnes required;

- 1st January, review stock, minimum of 1,500 tonnes required;
- 15th January, review stock, minimum of 1,350 tonnes required

- 1st February, review stock, minimum of 1,200 tonnes required;
- 15th February, review stock, minimum of 900 tonnes required;

- 1st March, review stock, minimum of 900 tonnes required.

More detailed information about the Council’s priorities and policies in regard to frost patrols, pre-treatment, post treatment, non-priority gritting, grit bins and grit stocks is provided in Section A1 below.

INTRODUCTION

The format of this Plan is taken directly from the revised version of Chapter 13 of the ‘Well Maintained Highways Code of Practice for Highway Maintenance Management’, published in December 2009. For ease of reference in this Plan the Code of Practice will be referred to as ‘the Code’. Throughout this Plan parts of the Code will be summarised in shaded box format without further acknowledgment to avoid unnecessary repetition.

Although sometimes termed 'Winter Maintenance', the particular network management requirements during winter are not maintenance, in the traditional sense, but specialist operational services. The term 'Winter Service' has been adopted by the Code.

Winter Service deals with regular, frequent and reasonably predictable occurrences like low temperatures, ice and snow, as well as with exceptional events. Whilst the effects of climate change are likely to result in an increased frequency and intensity of severe winter events, these can be taken into account in Winter Service planning. Therefore Winter Service can and should be subject to the same regime of plan, deliver, review and improve as other aspects of the highway maintenance regime.

Policies and plans developed for Winter Service are likely to have relevance in emergency planning for dealing with extreme weather conditions including flooding, high winds and high temperature, as discussed in Section 14 of the Code. The incidences of such events may be affected by climate change. They are also likely to have some relevance to the wide range of non-weather related emergencies that could affect the highway network.

Although a very specialised area, Winter Service is a significant aspect of network management both financially and in terms of its perceived importance to users. It can also have significant environmental effects. The organisation of the service is likely to have considerable implications for the overall procurement and management of other highway maintenance services. This Section of the Code should therefore be read in conjunction with other sections dealing with these issues and Appendix H of the Code.

Objectives

Winter Service can contribute significantly to each of the core objectives set out in the Code as described below:

Customer

There are, in all parts of the UK, very considerable user needs and expectations and these can be a major influence on customer satisfaction through demonstrating an efficient, effective and proportionate response to winter conditions.

Safety

Safety is a prime consideration for Winter Service, even though statutory obligations and user needs vary in different parts of the UK.

Serviceability

Maintaining availability and reliability of the highway network is a key objective for Winter Service and one where user judgements of performance will be immediate rather than longer term.

Sustainability

Low temperatures and the formation of ice can cause serious damage to the fabric of running surfaces and accelerated damage of the network. Effective Winter Service can contribute to a reduction in whole life costs and minimise damage to the environment.

The plan has been revised in the light of the new guidance and is set out in the format with the same headings as detailed in the revised Appendix H of the Code of Practice.

This plan does not address the issue of pot-holes that arise after severe weather.

A STATEMENT OF POLICIES AND RESPONSIBILITIES

A1 Policies and objectives

Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.

Issues for consideration in developing policy should include:

- treatment of facilities for public transport users;
- treatment of facilities for road users;
- treatment of facilities for walking and cycling;
- treatment of transport interchanges;
- treatment of promoted facilities;
- extent of priority for emergency services;
- extent of priority for key public services and critical infrastructure;
- extent of priority for vulnerable users;
- other local circumstances.

Authorities should develop service standards for Winter Service which define the Overall Winter Period, the Core Winter Period, the desired level of resilience and treatment routes.

These policies and service standards should be developed as far as reasonably possible with users and key stakeholders and should also be based on a risk assessment to define the scope of the service

Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code.

The Winter Service Plan should be reviewed annually in consultation with a wide range of stakeholders.

Suggested contents of the Winter Service Plan are detailed in Appendix H (of Code of Practice). The Plan should recognise the fundamental differences between the main components of Winter Service for carriageways, cycle routes, footways and any critical areas and infrastructure as follows:

- pre-treatment - “precautionary” salting;
- post-treatment - continuing salting following the formation of ice;
- clearance of ice and snow;
- dealing with continuous severe conditions.

The Council will formally approve and adopt the policies and the priorities as listed in this plan. Therefore the Council policy is as follows.

SUMMARY

Haringey Council's policy is to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. The Council considers that the best way to achieve this is to prioritise certain locations and surface types based on risk assessment. The detailed operational procedures are covered by the Winter Service Operational Plan which is to be reviewed and published each year.

The policy for invoking gritting activity in Haringey is based on the three types of gritting activity as follows.

Frost patrols

Frost patrols will be carried out when there is a forecast of near zero or sub-zero overnight temperatures, suggesting the risk of formation of frost and ice. Frost patrols are the most common form of gritting activity and happen on average 20 to 30 nights per winter season. Frost patrols will provide for a programme of mechanical and manual gritting of a network carriageways and pedestrian areas based on the following criteria:

- carriageways with the steepest gradients likely to cause vehicles to slide and not stop even when brakes are applied;
- carriageways, with steeper gradients that are more likely to ice over and for longer due to exposure and/or due to elevation; and
- heavily used pedestrian areas with steepest gradients, bridges and steps in exposed locations that are most likely to ice over and for longer than other pedestrian areas.

Cycle paths within carriageways that are gritted as part of a frost patrol will benefit from this activity. However, there will be no gritting of cycle paths within carriageways that are not gritted as part of the frost patrol and no gritting of cycle paths that are separate from carriageways.

The list of carriageways for treatment on frost patrols is detailed in Appendix B, the Frost Patrol carriageway gritting list. The list of pedestrian areas for treatment on frost patrols is detailed in Appendix M, the Frost Patrol pavement gritting list.

Pre-treatment

Pre-treatment is designed to guard against the possibility of snowfall settling. Pre-treatment will be carried out when there is a forecast of snow falling, combined with low temperatures giving rise to the risk of the snow settling. Pre-treatment will provide for a programme of mechanical and manual gritting of a network of carriageways and pedestrian areas based on the following criteria:

- carriageways with the steepest gradients likely to cause vehicles to slide and not stop even when brakes are applied;
- carriageways carrying the heaviest vehicular traffic;
- carriageways serving Special Educational Needs schools;
- heavily used footpaths and pedestrian areas serving locations where emergency and essential services are present, for example Town Centres, hospitals, Residential Care Homes and transport hubs; and
- pedestrian areas at bus stops, kerbs and crossings.

It will be the aim to pre-treat carriageways defined in the Priority 1 Carriageway gritting list and all footpaths defined in the Priority 1 and 1B Pavement gritting lists before snow begins to fall.

The list of carriageways for Priority 1, pre-treatment gritting activity is detailed in Appendix B.

The list of pavements for Priority 1 and Priority 1B, pre-treatment gritting activity is detailed in Appendix M.

Cycle paths within carriageways that are gritted as part of pre-treatment gritting activity will benefit from this activity. However, there will be no gritting of cycle paths within carriageways that are not gritted as part of the pre-treatment activity and no pre-treatment of cycle paths that are separate from carriageways.

Post-treatment

Post-treatment activity is designed to disperse settled snow and compacted ice following and during a snow event where low temperatures are forecast that will prevent natural melting. Post-treatment will provide for a programme of mechanical and manual gritting of a network carriageways and pedestrian areas based on the following criteria:

- carriageways serving schools;
- carriageways with less steep gradients likely to cause vehicles to slide and not stop even when brakes are applied, including also carriageways serving Residential Care Homes;
- carriageways that are flat and carry only light vehicular traffic and to support refuse and recycling collections;
- footpaths serving schools; and
- footpaths to support refuse and recycling collections.

The importance of keeping schools open during severe weather was highlighted during the winter of 2009/10. To reflect this as a priority in this plan there are

special arrangements for gritting for schools when snow falls during school term time. A special carriageway gritting list, called Priority 1A (Schools) carriageway gritting list, has been devised detailing any carriageway where a school is located that is not on the Priority 1 carriageway gritting list. The Priority 1A (Schools) gritting list will be invoked for a snow event during term time making these carriageways the first to be gritted after all Priority 1 carriageways have been treated. A pavement gritting list, called Priority 2 pavement gritting list, has been devised for the same reason and will be invoked in the same circumstances after Priority 1 pavement gritting has been completed.

Depending on the on-going weather and forecast situation, and provided that Priority 1 and 1A carriageway gritting has delivered safe carriageway conditions on all of those carriageways, gritting of carriageways will proceed as detailed in the Priority 2 carriageway gritting list.

Depending on the on-going weather and forecast situation, and provided that Priority 1, 1A and 2 carriageway gritting has delivered safe carriageway conditions on all of those carriageways, gritting of carriageways as detailed in the Priority 3 carriageway gritting list will be considered. Generally Priority 3 carriageway gritting will be undertaken in an order to support refuse and recycling collections and subject to all higher priority carriageway gritting holding good.

Depending on the on-going weather and forecast situation, and provided that Priority 1, 1B and 2 pavement gritting has delivered safe pavement conditions on all of those pavements, gritting of pavements will proceed in an order to support refuse and recycling collections and subject to all higher priority pavement gritting holding good.

There are no designated target times for completion of post treatment gritting activities. This is because there are too many variables at play in this situation that do not allow meaningful targets to be formalised. Nevertheless, assessment of performance will be carried out through measurement of work completed, monitoring, observations and feedback.

The lists of carriageways for Priority 1A, 2 and 3 post-treatment gritting activity are detailed in Appendix B.

The list of pavements for Priority 2 post-treatment gritting activity is detailed in Appendix M. There are no formal lists for pavement gritting beyond Priority 2 as this activity will be driven by whatever day of the week when snowfall occurs and the locations where refuse and recycling collections are taking place, whether these be on scheduled collection days or delayed due to the weather.

Cycle paths within carriageways that are gritted as part of post-treatment gritting activity will benefit from this activity. However, there will be no gritting of cycle paths within carriageways that are not gritted as part of the post-treatment activity. Gritting of cycle paths has not been prioritised within this plan for a number reasons. These are:

- cycle paths only form part of any cycle journey, there can be no guarantee that the non-cycle-path parts of any cycle journey will have been gritted, therefore gritting of cycle paths does not result in safe cycle journeys;
- gritting of cycle paths that are separate from carriageways requires manual gritting in the same way that pavements are gritted, which is inefficient and slow. Carrying out manual gritting of separate cycle paths would benefit less people and services than would benefit from the pavement gritting priorities as set out above; and
- cycling in good conditions carries some innate risk factors for cyclists, cycling in snow and ice conditions carries much higher risk factors for cyclists. The Council could be more exposed to the possibility of claims if gritting of cycle paths is prioritised in a way that would appear to encourage an activity that should not be encouraged in snow and ice conditions.

Post-treatment cannot provide for complete gritting of every carriageway, pavement and cycle path in the borough as it is not reasonably practicable to achieve this.

The following tables summarise the gritting priorities and the times when action will be taken.

Carriageway Route/Priority	Treated on forecast of frost?	Treated on forecast of snow?	Treated during or after snow?
Frost Patrol	Yes	No	No
1	No	Yes	Yes
1A	No	Yes (if time permits)	Yes
2	No	No	Yes (if P1/P1A are complete and salt stock levels allow)
3	No	No	Yes but unlikely and only if P1/P1A/2 are complete and salt stock levels allow)

Footpath Route/Priority	Treated on forecast of frost?	Treated on forecast of snow?	Treated during or after snow?
Frost patrol	Yes	No	No
1	No	Yes	Yes
1B	No	Yes (if time permits)	Yes
2	No	No	Yes (if P1/ P1B are complete)
3	No	No	Yes (but likely to only be partial

			and only if P1/P1B/P2 are complete and salt stock levels allow)
4	No	No	Yes (but unlikely and only if P1/P1B/P2/P3 are complete)

Non-priority and Ad-hoc gritting requests

Responding to ad-hoc gritting requests and complaints about lack of gritting of non-prioritised or low priority areas can have a detrimental affect on the Council's overall response to weather events if not carefully managed. Where unexpected requests for carriageway or footpath gritting are received to support responses by the emergency services, these will be carried out at the earliest available opportunity. Where requests are received from other sources, consideration will be given to responding to these with due regard to the Council's overarching policy criteria which have been set out above. If a non-priority gritting request is refused or given a delayed response time, the person or organisation making the request will receive an explanation of the reason for refusal or delay. These requests will be logged for review at the end of the winter season as they might be resolved by other means in future, for example by providing new grit bins.

Grit bins

There is currently a network of 155 grit bins in the borough. These have been placed mainly at locations where there are footpaths with gradients where gritting of footpaths can be undertaken to deal with ice or snow when appropriate.

Grit bins are a useful immediate resource in times of need. They help to increase the storage capacity for grit as there is a limit to what can be stored at the depot. Whilst grit bins serve a useful purpose they can only contribute to a limited degree to the overall response to a snow or ice event. They can be subject to theft or abuse and as such cannot be relied upon to deliver Winter Service requirements in isolation from other gritting activities.

A list of the locations of grit bins in Haringey is detailed in Appendix N.

Grit supply

The Council's grit supply is located at Ashley Road Depot. The store holds approximately 1,500 tonnes of grit. There is generally a 4 week lead in time from the order of grit to the supplies being received. It is the policy of the Council to maintain the following minimum grit stock levels through the winter season;

- 1st November, review stock, minimum of 1,500 tonnes required;
- 15th November, review stock, minimum of 1,350 tonnes required;
- 1st December, review stock, minimum of 1,500 tonnes required;
- 15th December, review stock, minimum of 1,350 tonnes required;

- 1st January, review stock, minimum of 1,500 tonnes required; 15th January, review stock, minimum of 1,350 tonnes required
- 1st February, review stock, minimum of 1,200 tonnes required;
- 15th February, review stock, minimum of 900 tonnes required;
- 1st March, review stock, minimum of 900 tonnes required.

If minimum required stock levels required are not met, orders are to be placed to replenish the stock to the minimum stock level. On or around the 7th and 22nd of each month the stock levels are to be reviewed alongside the short term (5 day) and medium term (15 day) weather forecasts to determine whether minimum stock levels are at risk of not being maintained due to the possibility of severe weather. In the event that severe weather has been forecast a decision may be taken to place orders for salt stock replenishment even though salt stock levels may be above the required minimums.

The minimum stock level of 900 tonnes is in compliance with the Council's commitment to meet the minimum standard laid down in the original UK Road Liaison Group's (UKRLG) recommendation, which provides enough grit to be stored to treat the whole of the Carriageway Priority 1 network 6 times in 6 days, a total of 36 runs.

A higher minimum resilience level has been recommended in 'The Resilience of England's Transport Systems – An Independent Review, July 2010', a review commissioned by the DfT and undertaken by David Quarmby. This review recommends minimum resilience levels should be equivalent to 48 treatments of the Carriageway Priority 1 network, equivalent to a minimum stock of 1,200 tonnes. The revised minimum required grit stocks detailed above provide for this more demanding level of resilience to be met through until 1st February. This should prove sufficient to meet the demand for gritting through the core winter service period whilst allowing a tolerable reduction to a minimum of 900 tonnes at the end of the winter season.

It should be noted that in the event of a national emergency, the Government may form a National Salt Cell, taking control of grit supplied to Highways Authorities. This is very unusual but happened in the 2 winters before last. In this event, the arrangements for maintaining the minimum supplies of grit shown above will not be valid and the Council will have to rely on the grit it has in stock at that time and any allocation that is agreed by the National Salt Cell.

A2 Client and Service Provider risks and responsibilities

Each winter, usually from late autumn to early spring, the Contractor provides twenty-four hour control of gritting operations throughout the Borough, except for Red Routes which are covered by Transport for London (TfL) working for the Greater London Authority (GLA).

Transport for London (TfL) is responsible for the Winter Service on Red Routes. In Haringey the Red Routes are:

- A1 (Archway Road and Aylmer Road);
- A503 (Seven Sisters Road); and
- A10 (Great Cambridge Road; part of The Roundway; part of Lordship Lane; Bruce Grove and part of Tottenham High Road including the gyratory system - Monument Way, The Hale, Broad Lane).

The Client's responsibility for provision of adequate grit supplies was passed to Veolia at the start of the new Waste and Environmental Services Contract in April 2011. The Client remains responsible for the appointment and monitoring of a contractor to carry out the salting operations, for issuing instructions to the contractor in severe weather, based on meteorological forecast data, and ensuring the completion of a snow log which is a complete record of all salting operations to deal with ice and snow.

The contractor is responsible for the provision of the appropriate equipment and necessary resources to apply salt at specified spread rates, to respond to instructions to treat highways and to provide accurate records of all gritting operations.

The following shows the split of the main Winter Service responsibilities:

Preparation of Winter Service Operational Plan	Haringey Council
Salt Purchase	The Contractor
Routing (pre-salting and snow clearance)	The Contractor
Vehicles/plant	The Contractor
Decision Making	The Contractor for frost patrol activity. The Contractor and Haringey Council for pre and post treatment
Operational Supervision	The Contractor
Staffing Levels	The Contractor
Performance Monitoring	The Contractor and Haringey Council
Salt Bin removal/replacement/filling	The Contractor
Maintain Snow Log	The Contractor

A3 Partnership or shared risks and responsibilities

The Winter Service is provided primarily by The Contractor. Haringey Council has responsibilities as listed in A2 above.

A4 Decision making process and responsibilities

CLIENT CONSIDERATIONS

The decision to grit in the light of expected freezing conditions is with the Contractor's Manager except when severe weather or snow is expected when the decision to suspend other work relies upon the agreement of the Authorised Client Officer.

For further information on the decision making process please refer to Appendix A.

It is generally necessary for routes to be gritted in a numerical order. However, from winter 2014/15 the following roads will receive 'fast-track' treatment in recognition of their particular risk level and weight of traffic;

- Muswell Hill
- Crouch Hill
- Crouch End Hill
- Ferme Park Road
- Alexandra Palace Way
- Coney Hatch Lane
- Alexandra Park Road

If reports of road conditions indicate that alterations would be advisable it is for the Contractor's Manager to determine and notify the Authorised Client Officer.

OTHER COUNCIL SERVICES ICE AND SNOW TREATMENT PROCEDURES

Leisure Areas including parks and open spaces

The Leisure Service is responsible for creating a plan for treatment of ice and snow in the external areas of all Leisure Centres, Leisure buildings, depots, parks and open spaces

Housing Estates (managed by Homes for Haringey)

The Director of Homes for Haringey (HfH) is responsible for creating a plan for treatment of ice and snow in the external areas of Housing Estates. (It is acknowledged that HfH would use the operatives normally deployed to estate cleansing to carry out its own Winter Service plan and that it is currently the same contractor that would do this as it is for the main highways Winter Service. Nevertheless, a separate Winter Service plan for HfH Estates is required to ensure there is a clear and independent response when required.)

Industrial Estates and External areas of Council Buildings

Head of Property Services is responsible for creating a plan for treatment of ice and snow in the external areas of industrial estates and external areas of Council buildings.

External areas within School Properties

The Director of Children and Young People services in partnership with individual schools is responsible for treatment of ice and snow in the external areas of school premises and other education establishments within the control of the Council.

Residential Care Homes – External Areas

The Director of Adult Culture and Community Services is responsible for treatment of ice and snow in the external areas of Residential Care Homes and other premises within the control of ACCS.

Advice and Support

The Single Frontline Service provides advice and support to other Council Services to assist in planning for and carrying out their Winter Services. This advice and support can also be provided for Haringey Strategic Partners if required.

A5 Liaison and communication arrangements with other authorities and other public services

Neighbouring Authorities

The public travel roads expecting a consistency that is very difficult to achieve across borough boundaries. The fact that a road is treated in a neighbouring borough but not in Haringey is hard for the ordinary road user to understand, even if they know where the various borough boundaries are.

Therefore it is important to have liaison with the different decision makers in neighbouring authorities. There will obviously be times when it is not appropriate to treat roads in Haringey when it might be in other Boroughs. There could equally be times when it is appropriate to treat routes in Haringey and not in other neighbouring authorities. However, the possibility of people coming over a boundary onto an icy untreated Borough road should be considered in any decision making process.

A decision making e-mail will be sent to each neighbouring authority and TfL each day when Winter Service action is going to be taken. This e-mail will provide details of what gritting activity is planned (Frost Patrol, Pre or Post-Treatment) and which areas will be treated (Priority Number and Surface Type) to notify them what Haringey is doing. Note this will only happen when it is likely that treatment will occur.

Contact details can be found in Appendix A. These details are provided to key personnel involved in the provision of Winter Service response to ensure ease of contact during a Winter Service mobilisation event and are confidential. Enquiries from the public should be handled by the Veolia or Council Call Centres.

Transport for London

The Red Route roads in the Borough are the responsibility of Transport for London (TfL), part of the Greater London Authority (GLA). It is their responsibility to treat the carriageways, pavements and cycle paths of the following roads and parts of roads that are within Haringey. The roads that TfL are responsible for in Haringey are detailed in Section A2 above.

The possibility of people coming off a treated Red Route onto an untreated major borough road should be considered in any decision making process.

Registered Social Landlords

Registered Social Landlords (RSLs), especially those in control of large estate areas, have responsibility for treating snow and ice on their land. Advice and assistance can be provided by the Single Frontline Service to help them do this.

Thames Water Sewers

In the unlikely event that accumulated snow has to be disposed of, permission is required from the Thames Water for clean snow to be deposited into their sewers, in such a manner as to avoid any obstruction in the sewers. In all cases it is the Authorised Officer that seeks approval.

When snow is being deposited into the sewers a Contractor Supervisor must be stationed at the open inspection cover.

All drivers are required to enter the loads on their log sheet together with their time of arrival at and departure from the sewer inspection cover. The Supervisor in charge at the sewer must sign the log sheet against the time shown.

A6 Winter risk period

The winter season will commence on 1st November 2014 and full standby arrangements will be in place until 31st March 2014

In the unlikely event of adverse weather conditions outside of this period contingency arrangements are in place to respond accordingly. The monitoring of the weather conditions together with the decision making process will be run fully from 1st October 2014 though to 30th April 2015.

In the event of a period of severe weather, contingency arrangements include the suspension of street cleansing so that Street Cleansing operatives can carry out manual gritting of pavements. If at any time it is unsafe to collect refuse or recycling without prior treatment of carriageways and footpaths, gritting activity to support refuse and recycling collections will be attempted provided other priority work has been satisfactorily completed. In very severe weather it is sometimes necessary to suspend refuse and recycling collections. In this scenario the refuse and recycling operatives would be deployed to manual gritting activities, primarily in locations where it will assist the early resumption of refuse and recycling collections.

A7 Resilience standard

RESILIENCE

Authorities should consider, consult on and formally adopt local service standards for resilience of their Winter Service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.
(Recommendation 2)

Establishing a Winter Service resilience standard requires consideration of the number of days resilience to be adopted, definitions of the Overall Winter Period¹ and Core Winter Period², whether it should refer to the normally salted network or to a smaller locally determined Minimum Winter Network³.

¹ Overall Winter Period – Locally defined since the winter period may vary according to climatic conditions, but usually at least the beginning of October to end of April.

² Core Winter Period – Locally defined since the winter period may vary according to climatic conditions, but usually at least December to February inclusive.

³ Minimum Winter Network – That part of the carriageway network normally treated in winter which provides a minimum essential service to the public, including strategic routes, access to key facilities and other transport needs.

It is suggested that at least 6 days resilience for salt and other resources, including equipment, drivers and fuel, would represent sensible good practice for determining the number of days' resilience during the Core Winter Period. This is based on a number of days' severe conditions plus replenishment time and taking into account weekends, and combinations of public holidays and weekends such as Christmas and the New Year.

This approach based on a reasonable number of days' resilience in the ability to deliver a defined Winter Service should ensure that highway authorities hold or have easy guaranteed access to sufficient salt, gritters and drivers and other essential resources to deal with severe winter weather conditions.

Some highway authorities may already have a good level of resilience, but if individual authorities decide they need to increase resources, they will need to consider the practical implications and a reasonable implementation period. Implications may include any new arrangements or facilities required and cost.

In developing their local service standards based on days' resilience, authorities should assess the risks that are faced in the delivery of the Winter Service. The assessment should cover all items of policy and management including:

- network for treatment;
- adjoining highway networks;
- grit management policies;
- operational resources (including equipment, salt stocks and fuel);
- access to Winter Service depots and salt storage areas;
- staff training;
- availability of operational staff.

CLIMATE CHANGE

It is now acknowledged that the world is experiencing a rapidly changing climate.

It is generally accepted that although weather is likely to be milder and wetter in winter, there may be more occurrences of severe weather events.

The effects of climate change make it difficult for highway authorities to anticipate winter conditions from year to year. Wide variation and extreme events as a consequence of climate change needs to be taken into account in Winter Service planning. The events of the 2008/09 winter provide evidence of what can happen and are reviewed in detail in the UKRLG report *Lessons from the Severe Weather February 2009*.

Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather. **(Recommendation 3)**

The winter of 2008-09 led to a review of service resilience and although Haringey along with all other Authorities did not run out of salt, for some this was due to provision of mutual aid supplies. In order to ensure a minimum service is able to be delivered across London a resilience network has been devised. The winter of 2009/10 and 2010/11 required Haringey along with the rest of London to use this resilience network when the shortage of salt again led to national restrictions in another very severe winter. This has led to a review and changes have been made as a result.

Currently there is only a carriageway resilience network and it is hoped a similar London wide footway resilience network may be achieved. In very severe conditions, like the winter of 2009-10, it may be necessary to restrict or stop all non-essential gritting activity in order to conserve resources so as to ensure 6 days salt stock for the resilience network. The minimum grit supply arrangements shown in the Section 5 of the Executive Summary above are in keeping with the requirement to hold at least 6 days of grit to keep the main gritting routes treated.

A8 Legislative background

The Code of Practice gives the following summary of the legislative background:

The statutory basis for Winter Service varies in different parts of the UK. In England and Wales Section 41 (1A) of the Highways Act 1980 was modified on 31st October 2003, by Section 111 of the Railways and Transport Act 2003. The first part of Section 41 now reads:

“a) The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2) and (3) below, to maintain the highway.

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

This is not an absolute duty, given the qualification of “reasonable practicability” but it does effectively overturn previous legal precedence, albeit not with retrospective affect. Section 150 of the Highways Act 1980 still imposes a duty upon authorities to remove any obstruction of the highway resulting from *“accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause”*.

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

Given the scale of financial and other resources involved in delivering the Winter Service it is not reasonable either to:

- provide the service on all parts of the Network;
- ensure running surfaces are kept free of ice or snow at all times, even on the treated parts of the network.

The Code of Practice has 20 recommendations and these could be seen as Best Practice in any peer review. These are given below:

1. Authorities should formally approve and adopt policies and priorities for Winter Service, which are coherent with wider objectives for transport, integration, accessibility and network management, including strategies for public transport, walking and cycling. They should also take into account the wider strategic objectives of the authority.
2. Authorities should consider, consult on and formally adopt local service standards for resilience of their Winter Service in terms of number of days continuous severe conditions salting on a defined Minimum Winter Network for the Overall Winter Period and for the Core Winter Period.
3. Authorities should review their approach to climate change and in particular their resilience to prolonged cold weather.
4. Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement, and sharing depots and salt stock, would provide an effective and value for money approach to increasing Winter Service resilience.
5. Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party.
6. Authorities should ensure effective communication of information for the public before and during both normal and severe winter conditions.
7. Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders to ensure improved service for the public.

8. Authorities should formally approve, adopt, and publish, in consultation with users and key stakeholders, a Winter Service Plan based on the principles of this Code.
9. Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code.
10. Authorities should prepare contingency Winter Service Plans for severe weather conditions which include possibilities such as salting a Minimum Winter Network. Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent highway authorities.
11. Authorities should explore the potential for mutual aid in salt supply and other aspects of Winter Service and should make contingency arrangements in advance.
12. Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making.
13. Authorities should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents.
14. To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season.
15. Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events.
16. Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase.
17. As a means of enhancing local salt storage capacity, authorities and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of a season or provision of land.
18. Authorities should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier.
19. Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment in facilities.
20. All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances.

B ROUTE PLANNING FOR CARRIAGEWAYS, FOOTWAYS AND CYCLE ROUTES

Treatment Routes

Authorities should define treatment route plans for carriageways, cycle routes and footways for pre-treatment and snow conditions, based upon the general maintenance hierarchy, but adapted to take into account the factors identified by this Code. **(Recommendation 9)**

The treatment routes for Winter Service should take as a starting point the hierarchy developed for other maintenance purposes but this is likely to require extensive modification to consider:

- wider transport and other policy priorities referred to above;
- special requirements of carriageways, footways and cycle routes;
- safe and reliable access to emergency facilities including Fire and Rescue, Police, Ambulance Services and hospitals;
- other public services access needs and critical infrastructure where the maintenance of access may be critical;
- public transport routes and access to stations, bus garages and depots;
- safe and reliable access to main industrial and business centres of key importance to the local and regional economy;
- any significant variation between summer and winter traffic;
- accessibility dependencies of remote communities for example Scotland's island and peninsular communities;
- the special needs of disabled people or older people particularly where these can be effectively targeted;
- known problems, including significant gradients, exposed areas and other topological factors;
- climatic and thermal capacity differences within the area;
- co-ordination and co-operation with other authorities.

Consideration of these issues is likely to suggest differences in networks adopted for each element of Winter Service. Such decisions will usually not be clear cut. For example treatment of footways will differ from carriageways and for low traffic roads it may be difficult to justify high priority for service provision.

Risk assessments should be undertaken to establish which routes should be included in a programme of treatment during winter. In particular, the treatment of carriageways, footways and cycle routes must be considered taking account of risk to all highway users and consideration of the available resources.

Where the authority is actively promoting facilities, or there are clear trends of increasing use, a more proactive approach to Winter Service may send an important message.

Transport interchanges perform a key role in the delivery of integrated transport, which should be reflected in Winter Service policies and priorities. These include airports, rail and bus stations and the means of access to them whether by main routes for walking, cycling, public transport or car. Parts of

the interchange may be subject to differing management regimes and it will be important to agree common standards and ensure effective co-ordination of resources.

It should be recognised that many authorities will have difficulty treating all bus routes as part of their precautionary salting routes. The treatment of bus routes should be based on risk assessment of local circumstances such as service frequency and their importance to integrated transport services. It is important that treatment routes include the access roads to bus garages.

Similar considerations apply to school bus routes where, although authorities should endeavour to provide Winter Service support, there may be practical difficulties in wide spread treatment of such a diverse network.

In general salting should not be undertaken between the stop lines of level crossings, even when covered with snow. Before ploughing over a level crossing the driver must stop and telephone the signalman for permission to proceed and then inform the signalman when past the crossing. Snow blowers must not be used on level crossings.

One means by which authorities can assist the local community in areas not on priority routes or at known trouble spots, including gradients and sharp bends is by the provision of public access salt bins. Where these are provided authorities should make arrangements for their replenishment as necessary and to ensure that they do not become unsightly or used for the unauthorised disposal of waste.

B1 Carriageway routes by risk level

Carriageways for Pre-Treatment

The total length of roads in Haringey for gritting under this Plan is 342 kms. Private roads and roads on Homes for Haringey Estates are not generally treated as part of this plan. The only exceptions to this rule are non-public highway carriageways that carry bus routes. These are a few carriageways passing through Homes for Haringey estates on Broadwater Farm and Ferry Lane, along with Alexandra Palace Way, as it is not feasible for those responsible for these carriageways to be in a position to respond quickly and with the right equipment in a severe weather event.

All carriageways for pre-treatment have a speed limit of 40 mph or less and are defined as Built up roads. The Priority 1 carriageway gritting routes (including TfL) cover about 37% of the total length of roads in the Borough and is considered to be an adequate level of provision, leaving the less used roads to be treated only in the worst of conditions and after the top priority routes have all been made as safe as possible.

All carriageways will be treated during the winter according to their level of priority. During pre and post treatment gritting activities, Priority 1 carriageways are the highest priority and will always be treated first. Provided that gritting of Priority 1 carriageways has been satisfactorily completed, and subject to there

being no pressure on salt stock levels, treatment of Priority 1A carriageways can proceed if the on-going snow/ice/weather situation warrants this. Following this, gritting of Priority 2 carriageways can proceed if the on-going snow/ice/weather situation warrants this. Finally, provided that gritting of Priority 1, 1A and 2 carriageways has been satisfactorily completed, and subject to there being no pressure on grit stock levels, treatment of Priority 3 carriageways can proceed if the on-going snow/ice/weather situation warrants this.

It is quite unusual for an on-going severe weather event to last so long that it becomes necessary to consider gritting Priority 3 carriageways. This is because it is usually the case that in an on-going severe weather event, Priority 1 and 2 carriageways require repeat gritting to keep them open, thereby reducing the likelihood that any Priority 3 carriageway gritting will be undertaken at all. In a situation where Priority 3 carriageway gritting is undertaken, the order in which this will be carried out will be such that it supports the provision of refuse and recycling collections.

To be effective, grit must be spread evenly and at rates to suit prevailing weather conditions.

Frost Patrol – Main Roads (Non Red Route)

Haringey has a Frost Patrol for precautionary gritting on approximately 44.0 kms. Frost patrols will provide for a programme of mechanical gritting of a network carriageways based on the following criteria:

- carriageways with the steepest gradients likely to cause vehicles to slide and not stop even when brakes are applied; and
- carriageways, with steeper gradients that are more likely to ice over and for longer due to exposure and/or due to elevation.

For the list of carriageways covered by Frost Patrols please see Appendix B.

Priority 1 Carriageways (Non Red Route)

Haringey has a Priority 1 carriageway gritting network of approximately 129.3 kms which provides for a programmes of mechanical pre or post-treatment gritting based on the following criteria:

- carriageways with the steepest gradients likely to cause vehicles to slide and not stop even when brakes are applied;
- carriageways carrying the heaviest vehicular traffic; and
- carriageways serving Special Educational Needs schools.

These roads form the backbone of the carriageway network within the Borough of Haringey and as such the Winter Service Operation should be that of not allowing snow to lay on the carriageway surface. When there is a forecast of snow, the Contractor's Manager should aim to start the gritting programme so that it is completed just prior to the forecast time for snowfall to begin.

The list of carriageways for Priority 1 gritting activity is detailed in Appendix B.

Priority 1A Carriageways

The list of Priority 1A Carriageways has been created for gritting of a network of road totalling 25.2kms. This is a list of non-Priority 1 carriageways that serve schools in the borough which are usually listed as Priority 2 and 3 carriageways. The purpose of this priority category is to provide the opportunity to carry out accelerated carriageway gritting of Priority 2 and 3 carriageways serving schools when a snow event occurs during term time.

The list of carriageways for Priority 1A gritting activity is detailed in Appendix B.

Priority 2 Carriageways

The list of Priority 2 carriageways provides for gritting of a network of carriageways totalling 66.6 kms. Priority 2 carriageways carry less traffic and have lower risk levels due to gradient and are the next most important carriageways to grit after Priority 1 and 1A carriageways. Also, any carriageway serving a Residential Care Home that is not treated as a Priority 1 carriageway is automatically included as a Priority 2 carriageway.

The list of carriageways for Priority 2 gritting activity is detailed in Appendix B.

Priority 3 Carriageways

The list of Priority 3 carriageways provides for gritting of a network of carriageways totalling 144.3kms. Priority 3 carriageways carry the least volumes of traffic and have the lowest risk levels compared to Priority 1 and 2. It is desirable to grit Priority 3 carriageways but this will only be considered as and when Priority 1 and 2 carriageways have been satisfactorily treated and only then if there is no pressure on grit stocks.

The list of carriageways for Priority 3 gritting activity is detailed in Appendix B.

Contingency Arrangements - Resilience Network for Carriageways

If there are extreme conditions where salt supplies are limited or other resources are restricted (such as fuel supplies or drivers) contingency arrangements are required to ensure that a reduced network of carriageways can continue to be gritted. This is called the Resilience Network.

A Resilience Network of carriageways has been developed in partnership with Transport for London and neighbouring boroughs which ensures that Haringey forms part of a London-wide network of roads designed to keep the capital moving. This network of roads primarily targets the continuation of bus routes and the ability of the Police, Fire and Ambulance services to continue as normal and respond to emergency calls.

Any decision to resort to gritting the Resilience Network only would normally be made by a meeting of the Council's Risk and Emergency Planning Steering Group. Further details about the intervention of this group are provided at D15, Escalation and Emergency Operating Procedures. In very exceptional circumstances the Authorised Officer may make a decision to resort to the Resilience Network. This would be required to be reported to the Council's Risk and Emergency Planning Steering Group within one working day with an

explanation for the decision and for approval to be requested to continue with Resilience Network gritting only – if this is justified.

The list of Resilience carriageways provides for gritting of a network of carriageways totalling 90.9 kms. The list of carriageways for Resilience Network gritting activity is detailed in Appendix B.

Annual Review of Carriageway Priorities

The priority route system will be reviewed annually to take into account alterations to bus routes, new traffic management schemes and other changeable factors. Dry runs will be made to test the practicality of the routes and amendments made where necessary.

Carriageway routes for post-treatment by risk level

The priority routes for post-treatment are the same as they are for as for pre-treatment but with increased spread rates as per section F8 depending on the prevailing and forecast weather conditions.

Carriageway routes for snow clearing by risk level

Snowfall on Roads

When snow is forecast to fall in the Borough, conditions are monitored very closely so that, if possible, all Priority 1 carriageways can be gritted before snowfall commences. It can be difficult to predict when rain may turn to snow and vice versa. Consequently an inaccurate forecast or a well-intended decision to grit can occasionally lead to unnecessary gritting.

Gritting does not take place whilst rain is falling, as it will be washed away. This may lead to an unavoidably delayed response to the deteriorating road conditions and sometimes this is perceived by the public, erroneously, as a failure to respond on behalf of the Council.

When snow falls in succession over a number of days, all gritting vehicles will be mobilised to keep a high concentration of grit on the roads. At such times, numerous complaints or reports of packed snow lying on lower priority roads will be received from the public and from other sources. Except in the case of emergencies or some other justifiable need, these will only be addressed when the higher priority routes are fully treated, thereby ensuring maximum efficiency through planned, proactive gritting rather than unplanned, reactive gritting which can be inefficient.

In England and Wales, Highway Authorities had until recently only a statutory duty under Section 150 of the Highways Act to remove obstructions. Snow is considered to be an obstruction when it impedes use of the road network. With the legislation now enacted this duty is now being extended to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

The Council has therefore adopted the Institution of Civil Engineers design and practice guide “Highway Winter Maintenance” as far as is applicable to an urban

situation like Haringey, where heavy snowfalls are very infrequent. It would usually be inappropriate to use snow ploughs, blowers or similar plant even if there was sufficient snow fall to justify the expense, due to the urban nature of the network, with parked cars and pedestrians in almost all streets.

It is expected that severe weather warnings will be provided by the weather forecaster, MeteoGroup, (TBC) in advance of any significant snow falls. In the event of sudden changes there will be an update to the forecast. If in doubt the forecaster can be spoken to directly to enable clearer understanding of the local situation.

Although London in general rarely gets significant falls of snow, if heavy snow is forecast the following information from the Highway Winter Maintenance Guide by ICE may well be useful: (this has been modified to meet Haringey's circumstances).

On receiving the snow warning the following procedure should be carried out:

1. Pre-treat the spreading network in accordance with the rates given in section F8 immediately prior to snow falling to prevent snow settling on the road surface.
2. Retreat uncompacted snow with salt (grit) at 20 g/m² per treatment.
3. When prolonged falls are forecast it will be found useful to continuously treat from the onset of snow to prevent build up and to prevent compaction by traffic. Such treatment should be at 20-40 g/m² so that a wet base is maintained.
4. If snow has become compacted and the temperature is low (- 5°C or below) neat salt (grit) must not be used, as it will accumulate in the form of salt solution in depressions and produce a very uneven and slippery running surface. In these circumstances spreading of fine aggregate, like coarse sand, is advised.
5. A 50/50 fine aggregate/salt (grit) mix should be used on hard-packed snow. Fine aggregate is not required on uncompacted snow as the action of salt (grit) will cause the snow to melt.
6. Very low temperatures do not usually follow immediately after a snow fall and it is therefore very important to apply salt (grit) early, and then do so again to try to get the resultant slush off the road before compaction by traffic.

The carriageway network should be cleared in the order of priority shown above. detailed at B1 above.

Post-snow actions

After the snow period it is important that all gullies and drainage outlets are cleared of any accumulations of grit. Carriageway channels and footpaths where grit residue remains should be swept.

All vehicles and equipment should be cleaned, lubricated and checked.

All grit bins should be checked and refilled as necessary.

Priority Points to be Gritted Manually

For the most part carriageways will be gritted by mechanical spreading vehicles, but the Contractor's Manager will be responsible for seeing that narrow access or very steep sections of road are gritted manually, if required, as soon as snow clearing operations are started.

Leisure Areas, Homes for Haringey Estates, Industrial Estates, Council Premises, School Premises, Residential Care Homes

It is the responsibility of individual services to create plans for treatment of ice and snow on the carriageways they manage, as referred to in Section A4 above.

B2 Response and treatment times for all carriageway treatments

There are no absolute target response times for completion of pre-cautionary, pre and post gritting. However, it is expected that on the forecast of frost requiring pre-cautionary gritting, the Carriageway Frost Patrol gritting schedule will be completed before frost sets in. Upon the forecast of snow requiring pre-gritting of roads it is expected the Carriageway Priority 1 gritting schedule will be completed before the time forecast for snow to begin to fall. Where possible gritting on Carriageway Priority 1A (schools) should have commenced by the time snow begins to fall. Performance against these standards will be monitored.

The treatment time, which is the period between vehicles leaving the depot and the completion of each priority carriageway route, is dependant upon weather conditions, traffic conditions, reliability of plant and vehicles, availability of trained personnel and efficient use of resources.

In most cases frost patrols are undertaken overnight and are completed by the time ice has started to form and before the rush hour commences.

Often pre-treatment in readiness for snowfall is carried out at night with the target being to complete the Priority 1 carriageways and pavements by 7.30am if possible and before snowfall has begun.

If snow falls which has not been forecast, the Contractor's Manager and the Authorised Client Officer will decide whether any work should be suspended and will mobilise gritting vehicles as soon as possible with gritting of the Priority 1 routes first. The time taken to complete this operation will depend on traffic congestion and the varying weather conditions.

Under such circumstances public reports and gritting requests will be widespread and the only action available is to continue gritting and snow clearance pro-actively until the weather conditions ease and the situation becomes controllable again. The only exception to this will be to respond reactively to emergency service requests and any non-priority ad-hoc requests of a justifiable nature.

Daytime gritting is disrupted by traffic, consequently every effort is made to have any wet roads gritted before the temperature drops below zero and, if possible, before the busy early morning or afternoon traffic.

Footpaths are normally only treated during periods of prolonged and severe weather conditions. Separate cycle paths are not gritted separately but in prolonged conditions may be cleared of snow when other higher priority gritting has been satisfactorily completed.

OPERATIONAL PLAN

Currently, there are four gritting vehicles available at Ashley Road Depot from 1st October this year, two of these are dedicated gritting vehicles and two are demountable gritting vehicles. Routes will be allocated by the Contractor's Manager who is on duty and must be strictly adhered to.

The Winter Service operation will be controlled from Ashley Road Depot, to clear snow, ice or frost from all Borough highways including all bus routes and should be operated 24 hours a day until this task has been completed.

Drivers must follow the procedures laid down in the Winter Service Operational Plan with due regard to loading of grit, the number of loads and returning completed rounds.

All gritting operations must be completed in the order of priority as set out at Section B1 above, unless instructed otherwise by the Authorised Client Officer.

All work will be co-ordinated by either the Contractor's Manager, or their delegated Manager.

Gritting will commence within two hours of being notified by either the Contractor's Manager or the Authorised Client Officer, or at a time agreed in advance that may be longer than two hours between the decision to grit and the gritting commencement time.

Routes will be allocated by the Contractor's Manager on duty and must be strictly adhered to.

B3 Routes for footbridges, subways and other high risk pedestrian areas

Consideration has been given to which parts of the pedestrian network present the highest levels of risk in the event of ice and snow.

A list of locations for spot treatment in the event of a frost forecast has been developed, this is called the Pavement Frost Patrol.

Separate lists of pavement gritting have been developed for more widespread treatment in the event of a forecast of snow or during and after snowfall

It is considered that dropped kerbs and crossings on main roads present a higher risk of injury and these will be treated as part of the priorities.

B4 Response and treatment times for footway and cycle route treatments

Footways and separate cycle paths

There are no absolute target response times for completion of pre-cautionary, pre and post gritting. However, it is expected that on the forecast of frost requiring pre-cautionary gritting, the Pavement Frost Patrol gritting schedule will be completed before frost sets in. Upon the forecast of snow requiring pre-gritting it is expected that all Pavement Priority 1 gritting schedules will be completed before the time forecast for snow to begin to fall. Where possible gritting on Pavement Priority 1B and Pavement Priority 2 (schools) should have commenced by the time snow begins to fall. Performance against these standards will be monitored.

In most cases spot treatment of pedestrian locations in response to a forecast of frost is undertaken overnight and completed by the time ice has started to form and before the rush hour commences.

It is often the case that pre-treatment in readiness for snowfall is carried out at night with the target being to complete the Priority 1 routes by 7.30am if possible and before snowfall has begun.

If snow falls which has not been predicted, the Authorised Client Officer and Contractor's Manager will decide what work should be suspended and will mobilise footpath gritting activity soon as possible, and will arrange the gritting of the Priority 1 pavements first. However, the time taken to complete this operation will depend on traffic and weather.

Under such circumstances public reports and complaints will be widespread and the only action available is to continue gritting and snow clearance until the weather conditions ease and the situation becomes controllable again.

Separate cycle paths are not usually gritted but in prolonged conditions may be cleared of snow when other higher priority manual footpath gritting has been satisfactorily completed.

B5 Routes for other footway and cycle route treatment by risk level

Footways

If snow falls and settles priority will be given to treatment of footways in all major shopping streets, at transport hubs, outside residential care homes, emergency services premises and hospitals. Also included in this list are bus station approaches and terminus points. Pedestrian crossings, subway entrances and stairways will also be treated as priority areas.

There are four priorities of footway gritting, and it is unlikely that resources will permit Priority 3 or 4 to be covered unless there are several days of settled snow.

Priority 1 – Town Centres, Residential Care Homes, transport hubs, hospitals, emergency service premises, dropped kerbs, bus stop areas and crossing points on main roads.

Priority 2 – footpaths leading from Priority 1 pavement gritting areas to school entrance and exit points (term time).

Priority 3 – footpaths on residential roads to support refuse and recycling collections.

Priority 4 – remaining footways and separate cycle paths.

For the list of footpath areas covered please see Appendix M.

If snow has settled on a footpath and cannot be treated by grit alone, a pathway of 1.2 metres must be cleared of snow and gritted to allow two pedestrians to pass each other without obstruction.

Whenever possible, banking of snow will be avoided when clearing the footway. Where banking occurs a pathway should be cleared to the kerb edge every 25 metres or so and where obvious crossing points exist.

A pathway should also be cleared to give access for pedestrians to use telephone kiosks, bus shelters and post boxes.

Annual Review of Footpath Priorities

The priority route system for pavement gritting will be reviewed annually to ensure that it takes account of any changes that may be necessary.

Mechanical Clearance

Upon receipt of snow warning and where practicable, mechanical pavement gritting will be carried out, if available.

Heaping of Snow

Snow must not be heaped or made into ridges unless special dispensation is given by the Authorised Officer.

Heaping of snow must on no account be made on pedestrian crossings or bus stops. If heaps or ridges are made in the channel, a space of not less than 30 cm (1'0") wide must be left between the snow and the kerb to allow for drainage and sufficient space must be left between the heaps or ridges for the convenience of pedestrians.

Gully grates must be kept free from obstruction

Cycle paths

Cycle paths which are part of the carriageway are gritted as part of the carriageway priority gritting plan.

Separate cycle paths are not prioritised for gritting for the reasons referred to at Section 5 of the Executive Summary above.

B6 Allocation of plant, vehicles, equipment and materials to routes

The Contractor's Manager will allocate vehicles plant and other equipment to those best suited for the needs of the routes. The smaller vehicles will be used for the narrower streets. The larger vehicles will be used to try to prevent need for return to depot for additional grit within a run.

B7 Location and maintenance of grit bins and grit heaps;**Grit Bins on streets**

Within the current Winter Service Plan, grit bins are provided at 155 locations that present particular snow and ice problems, such as steps, steep gradients or areas used by people with mobility issues.

For the list of locations with grit bins please see Appendix N. Also shown in Appendix N is the list of locations where new grit bin installations are being considered.

Grit Bins supporting public sector services

During the winter, there has historically been demand for grit to be provided at schools, day centres, libraries, elderly persons homes and neighbourhood offices. Services with outdoor areas have been encouraged to create their own Winter Service Plans to help make them as self-sufficient as possible during future winters. The Single Frontline Service will assist in preparations for winter at these locations - including provision of grit and grit bins. Assistance will be provided during the winter season but it is unlikely that the Single Frontline Service will be in a position to provide a swift response during a severe weather event as its own resources will be focussed on the Winter Service for the public highway.

Annual Review of Footpath Priorities

The priority route system will be reviewed annually to ensure that it takes account of any changes that may be necessary and also takes account of any valid requests for new grit bin installations.

B8 Special sites, features or events (e.g. near railways or traffic calming).

There is one level crossing which is at Marsh Lane N17. This is on the Priority 1 network. Network Rail issue guidance which should be adhered to at all times. This is given in Appendix P. There are no other special features that cause special difficulty or consideration in treatment of roads at present but if any are identified they will be accounted for as part of the annual review of the Plan.

When snow is expected to fall, is falling or is laying on the ground during the 2 days prior to a Spurs home game, this could cause hazardous driving and walking conditions for supporters, especially on surfaces that would ordinarily not have been gritted as Priority 1 carriageways or pavements. In such circumstances consultation will take place with the Cabinet Member, the Borough Engineer and the Police to determine whether gritting will take place to support the event. The decision to do so will take into account weather forecasts, salt supply levels and Police advice.

C WEATHER PREDICTION AND INFORMATION

C1 The decision making process

See section I6 for details.

C2 Road weather information bureau service

Haringey's Contractor receives weather forecast information from their supplier. Veolia currently use MeteoGroup. (TBC)

C3 Road weather stations

Haringey has no road weather stations at present

C4 Timing and circulation of information

During cold spells and severe weather, Meteogroup provides two written weather forecasts per day. These forecasts are Haringey-specific. If required, the Contractor can call Meteogroup to discuss the forecast in order to aid decision-making. Such calls are most likely to be made when forecasts are marginal and the decision whether to grit or not is not clear cut.

The Contractor is required to share forecast information with Client Officers.

See section I10 for further information.

C5 Road weather forecast

See C2 above.

C6 Reporting procedure

See section I13 for further information

C7 Thermal mapping

See section I4 for details.

C8 Maintenance of ice detection equipment

There is no ice detection equipment currently installed in Haringey.

C9 Information to be provided

Written forecasts provide information about temperatures, precipitation type and volume, ice risk and timings. Forecasts are given for the next 12 hours and 24 hours and, to aid forward decision making, forecasts are also provided for the next 2 to 5 days.

Weather reports will be sent to the Authorised Client Officer by the Contractor’s Manager immediately when adverse weather conditions are expected. Each day the Contractor’s Manager will complete the Daily Decision Justification Log (Appendix F) and e-mail a copy to the Authorised Client Officer.

Where there is a deterioration or improvement likely during the period of forecast, then the Contractor’s Manager must inform the Authorised Client Officer of any likely change in the expected conditions. If necessary a further Daily Decision Justification Log (Appendix F) will be completed and sent by e-mail but telephone confirmation of the change must also be given.

D ORGANISATIONAL ARRANGEMENTS AND PERSONNEL

<p>Resources</p> <p>Authorities provide Winter Service through combinations of their own resources and those of service providers contracted to them. There is a wide variety of approaches. Many highway authorities provide some of their own facilities with others provided by the private sector. In all cases, service providers’ activities are governed by their contract with the highway authority.</p> <p>In some authorities refuse collection, street cleansing and grounds maintenance services often provide support to the Winter Service, especially in times of prolonged ice and snow. Arrangements should be made well before the commencement of the season.</p> <p>Detailed route planning and for each aspect of Winter Service will need to be optimised to ensure economic, efficient and effective resource allocation. This will depend on:</p> <ul style="list-style-type: none"> • spreading vehicle characteristics and capacity; • depot and salt location; • Response times (the period between decisions being taken to begin treatment and vehicles leaving the depot. It is suggested that authorities should adopt a target response time of no more than one hour. This should apply both within and outside normal working hours); • Treatment times (the period between vehicles leaving the depot and the completion of treatment on all priority routes. Authorities should adopt target treatment times based on risk assessment of local circumstances that provide for the completion of pre-treatment before ice forming. They should however recognise however that treatment times might vary in different weather conditions). <p>A key factor in ensuring that response and treatment times are met once a decision has been taken to treat is the availability of appropriately trained personnel. Identifying the extent of resources needed under various scenarios and the potential source of these will be an important aspect of pre-season planning. This planning should cover the whole range of requirements and conditions likely to be encountered, including:</p> <ul style="list-style-type: none"> • Pre-season preparation; • Precautionary treatment;

- Footway and cycle route treatment;
- Post treatment;
- Snow clearance;
- Continuous severe conditions;
- Post snow emergencies (flooding etc).

Planning of resources should cover the entire workforce involved in the Winter Service. It is particularly important not to overlook:

- the need for staff to be available throughout defined risk periods;
- the need for the treatment operations to be co-ordinated and supervised;
- resources and equipment for treating carriageways, footways and cycle routes;
- resources for dealing with vehicle breakdowns, problems with fuel supply and communications failure;
- resources for the storage, delivery and loading of salt.

In planning resources the following issues regarding personnel also need to be addressed:

- implications of Drivers' Hours Regulations;
- extent and nature of double manning and driver support;
- shift system arrangements;
- provision for holidays and sickness.

Authorities in planning their resources should ensure that they are compatible with the resilience standards adopted by the authority.

Authorities often place reliance in times of prolonged ice and snow on temporary contracts with contractors, farmers and others to supplement resources for snow clearing. Arrangements should be made to ensure that necessary insurance cover is in place.

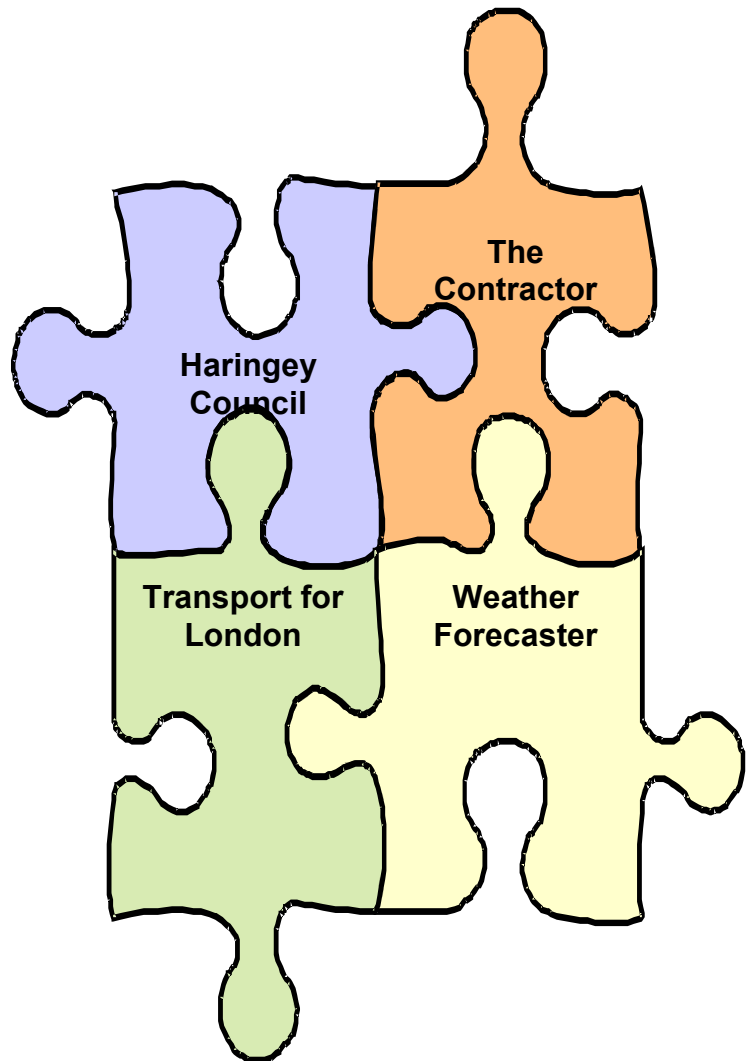
In rural areas, authorities should examine the potential for using local council snow wardens, who may have an effective role in gathering information and providing Winter Service Managers with details of specific local problems. If snow warden schemes are adopted clear terms of reference should be established.

D1 Command, control and operational organisation

The organisational chart is given in D10, but it is important to realise the interlinking of the different parts of the service provision.

This is shown diagrammatically in the figure on the right, showing that Haringey Council is reliant upon not only the Contractor for the delivery of the service and the Meteo Group for the accuracy of the weather forecasts but also on the work of Transport for London (TfL) in gritting Red Routes.

The public expects the Council to get it right every time, and they do not see complicated relationships and responsibilities. It is therefore important that close working relationships are developed with the other parties involved.



D2 Arrangements with other authorities;

CO-ORDINATION AND COLLABORATION
 Authorities should consider whether collaborative arrangements such as shared services, lead authority arrangements, collaborative service procurement, and sharing depots and salt stock, would provide an effective and value for money approach to increasing Winter Service resilience.
(Recommendation 4)

Co-ordination and co-operation between authorities in Winter Service planning including defining treatment routes, response, and treatment times is of crucial importance. This should be a formal process between the adjoining local authorities and with the authority responsible for the strategic network. The intention should be to negotiate effective service integration across administrative boundaries and to enable operation of the plant and vehicles required to achieve adequate resilience.

In these circumstances close liaison both with public transport operators and local authority transport co-ordinators is essential, at the annual review, on an ongoing basis throughout the season and on a continual basis in severe weather conditions. This is particularly important as, although changes to public transport routes and frequencies will be made throughout the season, it will not usually be practical or desirable for consequent changes to the treated network during the season. This may influence the nature and timing of changes to public transport routes.

The efficient operation of many essential public services may be dependant upon ice or snow removal from key areas of private land, which is fundamentally the responsibility of land owners.

Authorities should determine critical areas and infrastructure in conjunction with key public services and other stakeholders and seek to ensure that appropriate winter treatment has been considered by the appropriate party.
(Recommendation 5)

Authorities should explore the potential for sharing depots as this may provide opportunities for efficiencies. Other areas where collaboration should be considered include decision support services for weather particularly where authorities have similar climatic conditions.

D3 Arrangements with other public services

The Council realises the strategic importance of the Highway network to a number of other public services and the arrangements take into account the latest information on Public Transport changes including revisions to bus routes, railway and underground stations and other transport providers.

Key public buildings especially hospitals are considered as part of the route planning and, where possible, routes are prioritised to enable access to be maintained as much as possible.

The Council also recognises that the Emergency Services have a vital role to play and although not all roads and footways in the Borough can generally be treated, any call for assistance from the emergency services will be responded to with mechanical and pavement gritting as appropriate.

D4 Decision making;

Decisions and Management Information
 Authorities should take full advantage of decision support systems and services to enable timely, efficient and accurate decision making.
(Recommendation 12)

Decision support systems and management information are the basis of effective Winter Service delivery. More details are given in the *ICE Design and Practice Guide, Highway Winter Maintenance* published in 2000.

Systems will use current information and trends in conjunction with relevant software to extrapolate and display predicted conditions over a range of periods.

The decision support information will be used by the authority’s designated Winter Service controller, or similar, together with local experience, and against the background of a range of pre-determined scenarios, in deciding the action to be taken. The decision should usually be delegated to a single person, although in larger authorities with varying climatic conditions the role may be delegated to two or more persons. Controllers will of course need to maintain close consultation with others both within and adjoining the authority and also those dealing with the strategic network.

A suggested decision making framework, which will need to be adapted for local circumstances, is included in Appendix H (of code of practice).

The quality of decisions made by the controller will be the key factor in determining both the effectiveness of the Winter Service and also how it is perceived by users and the community.

See item I6.

D5 Operational record keeping and reporting

The record keeping is set out elsewhere in this document

D6 Plant and vehicle staffing arrangements, including management of drivers’ hours regulations

STANDBY ARRANGEMENTS

On receipt of instructions to commence Winter Service Operations, the Contractor’s Manager on duty will immediately proceed to call in all staff on the Call Out list. The list will be revised as and when required.

Frost Patrol work does not constitute an emergency and the Contractor will be expected to observe the normal legislative requirements on drivers' hours.

D7 Materials management

Haringey currently uses rock salt for all the carriageway and footway treatments.

D8 Training and development arrangements;

Training and Development

To ensure appropriate level of competence, training and development needs of all personnel should be established and reviewed annually, including health and safety and appropriate vocational qualifications. Training should then be provided where appropriate before the Winter Service season.

(Recommendation 14)

Issues where training is required are described below. This is not an exhaustive list and will largely be based on local circumstances:

- the content and operation of the Winter Service Plan;
- driving in difficult and hazardous road conditions including duty of care to other road users;
- circumstances where special safety considerations apply;
- snow ploughing, in particular around rail level crossings, tramways, partially segregated areas,
- dealing with emergencies;
- dealing with post ice and snow emergencies especially flooding.

In addition to such specific training it will be necessary to ensure that all personnel are provided with information during operational periods on current network characteristics and constraints, including:

- nature and location of highway works, including statutory undertakers;
- temporary and permanent barriers;
- nature and location of any traffic diversions;
- nature and timing of any events likely to affect network use.

Authorities should prepare specific health and safety policies, guidance, and risk assessments with their service provider. These should be issued and discussed with all personnel, including temporary contractors, and should form the basis of further training as necessary.

Training provided to service delivery personnel should also include specific reference to the health and safety needs of users, including:

- avoidance of spraying pedestrians, cyclists and vehicles where practicable with salt or slush when salting or ploughing;
- avoidance of risks to pedestrians and cyclists when using vehicles in segregated or partially segregated areas and in treating footways;
- ploughing and manoeuvring in restricted circumstances;
- other road vehicles that may not be under proper control.

Authorities should consider both qualifications (e.g. City and Guilds) and practical experience training. Some authorities have found it useful for those personnel involved in Winter Service management and decisions to undertake training in familiarisation and interpretation of weather forecast information.

It is the Contractor's responsibility to employ competent staff in the Winter Service who have practical experience of supervising gritting operations. They will have authority under the contract to make decisions about when to deploy Frost Patrols and liaise with the Council's Authorised Client Officer decisions about pre and post-treatment. The Contractor's Manager will be competent to personally manage and supervise the Winter Service operations.

The Authorised Client Officer has an absolute requirement to secure Winter Service activities on its highways. Before the start of the Operational Period each winter, the Contractor will demonstrate his readiness to perform the following Tasks under the contract:

- Frost Patrols;
- Pre and Post-Treatment; Salting
- snow clearance;
- grit bin maintenance;
- vehicles, plant and equipment provision and maintenance;
- competent management and supervision;
- specialist weather forecasting service; and
- communications.

Prior to the start of the Winter Service Operational Period the Contractor shall use the Dry Run Exercise to satisfy themselves and the Authorised Client Officer that they are fully prepared for the coming Winter Service Operational Period.

The Contractor will ensure that all drivers are familiar with the priority routes and any special arrangements. The Contractor is looking into the appropriateness of requiring that operatives are accredited in accordance with City and Guilds 6159 qualification (previously called 6157) in Winter Services. This proves the Contractor's competence to operate gritting machines with snow plough attachments, therefore it may not be appropriate for the urban environment of Haringey's roads. However there would need to be a decision taken due to it being in the Code of Practice

Loading shovel drivers shall have a Certificate of Training Achievement Award.

All allocated drivers must undergo training prior to operating any vehicle to ensure that they are fully aware of the vehicle operations and systems of allocation as dealt within Winter Service Operation.

There is training available from City and Guilds and there is also some guidance for Supervisors contained in their **Winter Service Operations (6159-01) Supervisor guidance** which is available for free download on line at:

http://www.cityandguilds.com/documents/ind_construction_utilities/6159-01_h-book_sup.pdf

D9 Schedules of Contract and Voluntary Personnel (CVP)

Section not used in Haringey.

D10 Employee roles and responsibilities

The following key organisation structure is given below and the roles and responsibilities are as with the normal chain of command.



The responsibility of the various parties follows this chain of command although in general it will be the Authorised Client Officer and the Contractor's Manager who have responsibility on a day to day basis.

D11 Contact and commissioning arrangements for CVP

Section not used in Haringey.

D12 Employee duty schedules, rotas and standby arrangements

Appendix J gives the duty rota for the winter period and lists all the names qualifications and home address and telephone numbers. (This information to be collated and supplied by the Contractor)

The Contractor's General Manager will provide to the Contractor's Winter Service Manager details of drivers capable of operating the mechanical shovel which are to be clearly marked 'Mechanical Shovel Driver'.

The respective Managers will check these lists every Friday afternoon during the winter period and advise each other of alterations due to sickness and holidays.

D13 Winter Service exercising arrangements;

Exercising

Authorities and relevant organisations should provide training and conduct periodic exercising to test plans for responding to severe weather events.
(Recommendation 15)

It would be beneficial for authorities to build severe weather conditions into regional or local training exercises or to develop specific Winter Service exercises involving adjacent authorities and relevant partners. Such testing of plans and personnel associated with the Winter Service would ensure authorities are fully prepared. It would also assist with ensuring that resilience of Winter Service is addressed and communication networks developed and improved.

Joint exercises have been run with all the London Boroughs and Transport for London in December 2009 and May 2010. These have also involved the Emergency Services and Public Transport operators. This type of exercise will continue to be run as necessary to ensure smooth co-ordination across London.

A dry run is carried out each year prior to the commencement of the Winter period and all gritting vehicles and demountable bodies are checked to ensure they work properly and are correctly calibrated.

D14 Standard operating procedures

These are given in Appendix A.

D15 Escalation and emergency operating procedures

With the experience of recent winters and the occurrence of extreme shortage of grit nationwide, the need for an escalation process and emergency operating procedure has been included. This should not be seen to be just for grit supply but for any shortage of resource. A serious flu outbreak affecting drivers, a fuel shortage or another reason altogether could lead to a similar need for escalation.

The London Boroughs have established London-wide arrangements for responding to severe weather conditions. The London Local Authority Co-ordination Centre (LLACC) links key local authority Winter Service and emergency planning staff with professional partners in the emergency services and transport sector. In particular, Transport for London's London Streets Traffic Control Centre. Originally established for response to high-impact, spontaneous incidents, it is recognised that the LLACC can fulfil a broadening role in regional severe weather co-ordination by facilitating mutual aid sharing, compiling daily

reports, producing stock projections to inform allocations, and maintaining the regional picture through effective information-sharing.

In the event that any cold weather event becomes so prolonged or serious that the standard policies and priority work set out in this Plan cannot be delivered, the Council's Emergency Plan will be used in conjunction with this plan. This will allow for management of communication to the public, decisions to be made about maintaining essential services and the protection of vulnerable people. The Authorised Client Officer will confer with the Emergency Planning Officer who will advise the duty CEMB member of the need to activate the Emergency Plan. It is likely that a meeting of the Risk and Emergency Planning Steering Group will be called to coordinate the Council's response. The Risk and Emergency Planning Steering Group will consider the matters to be addressed in the same manner as any other emergency and follow these up as appropriate. The Emergency Planning Officer may also call a Multi-Agency Silver meeting to liaise with the Emergency Services and other local partners.

It should be noted that any severe weather event of this magnitude will also require national and/or London-wide coordination. Therefore the Council is likely to coordinate its response through the London Local Authority Coordination Centre.

D16 Operational monitoring

The primary responsibility for the work including the normal decision on Frost Patrols is with the Contractor and they will carry out their own supervision and operational monitoring.

During severe weather monitoring will also be undertaken by Client Officers to ensure that the Contractor has responded in a sufficient and timely manner.

D17 Health and safety procedures

The whole operation of the Winter Service is generally carried out in unfavourable weather conditions and often at night. Therefore safety factors are paramount. It is necessary for every part of the operation to be carefully considered when any new plant or new procedure is introduced.

The Contractor's operatives have undergone health and safety induction training which makes them aware of the safety issues involved in Winter Services as well as who the safety coordinator is.

They are issued with a copy of the Contractor's safety, health and environmental guide, and a copy of site specific rules.

Operatives have signed to confirm that they have received induction and are aware of current procedures involved on site for health and safety matters and emergency procedures are in place.

All safety, health and environmental matters are communicated to operatives by means of toolbox talks, memos or risk assessments.

Training is essential but is not in itself sufficient. Every person engaged on the Winter Service must comply with the following documents at all times:

- Haringey Health and Safety Policy and any company policies applicable to the individual employees;
- Health, Safety and Welfare at Work Employee Handbook;
- Safe Working Method Statements; and
- Risk Assessments for each activity.

It is the responsibility of the Contractor to produce and revise the above and to comply with the Health and Safety at Work Act at all times.

D18 Contingency arrangements

One of the key resource requirements for the Winter Service is trained LGV drivers with the necessary experience of driving the specific vehicles and routes. The winter period is also a time of high risk of flu which can reduce the level of resource. A pandemic was widely expected for last winter which could have seriously restrict the ability of Haringey to carry out this vital service. Therefore it is considered essential that back up trained operatives be available at all times for this kind of possibility. It is up to the Contractor to ensure that contingency arrangements are in place.

During severe weather where it may not be possible to grit all carriageways of every priority level, the build up of compacted ice may occur. Due to the priority arrangements in this plan this should only occur on flat, little used roads. In such circumstances the Police have the power to close roads considered to be dangerous and the Head of Sustainable Transport may erect ice warning signs so that drivers are aware.

E FACILITIES, PLANT, VEHICLES AND EQUIPMENT

In assessing the required plant and vehicles authorities should ensure that sufficient resources are available for the delivery of the Winter Service during severe and prolonged ice and snow. This should be compatible with the resilience standards adopted by the authority.

It is unlikely that, with the level of investment involved, authorities will be able to make frequent changes to the fleet, other than replacement or renewal. It is important however, that opportunities are taken when overall service procurement changes are being contemplated to thoroughly review Winter Service and equipment procurement.

There have been significant advances in the equipment available on the market in recent years. Vehicles are now capable of delivering a range of treatment types and can have sophisticated technology. The procurement of

such technology potentially allows a more targeted and effective approach to treatment of the road network and an improved audit trail of where treatments have been undertaken.

It is often extremely difficult and inefficient to remove significant depths of snow using only salt and therefore consideration should be given to the use of snow ploughs mounted on spreaders or other suitable vehicles. Snow ploughs are durable, require little maintenance and should therefore prove very cost effective.

However, in urban areas there may be considerable difficulties in utilising snow ploughs and in this situation any consideration should be on a risk based approach.

It is also important to consider equipment requirements for dealing with footways and cycle routes. Specialist equipment, such as footway ploughs and footway salt spreaders may be necessary for this purpose.

The location of depots should be kept under review and specifically addressed when consideration is being given to procurement arrangements. It would be unlikely if all present depots from which authorities undertake Winter Services are ideally located, and significant financial and operational savings can often be achieved from re-location.

The environmental effects of highway maintenance depots and operations are dealt with in Section 15 of this Code, and these can be particularly significant in the case of the Winter Service, where operations will inevitably involve unusual hours of working. Every effort should be made to minimise the environmental intrusion of depots and so far as is practicable the effect of Winter Service operations.

A significant contribution to minimising environmental effects can be made by providing covered storage for all vehicles, equipment and materials, which can also reduce waste and maintenance problems.

Purchase and ownership of vehicles and equipment will also be a key issue for consideration in relation to the procurement of services. Private sector partners may be able to assist with financing arrangements and authorities will need to balance the financial advantages of this against the contractual and operational risks involved.

E1 Winter Service compounds and facilities

The Control room and vehicle storage depot is at Ashley Road Depot.

The grit store is also at Ashley Road Depot. It can hold around 1,500 tonnes of grit at full capacity.

E2 Calibration procedures

To be effective, grit/salt shall be spread evenly and at rates to suit prevailing conditions. Spreading shall be undertaken by automatic machines. The controls of spreading machines shall be calibrated and clearly marked for distinct rates of spread up to a maximum of 40 gms/m². Higher rates are unnecessary, wasteful and can be environmentally harmful. Care shall be taken to ensure that spread widths are neither too wide nor too narrow.

It is never recommended that salt be spread at a rate greater than 40 gms/m². It is further recommended that calibration testing of the spreaders would be of benefit each year together with precise instructions to the operators as to the settings needed to give the required rates of spread.

E3 Fleet inventory including licence requirements and capacity

TRANSPORT

The following transport and equipment is to be made available:

- Gritter/s - LGV
- Gritter/s - Non LGV
- Gritter/s - Demountable
- Caged Vehicles
- HAKOs – small mechanical pavement sweepers that can be converted to spread grit mechanically.

The caged vehicles will be used for the delivery of grit to sub-depots and to support manual footpath gritting activities.

E4 Fuel stocks and locations

The drivers will be responsible to ensure vehicles have adequate fuel. There is a fuel facility at Ashley Road Depot. In the event of any breakdown of the fuel facility at the depot arrangements are in place for fuel to be drawn at public fuel stations.

E5 Location of plant, vehicles, snow-blowers and other equipment

A weekly report will be provided by the Contractor during the winter period on the availability of vehicles, Any vehicle not available must be notified to the Authorised Client Officer. During a weather event when gritting operations are in progress, daily reports will be required.

Mechanical Shovel

A mechanical shovel or other mechanical loading equipment must be available at all times when gritting is in progress.

E6 Contingency arrangements

The need for extra vehicles plant and equipment during severe weather is unlikely to be able to be met without significant budgetary change as at such

times suitable hired vehicles will be unlikely to be available. Keeping the existing fleet well maintained at all times is the responsibility of the Contractor.

If fuel is in short supply Haringey will have priority fuel deliveries and the use of this fuel will be restricted to the essential services like this.

E7 Garaging, servicing and maintenance arrangements

Use of Transport

No vehicles will be allowed to stand loaded with grit for any length of time.

Washing of Vehicles and Plant

All vehicles used to transport salt should be thoroughly washed at the end of operations and where possible all moving parts should be greased. Gritting vehicles and plant are unloaded and thoroughly washed down whenever circumstances permit, ideally this would be done at the end of each working shift. This will be carried out under the instruction of the Contractor's Manager.

The Contractor's Transport Manager is to ensure that all spreading machines are ready for immediate use at all times, are mechanically sound and parked in readily accessible positions as from 1st October each year. The availability of parking spaces is to be checked by the Contractor's Manager and Contractor's Transport Manager.

When a spreading machine or a mechanical shovel is under repair and remains off the road for more than 1 hour during a Winter Service response event, the Contractor's Manager must inform the Authorised Client Officer as part of the daily report. If more than one gritting vehicle and/or demountable gritting unit is unavailable at any time, this must be communicated to the Authorised Client Officer by telephone with an estimate of the time when each will be ready for operational service again. The intention at all times is to have all gritting vehicles available for service.

Workshop

Duty mechanical fitters will also be placed on call.

E8 Contact and hire arrangements for contract plant.

Names of firms having mechanical shovels for hire, with a minimum bucket capacity of 1 cubic yard (0.7646 cubic metres) are to be listed and held by the Contractor's Transport Manager.

F SALT AND OTHER DE-ICING MATERIALS

Salt and De-icing Materials

Salt for de-icing

Rock salt is the prime material for dealing with ice and snow on roads but can have environmental consequences. It can adversely affect vegetation, pollute watercourses and leave a residue on footways. It can also damage the road

structure, bridges and structures, utility apparatus and vehicles. However, used responsibly it can have minimal environmental impact. In the interests of sustainability therefore authorities should ensure that only the minimum of salt is used to deal with the prevailing conditions. Suggested rates of spread are given in Appendix H (of code of practice).

Appendix H (of code of practice) lists a number of alternative materials that authorities could consider using in place of rock salt in particular circumstances. The costs of some of these are extremely high and particular materials also have some environmental consequences. They may prove, however, to be cost effective in specific locations, such as the treatment of footways, where the need for additional sweeping can be avoided, and bridges, where the damage caused by the use of salt can be avoided. As rock salt requires the passage of traffic to improve effectiveness, it may be necessary to use brine in some cases for example some cycle routes.

Salt management

Many authorities award salt supply contracts to a single supplier on a call-off basis. Contracts are often awarded on a balance of quality and price, with price usually being the driving consideration. This approach has resulted in a price driven market where salt supply is often treated as a commodity purchase.

Authorities carry the risk of being able to obtain the salt they require when they require it. Suppliers carry the risks involved in producing and stock piling salt before sale. Commodity purchase arrangements do not necessarily embrace the service relationships between authorities and their salt suppliers which should lead to improved reliability, and knowledge and anticipation through good communications, and which are facilitated by contemporary procurement arrangements.

Authorities and salt suppliers should treat the supply of salt as a service rather than a simple commodity purchase. **(Recommendation 16)**

It has become common to restock at intervals during the winter season using salt management systems based upon predicted use of salt and delivery times. The salt shortage in winter 2008/09 demonstrated that it is difficult for salt supply arrangements to accommodate significantly increased short term demand. Authorities should therefore ensure sufficient resilience in their salt stocks.

Authorities should develop close working relationships with salt suppliers and ensure that initial salt quantities and reorder triggers are set to achieve their local resilience standard.

It may not be easy for some authorities to achieve an appropriate level of resilience through storing salt at their own depots. Salt suppliers may be able to hold dedicated stock at locations around the UK and authorities should consider whether such an approach is possible.

Communications and relationships with salt suppliers may be improved by the development of supplier user groups and authorities should consider participation in such groups.

Salt storage

The correct storage of salt is essential to minimise environment damage and storage in salt barns helps to prevent leaching, eases handling, helps in maintaining low salt moisture content, and is strongly recommended where additives are used. Detailed advice is available on alternative types and construction methods available. Where open stockpiles are used these should be covered with sheeting, or spraying with bituminous emulsion which provide an effective alternative.

Both permanent and temporary salt storage areas should be sited and managed in accordance with requirements of the Local Planning Authority and the Environment Agency. In particular they should not be sited where they could cause damage to landscape or nature conservation or have the potential to pollute watercourses or groundwater. Authorities should be aware of the deterioration in the quality of salt stored for long periods and the need for effective stock rotation.

Where grit is used for treatment, for example in the more extreme conditions applying in Scotland, storage requirements may be less stringent and local advice should be sought.

As a means of enhancing local salt storage capacity, authorities and salt suppliers should jointly consider supplier owned salt stocks held on a short or long term basis in a number of widely distributed locations around the country. A joint approach may include agreements such as purchase of some or all stock by the end of a season or provision of land. **(Recommendation 17)**

Salt Procurement

Authorities should seek a broad approach to salt supply, for example establishing framework contracts with more than one supplier. **(Recommendation 18)**

Authorities should consider whether efficiency benefits can be obtained from collaborative salt procurement and should also consider ways to improve the balance of risk between salt suppliers and themselves, e.g. longer contracts, performance contracts with minimum guaranteed purchase and supply, and contracts that include supply of salt and investment in facilities. **(Recommendation 19)**

F1 Location and capacity of stocks for salt and other materials

GRIT STORAGE

The salt store is at Ashley Road Depot.

The Authorised Client Officer is responsible for the maintaining of sufficient stock of Grit/Salt. The maximum capacity of the salt stock at anyone time is 1500 Tonnes.

The contractor will supply the Authorised Client Officer with the quantities of materials used daily during weather events and at the 1st and 15th of each month from 1st November to 15th March each year. This information will be used by the Authorised Client Officer to determine whether an order for grit is required of the contractor.

When grit is delivered the Contractor will make arrangements for facilitating unloading and piling of grit into the grit store.

Due to the grit currently being stored in the open it is rarely dry, all rates of spread quoted throughout this operational plan are for dry grit. It is rarely possible to use the wet grit at lower spread rates, although the introduction of specialist systems for pre-wetted salt do allow lower spread rates.

According to the Environment Agency's "Pollution Prevention Guidelines Highway Depots: PPG10" there is a risk of pollution of rivers and groundwaters, due to the run-off from salt (grit) stockpiles. They recommend that salt stores are roofed, or if this is not practicable, covered over with an impermeable membrane, situated on an impervious base and sited at least 10m away from the nearest watercourse or soakaway. Drainage from stores and loading areas should pass to the foul sewer (see Section 1b), or a sealed tank. Drainage from these areas should not pass to a watercourse or soakaway. If this is unavoidable, a consent will be required from the Agency, which would contain strict quality conditions in order to protect the water environment.

Measures should be taken to ensure that salt from the store is not allowed to encroach onto the open yard, using, for example, a ramp across the entrance. According to the designers the yard is designed to avoid such problems.

The Environment Agency's PPG 10 is available on their website at the following address:

<http://publications.environment-agency.gov.uk/pdf/PMHO0399BBUE-e-e.pdf>

Grit Delivery, Grit Bin management

Under the new Waste and Environmental Services contract, Veolia is responsible for orders of grit, for taking grit bins off the street for the period outside the winter season and for filling and re-filling of grit bins through the winter service season. The Contractor will notify the Authorised Client Officer of estimated grit stock levels throughout the winter service period in order that monitoring of the required minimum stock levels takes place.

The responsibility for ensuring grit/salt bins are filled lies with the Contractor. At the end of each winter service season the Contractor will remove grit bins from the street for cleansing and maintenance to be undertaken. Prior to the start of

each Winter Service Operational Period, the Contractor shall re-install grit bins and fill all the grit bins. During the Winter Service Operational Period, the Contractor will refill empty grit bins. The Contractor will be responsible for replacement of damaged and missing grit bins.

F2 Contacts and purchasing arrangements for supplies

Veolia is responsible for the purchasing of all grit supplies and the Authorised Client Officer is to ensure that arrangements are in place for the supply of top up grit supplies if required during the winter period. The Contractor's Manager will provide details of remaining grit stock as described above.

F3 Minimum pre-season and in-season stock levels

As a result of the problems with Salt supply during the winter of 2008-09 and 2009/10 Haringey Council has reviewed its minimum stock levels.

In order to ensure service resilience it is proposed that:

- Overall Winter Period - 1st November to 31st March
- Core Winter Period - 1st December to 1st March
- Days Resilience (Overall Winter Period) 6 days
- Days Resilience (Core Winter Period) 8 days

Treatment of the Priority 1 carriageway network requires about 25 tonnes per treatment. In order to have 8 days supply at 6 treatments per day a minimum stock holding of 1,200 tonnes through the core winter period is required.

F4 In season re-stocking arrangements

Veolia is now responsible for procuring salt. Haringey Council has a salt store large enough to fulfil minimum salt stock requirements to be able to comply with the higher resilience standards.

In-season re-stocking arrangements will be as follows:

- 1st November, review stock, minimum of 1,500 tonnes required;
- 15th November, review stock, minimum of 1,350 tonnes required;

- 1st December, review stock, minimum of 1,500 tonnes required;
- 15th December, review stock, minimum of 1,350 tonnes required;

- 1st January, review stock, minimum of 1,500 tonnes required;
- 15th January, review stock, minimum of 1,350 tonnes required;

- 1st February, review stock, minimum of 1,200 tonnes required;
- 15th February, review stock, minimum of 900 tonnes required;

- 1st March, review stock, minimum of 900 tonnes required.

If minimum required stock levels required are not met, orders are to be placed to replenish the stock to the minimum stock level. On or around the 7th and 22nd of each month the stock levels are to be reviewed alongside the short term (5 day) and medium term (15 day) weather forecasts to determine whether minimum stock levels are at risk of not being maintained due to the possibility of severe weather. In the event that severe weather has been forecast a decision may be taken to place orders for salt stock replenishment even though salt stock levels may be above the required minimums.

F5 Testing arrangements

The chemical composition of all salt (grit) should be stated by the supplier and tested (where necessary) in accordance with BS3247 Part 1. All grit should be transported in covered vehicles and have a moisture content not exceeding 1.5% by mass when delivered.

F6 Stock level monitoring and forecasting procedures

This is already explained elsewhere in this plan.

F7 Loading arrangements

All loading will normally be carried out at Ashley Road Depot.

Supervisors in charge of loading should note that to prevent overloading of vehicles it is suggested that each gritting vehicle should be loaded to the optimum level to be determined by the Contractor's Manager on duty at the time. A note should be kept of any problems occurring with clogging or gritting mechanisms. In these circumstances, loads should be varied downwards following discussions with by Drivers. This information must be recorded and reported to the Authorised Client Officer.

Details of loads, destinations, vehicle fleet numbers, etc. will be entered onto the record form (Appendix G) at the commencement of each journey.

In theory the amount of salt needed for Priority 1, 2 and 3 carriageway treatment is as follows:

Priority	Length (km)	Approximate tonnage of salt required
Priority 1	129.0	25 tonnes per single network spread
Priority 2	66.8	15 tonnes per single network spread
Priority 3	146	30 tonnes per single network spread

These tonnages assume a 7.5m wide spread width at 20 gms/m² and allows for some wider carriageways to have repeat gritting runs to ensure adequate coverage).

F8 Treatment requirements including spread rates.

Precautionary Gritting

As a general guide, the following spreading densities should be used as appropriate:

10-20 gms/m ²	Freezing conditions and light snow. For frost and light snow, precautionary gritting shall be carried out at a rate of 20gms/m ² according to temperatures and anticipated severity of snowfall.
20-40 gms/m ²	Dealing with snow up to 100mm deep, ice or hard packed snow. When freezing conditions are expected after rain, or where continuous snow is forecast, precautionary spreading rates shall be increased to 20-40 gms/m ² according to temperatures and anticipated severity of snowfall.

On roads not subject to heavy traffic and when sustained low temperatures below minus 5°C are encountered, the amount of grit needed to maintain a given melting effect must be increased by 15-20 gms/m² for each degree drop in temperature below this point. This will be determined by agreement with the Authorised Client Officer.

Treatment of Ice

If ice has formed on the road surface grit shall be spread at a rate of 40 gms/m² depending on the amount of ice to be removed and the air temperature. This should ensure rapid melting.

Treatment of Snow

The maximum salt spreading rate recommended for melting up to 40 mm of fresh snow at 0°C is 40 gms/m². Repeated applications of grit can remove a heavy accumulation of snow and this can be a useful method of operation in urban areas where conditions make the use of snow ploughs difficult and snow removal impracticable.

Treatment of Hard Packed Snow and Ice

If the above recommendations are followed hard-packed snow and ice should be rare. However, where these conditions form at temperatures down to minus 5°C and where the hard packed snow and ice are more than 20 mm thick, removal is possible by using successive grit spreads at 20-40 gms/m². At temperatures below minus 5°C and where the hard packed snow or ice are more than 20 mm thick, the use of salt alone will result in an uneven and slippery surface.

In those exceptional circumstances a single-sized abrasive aggregate of particle size 0.6-1 cm, or a 0.5 mm sand having a low fine content can be added to the salt.

Reversion to salt (grit) only shall be made as soon as possible since abrasives contribute little to the removal of the snow and ice and may block drains and gullies on thawing.

Use of Salt/Sand and Ballast

In normal gritting operations it would be expected that only salt (grit) would be used

Fine aggregates will only be used in exceptionally severe weather and if considered to be worthwhile or necessary.

Care must be taken that salt is not spread needlessly, or wastefully, any lumps must be broken up.

In the event of mechanical grit spreading machines not being available, the spreading of grit, sand or ballast on the highway will be carried out by staff by means of hand shovels.

In any event, this should only be on the instruction of the Contractor's nominated Winter Service operation manager. Employees sent out to spread salt, sand or ballast must be reminded that care must be taken to ensure that it is not thrown onto pedestrians or vehicles.

Care must be taken to ensure that grit is not thrown onto grass and flower beds. Where practicable, grit must not be applied within 6 feet of a young tree.

G OPERATIONAL COMMUNICATIONS

G1 Technical systems information

There are no computerised systems involved in the present plan, and therefore all communications are carried out either by landline or mobile phone, or in person. All written communications are e-mailed and if urgent confirmed by phone.

G2 Reporting arrangements and protocols;

Daily Report

At the end of each day the following information should be passed to the Authorised Client Officer;

- work carried out;
- tonnage of grit used; and
- staff and equipment deployed.

Refuse Collection

Normal refuse and recycling collection services must be provided at all times but any sites where access cannot be gained due to ice must be reported to the Authorised Client Officer on a daily basis. Where the service cannot be maintained crews shall assist in gritting of footways, normally in their work area.

PROCEDURE AFTER GRITTING

A debriefing meeting is to be held at which a written report from the Contractor's Manager to Contractor's General Manager giving details of major activities with comments on working procedures and any possible improvements. These will be reviewed as part of the monthly Contract Liaison meetings and the annual review of the service.

G3 Inventory and allocation, including back up.

Copies of all forms are kept at both the Client Office and at the Contractor's Control room. This provides a back up in the event of flood, fire or other serious problem. As e-mail becomes a more common method of communication it is important that these are printed out or stored at the offices for both.

H CONTINGENCY PLAN

H1 Contingency arrangements for Winter Service delivery such as salt supply, drivers, fuel vehicles etc;

Authorities should prepare contingency Winter Service Plans for severe weather conditions which include possibilities such as salting a Minimum Winter Network.

Authorities should seek agreement on plans in advance with other highway authorities and key public services such as hospitals and public transport providers. There should be a co-ordinated approach to implementing Minimum Winter Networks across adjacent highway authorities.

As part of their contingency planning, authorities should define a Minimum Winter Network. This may be a subset of their normal treatment network and should provide a minimum essential service to the public, including links to the strategic network, access to key facilities and other transport needs.

It is important that Minimum Winter Networks ensure continuity across boundaries. It is recognised that authorities will have difficulty in treating all bus routes as part of their minimum network. Minimum Winter Networks should however enable bus operators to run minimum services, as appropriate.

Mutual aid between authorities is often used in the response to "wide" area emergencies, as the impact on the local authorities, emergency services and other resources can be overwhelmed. Sharing, e.g. depots and salt stocks, through mutual aid may be helpful. Where planning to do so authorities should make contingency arrangements in advance.

Mutual aid can be an informal or formal process having written agreements.

Arrangements are usually between organisations that work closely together on a regular basis or as part of local resilience forums. Both approaches work well if they are flexible enough to change in response to the dynamics of a situation.

Authorities should explore the potential for mutual aid in salt supply and other aspects of Winter Service and should make contingency arrangements in advance.

With the experience of the last 3 winters and the extreme shortage of grit nationwide the need for an escalation process and emergency operating procedure has been included in Section D15 and Appendix A.

This should not be seen to be just for shortage of salt supply but for any shortage of resource. A serious pandemic affecting drivers, a fuel shortage or another reason altogether could lead to a similar need for escalation.

H2 Arrangements for implementing minimum winter networks;

The implementation of the minimum winter network (Resilience Network) will probably be based on a regional or national decision due to the importance of clear and consistent communication to the media, public transport providers, emergency services and the public. Alternatively, the decision to resort to the Resilience Network locally could be taken by the Council's Risk and Emergency Planning Steering Group in response to extreme difficulties of a localised nature.

H3 Mutual Aid e.g. resources available from adjacent authorities;

The opportunity for mutual aid was tested over the last 2 winters. In the Local Government Association's publication "Weathering the storm II - Improving UK resilience to severe winter weather" published in July 2010 it states:

Mutual aid between councils and between councils and the Highways Agency played an important part in ensuring that no area ran out of salt. For those areas with some available stocks, willingness to enter into mutual aid was tempered by uncertainty about when they might receive further supplies themselves, particularly, as happened in a number of cases, when promised deliveries failed to materialise when expected due to logistical issues with the suppliers. In addition, councils were keen to ensure that all possible measures to reduce salt usage and conserve stocks were in place in areas applying for mutual aid before making stocks available.

A number of areas are now seeking to put in place frameworks for mutual aid with surrounding authorities which include agreements on 2 ADEPT is the Association of Directors of Environment, Planning and Transport, formerly known as CSS conservation of stocks in times of supply shortages. Councils have suggested that this be incorporated into the Well-maintained Highways Code of Practice to encourage all areas to put similar arrangements in place.

In London the London Local Authority Co-ordination Centre (LLACC) has acted as a co-ordinator of mutual aid but the need for consistency in grit supply conservation and in the definition of the Resilience Network are seen as key to Authorities agreeing to this in the future. The issue of certainty of re-stocking of grit is also well recognised. All London local authorities are currently signing a Memorandum of Understanding, agreeing to provide mutual aid to one another during an emergency. Under this arrangement, Council is able to approach any other borough for mutual aid, in the event that the LLACC is not providing London-wide coordination.

H4 Liaison with Category 1 and Category 2 responders (reference Civil Contingencies Act 2004).

Although not everyone in Winter Service provision is aware of the Category 1 and 2 responders as referred to in the Civil Contingencies Act 2004, their understanding has increased no end over the past two winters.

In terms of the respective functions, Category 1 and 2 responders in London are no different to those in other parts of the country. However, London has particular patterns of public service provision and government which mean that some aspects of civil protection have to be organised differently. As well as being a region, London is also the capital city, with the effects of any incident felt right across the UK.

Part 1 of the Civil Contingencies Act 2004 establishes a clear set of roles and responsibilities for those organisations involved in emergency preparation and response at the local level. The Act divides local responders into two categories, imposing a different set of duties on each.

Category One organisations are those at the core of the response, such as blue light emergency services, local authorities, NHS and other health bodies. These organisations are subject to the full set of civil protection duties including risk assessment, development of emergency plans, the establishment of Business Continuity arrangements, the warning and informing of the public, sharing of information with other agencies to improve the response and multi-agency co-operation. Local Authorities are additionally required to provide advice to businesses and voluntary organisations about business continuity management.

Category One Responders in Haringey meet at the Haringey Emergency Planning Partnership meetings every three months. These meetings provide an opportunity to review local arrangements for winter resilience.

Category Two organisations are co-operating bodies which are less likely to be involved in the heart of planning work but will be heavily involved in incidents that affect their sector. Category Two responders have a lesser set of duties which involve co-operating and sharing relevant information with other Category One and Two responders. Category Two organisations include transport, utility and other private sector companies among others

London Local Authority Gold Operating Procedures

The London Fire Brigade – Emergency Planning owns, on behalf of all the London Boroughs, the London Local Authority Gold Operating Procedures. The function of the Local Authority Gold is to manage the collective response of London’s local authorities to an incident requiring the opening of the Strategic Co-ordination Centre. This function is supported by a resolution passed by each London Borough and the Common Council of the City of London which delegates powers to Chief Executives to incur expenditure and deploy resources on behalf of one-another. The co-ordination of London’s 33 local authorities will be directed by Local Authority Gold through the London Local Authority Co-ordination Centre (LLACC), also provided by the London Fire Brigade.

This well-established London Local Authority Gold (LLAG) is supported by the London Local Authority Coordination Centre (LLACC) which is in a position to liaise at a tactical level with TfL and other relevant agencies to share information and, where necessary, to assist in coordinating activity.

The procedures outlined in section D15 and in Appendix A2 take into account the probable involvement of the LLACC in any London wide event and co-ordination between the various parties.

I INFORMATION AND PUBLICITY

<p>Communications - Information for the Public</p> <p>Authorities should ensure effective communication of information for the public before and during both normal and severe winter conditions. (Recommendation 6)</p> <p>Authorities should make widely available for users and the community a nontechnical summary of the Winter Service Plan, including plans of the treated network, together with guidance on safe use of the network. They should also establish arrangements for local radio and web based information.</p> <p>Section 6 of this Code deals with arrangements for community involvement in highway maintenance and the importance of information and publicity. This provides opportunities and challenges, which should be positively addressed by authorities and provide an important opportunity to demonstrate understanding of users’ needs, and a strong service commitment.</p> <p>It is of crucial importance that policies and standards of Winter Service provided by authorities are widely available and understood by users and the community.</p> <p>As far as possible highway users should be made familiar with treatment routes, particularly in severe weather conditions. This will help in ensuring that expectations are realistic and consistent with the resources available as well as maintaining public safety.</p>

Many authorities provide leaflets summarising policies and service standards, including maps showing routes treated, contact information and advice on safe network use. The leaflets should be reviewed annually and made available through the internet, libraries, information centres, schools and a wide range of outlets. Further details on the content and use of leaflets are included in Appendix H (of code of practice).

Authorities should establish effective working arrangements with local press and broadcast media to enable the presentation of timely and accurate information and advice on network condition and use, including travel information, network availability and risk of severe conditions such as snow and black ice. This is especially important during prolonged cold weather and is likely to involve television, radio and the internet. Local radio in particular considers this to be a most important aspect of their service to the community and it therefore provides the opportunity to build good working relationships over wider issues. Many authorities have specialist press and public relations personnel and it will be important to clarify and agree respective service and specialist responsibilities.

It is important to define and agree key contacts with press and broadcast media and also establish a clear understanding of the most effective timings for information to be provided, in order to reach necessary audiences and broadcast schedules. It may be helpful to arrange joint workshops or training sessions to build understandings and relationships.

There may also be a need in more widespread and extreme conditions to provide information to the public using national press and broadcast. This may be undertaken either directly or by arrangement with local media, and arrangements should be discussed with them. It may also be possible to utilise variable message signs.

Communications - Information for other services

Authorities should ensure that there is appropriate consultation and communication with other highway authorities, key public services and other stakeholders to ensure improved service for the public. **(Recommendation 7)**

It is important to provide information directly to key stakeholders, including adjacent highway authorities, all emergency services, public transport operators, motoring organisations, the education authority, schools, their bus operators, and key local organisations. This information could include:

- Sharing Winter Service Plans;
- A non-technical summary of the Winter Service Plan;
- Maps of treatment routes;
- Operational decisions on a timely basis.

11 Local press and broadcast contact information

All enquiries from the media must be referred to the Council Communications Team in all circumstance; telephone number 020 8489 2901.

12 Public information leaflets

The Council will publish on their internet site a copy of this plan (with confidential contact numbers removed) as well as route maps and other information. Advice will also be provided on the web-site about precautions that people should take during snow and ice weather conditions. Currently, due to the number of different transport users travelling from, to and through the Borough, and each Borough having different information there is not currently seen to be a benefit in producing a separate printed leaflet.

The Executive Summary of this plan is intended to be a non technical summary of the plan.

In the time since last year's Winter Service plan was approved by Cabinet in Haringey, Government has issued self-help advice for people who want to clear snow and ice from outside their premises at home or at work. This can be found on the following link to the DirectGov web-site:

http://www.direct.gov.uk/en/NI1/Newsroom/DG_191868

To support self-help in Haringey the Council is proposing to offer the provision of snow shovels free of charge upon request to recognised resident groups and Neighbourhood Watch Groups. This will be especially useful where they can be used to assist vulnerable and less able-bodied residents in Haringey.

The same web-site also provides tips for driving safely in severe weather. This can be found on the following link;

[tp://www.direct.gov.uk/en/TravelAndTransport/Usingmotorwaysandroads/Breakdowndrivingconditions/DG_185021](http://www.direct.gov.uk/en/TravelAndTransport/Usingmotorwaysandroads/Breakdowndrivingconditions/DG_185021)

13 Other key local and national contact information

The following contact numbers are given to enable contact with the neighbouring authorities and Transport for London when the situation requires. These are the general numbers and it is advisable to get actual contact names and numbers for the respective Control Officers. These numbers would not be published in this plan but in a confidential Appendix.

Hackney www.hackney.gov.uk
Contact number - 020 8356 3000 (tbc)

Islington www.islington.gov.uk
Contact number - 020 7527 2000 (tbc)

Enfield www.enfield.gov.uk
Contact number - 020 8379 1000 (tbc)

Barnet www.barnet.gov.uk

Contact number - 020 8359 2000 (tbc)

Waltham Forest www.walthamforest.gov.uk

Contact number - 020 8496 3000 (tbc)

Camden www.camden.gov.uk

Contact number – 020 7974 4444 (tbc)

Transport for London (TfL) www.tfl.gov.uk

Contact numbers to follow

020 7941 2011 (8.30 to 18.00 Mon – Fri) otherwise 020 7343 5000 (tbc)

I4 Thermal mapping

Haringey currently has not had any thermal mapping done and having talked with other Council's about the benefits of doing so has realised that the technology has now moved on. The possibility of route based forecasts may be considered once the technology is more proven.

I5 Responsibilities and guidance for providing information;

It is important that correct information is always given to the public. However it is difficult for the operations to continue smoothly if constantly interrupted by the public phoning for information. Therefore regular operations bulletins will be provided to the Veolia Call Centre and the Haringey's Call Centre to give updates to callers. The Haringey web-site will also be updated regularly during snow events giving information about how the Council is responding to the weather.

Contact Haringey:	Normal Office hours	- 020 8489 1000
	Outside normal office hours	- 020 8348 3148*
Veolia Call Centre:	Normal Office hours	- 020 8885 7700
	Outside normal office hours	- not applicable*

*Note that Veolia does not operate an outside normal hours Call Centre facility. Any calls outside normal office hours should be directed to the Contact Haringey outside normal officer hours number. Winter Service complaints and service requests that are called through to the Contact Haringey Outside normal office hours number will be passed to staff on cover at Veolia to deal with.

I6 The decision making process

The decision making process will be based on the Decision Matrix Guide from the Code of Practice this is reproduced in Appendix A for use by the Authorised Client Officer and the Contractor's Manager.

I7 Road weather stations

Haringey has no road weather stations at present.

I8 Information to be provided

The forms in Appendices E; F; G and H will be used to record the decision making process (or as many as are necessary for that particular occasion) and to communicate the information to others as required. If changes or alterations are to be made to these then the Client Officer and the Contractor's nominated Winter Service operation manager will agree the changes and revise them accordingly.

I9 Road weather information bureau service

See section C2.

I10 Timing and circulation of information;

The Daily Log, see Appendix E, will be completed every day by the Contractor's Manager for every day between 1st November 2014 and 31st March 2015. This will be done as soon as possible after the weather forecast is provided and the first record made by no later than 14.30 hours each day. If the forecast does not require a response no further action need be taken.

I11 Road weather forecast

See Section C5.

I12 Notification arrangements for failure to maintain the published network

It is recognised that there will be times when it is not possible to maintain the published network. This would normally be due to exceptional circumstances that have led to a planned reduction in activity leaving only the Resilience Network receiving treatment.

Any such planned reduction in network coverage (even if implemented rapidly) will be communicated to others as quickly as possible. The people who receive daily e-mails of planned service provision (key stakeholders and neighbouring authorities) will be told by that e-mail.

The general public will be informed as quickly as possible by means of press releases and website information as well as the call centre being informed so that anyone phoning to enquire can be informed.

I13 Reporting procedure

Appendix E will be completed every day by the Competent Supervisor for every day between 1st November 2014 – 31st March 2015. If the forecast is NIL no further action need be taken.

Appendix F will be completed by the Competent Supervisor every day that there is a forecast other than “NIL” If there is any doubt then a “Decision Justification” log sheet will be completed. This will be faxed or e-mailed to the Contractor’s nominated Winter Service operation manager and the Authorised Client Officer as soon as possible after the decision is made. If further work is required a “Decision to Grit” sheet will be completed as well and sent by fax or e-mail to the Contractor’s nominated Winter Service operation manager at the same time as the “Decision Justification” log. This will then be completed by the Contractor’s nominated Winter Service operation manager.

Appendix G will be completed by the Contractor’s nominated Winter Service operation manager whenever precautionary salting is instructed. After completion a copy will be faxed or e-mailed to the Authorised Client Officer.

Appendix H will be completed by the Contractor’s nominated Winter Service operation manager whenever follow-up salting is instructed. After completion a copy will be faxed or e-mailed to the Authorised Client Officer.

I14 Maintenance of ice detection equipment.

Haringey does not have any ice detection equipment so does not have a maintenance requirement at present.

J QUALITY MANAGEMENT

J1 Quality management regime;

In general, control of the Gritting of all Borough highways including all bus routes will be at the discretion of the competent Supervisor from the Contractor except in severe weather conditions when the Authorised Officer may suspend normal operations.

Some scheduled contract work (Street Sweeping) will be suspended as soon as a severe frost/snow warning is received from the Authorised Officer. This action will allow the manoeuvring and loading of the gritting fleet with minimum disruption to the service. A smooth start and quick build up to full strength is essential for the rapid response required to grit/salt Priority 1 roads in the initial stages of snow fall or heavy frost.

Winter Service operations will be controlled from the control room located at Ashley Road Depot.

Transport for London Road Networks (Red Routes)

Transport for London (TfL) is responsible for the Winter Service of Red Routes.

All enquiries concerning these roads should be addressed to TfL's agents. Telephone number 0845 305 1234

J2 Document control procedures

The documents to be sent out under the circulation list (see section B3) are all to be treated as uncontrolled copies. Revisions will only be circulated during the course of the year to those on the restricted circulation list, and it is for each officer to maintain their copy as the latest version. There will be an annual review and the full circulation list should be reviewed and revised (if necessary) each year. Those who are on the revised list will receive the next year's document.

J3 Distribution of documents

A circulation list is given in Appendix I.

J4 Information recording and analysis;

Information Recording and Monitoring

Authorities should continually monitor performance during service delivery and respond effectively to changing conditions or network incidents. **(Recommendation 13)**

Comprehensive and accurate records should be kept of the all Winter Service activity, including timing and nature of all decisions, the information on which they were based, and the nature and timing of all treatment. Note that time taken running dead mileage at end of salting run is not included in treatment time. It is preferable to record both the time at the end of actual salting and the time of return to depot.

Authorities should make use wherever possible of electronic vehicle location systems together with automatic recording of salt spreading. This will simplify and improve the accuracy of records as well as provide corroboration of service delivery in cases where failure to salt is alleged.

Daily Report

The Contractor's Competent supervisor will complete daily the Daily Log (Appendix E) and whenever the Weather Forecast is other than "Nil" the Daily Decision Justification Log (Appendix F).

If gritting is to be carried out then the "Decision to Grit" form (also Appendix F) should also be used. The Contractor's nominated Winter Service operation manager will fill in the vehicle availability and personnel as a report back.

The Contractor's supervisor will also record the precautionary salting and any further work on the Winter Service Record (Appendix G) and Winter Service

Record Additional Sheet (Appendix H) and will fax or e-mail these at the end of shift to the Client Controller.

At the end of each day the following information should be passed to the Authorised Officer;

- daily work carried out;
- tonnage of grit used; and
- staff and equipment deployed.

J5 Arrangements for performance monitoring, audit and updating

ANNUAL REVIEW

All aspects of the Winter Service Plan, including service delivery arrangements, should be reviewed annually in consultation with key stakeholders to take account of changing circumstances. **(Recommendation 20)**

All vehicles, plant, fuel provision, equipment and maintenance arrangements should be checked annually and in accordance with manufacturers' requirements to ensure that any necessary action can be taken to ensure full operational service status prior to the Winter Service season. This should include checking the calibration of all de-icing equipment and spreaders.

Authorities should review the administrative and management arrangements for Winter Service annually. This should include the role of the private sector in delivering highway services, and the use of support services such as refuse collection, street cleansing and grounds maintenance services.

As part of the Annual Review authorities should consult with bus operators regarding changes to routes. In doing so and where practicable bus operators should be encouraged not to change routes through out the winter season where there would be an effect on treatment routes.

The Annual Review should include an analysis on whether service delivery meets the Winter Service policy and plan. It should also include a review of the current thinking with regards to the impact of climate change. Service efficiency improvements such as route optimisation should also be considered.

J6 Procedure for deviation from the Winter Service Plan.

The need to deviate from the Winter Service Operation Plan on occasions is understood in order to help specific needs by the Emergency Services or other Authorities or for other reasons.

The Authorised Client Officer or his deputy can decide to deviate from the plan but must record the event and his reasons for so doing. Any regular deviations necessary will be reviewed at the end of the season to see whether there is good reason to amend the Winter Service Operational Plan for future years.

If necessary changes in season to the Winter Service Operational Plan (e.g. addition of new roads onto routes) can be made but all such changes must be notified to those the plan was formally issued to.

APPENDIX A – PRECAUTIONARY TREATMENT DECISION MATRIX

WINTER SERVICE – GRITTING

PROCEDURE NOTES FOR CLIENT OFFICERS AND CONTRACTOR’S WINTER SERVICE DUTY MANAGER

As it is anticipated that this may be copied and used on its own, it is important that this is read in conjunction with the full Winter Service Operational Plan

Table H4 – Precautionary Treatment Decision Matrix				
Road Surface Temperature	Precipitation	Predicted Road Conditions		
		Wet (traffic spray present)	Wet Patches (no traffic spray)	Dry (no dampness)
May fall below 1°C	No rain No hoar frost No fog	Salt before frost	Salt before frost (see note a)	No action likely, monitor weather (see note a)
Expected to fall below 1°C	No rain No hoar frost No fog		Salt before frost (see note b)	
	Expected hoar frost Expected fog			
	Expected rain BEFORE freezing	Salt after rain stops (see note c)		
	Expected rain DURING freezing	Salt before frost, as required during rain and after rain stops (see note d)		
	Possible rain Possible hoar frost Possible fog	Salt before frost		Monitor weather conditions
	Expected snow	Salt before snow fall		
<p>The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt or surface moisture.</p> <p>All decisions should be evidence based, recorded and require continuous monitoring and review.</p>				

Notes:

- (a) Particular attention should be given to the possibility of water running across carriageways and other running surfaces e.g. off adjacent fields after heavy rains, washing off salt previously deposited. Such locations should be closely monitored and may require treating in the evening and morning and possible other occasions. When a weather warning contains reference to expected hoarfrost, considerable deposits of frost are likely to occur. Hoarfrost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset, may be dispersed before it can become effective.
- (b) Close monitoring is required under this forecast condition which should ideally be treated just as the hoarfrost is forming. Such action is usually not practicable and salt may have to be deposited on a dry road prior to and as close as possible to the expected time of the condition. Hoarfrost may be forecast at other times in which case the timing of salting operations should be adjusted accordingly.
- (c) If, under these conditions, rain has not ceased by early morning, crews should be called out and action initiated as rain ceases.
- (d) Under these circumstances rain will freeze on contact with running surfaces and full pre-treatment should be provided even on dry roads. This is a most serious condition and should be monitored closely and continuously throughout the danger period.
- (e) Weather warnings are often qualified by altitudes in which case differing action may be required from each depot.
- (f) Where there is any hint of moisture being present, a pessimistic view of the forecast should be taken when considering treatment to negatively textured surfaces.

Target rates of spread for precautionary treatment of frost and ice formation

Table H6 - Sample Treatment Matrix Guide For Dry Unmodified Salt (based on modest spreading capability)			
Weather Conditions	Treatment		
	Air Temperature	Salting (g/m²)	Ploughing
Frost or forecast frost RST at or above - 2°C (dry or damp roads)		8	No
Frost or forecast frost RST at or above - 2°C (wet roads)		11	No
Frost or forecast frost RST below -2°C and above -5°C (dry or damp roads)		15	No
Frost or forecast frost RST below -2°C and above -5°C (wet roads)		27	No
Frost or forecast frost RST at or below - 5°C and above - 10°C (dry or damp roads)		27	No
Frost or forecast frost RST at or below - 5°C and above - 10°C (wet roads)		2 x 25	No

Target rates of spread for precautionary treatment before snow or freezing rain

Table H7 - Sample Treatment Matrix Guide For Dry Unmodified Salt (based on requirements for heavy traffic routes – note that lighter traffic routes may require higher spread rates)	
Weather conditions	Heavy traffic routes - Salting (g/m ²)
Light snow forecast (5mm wet snow / 10mm normal snow / 15 mm dry snow = 1mm precipitation)	20
Moderate or heavy snow forecast (depths above 5mm wet snow / 10mm normal snow / 15 mm dry snow = precipitation above 1mm)	40
Freezing rain	40 or 2 x 20

Target rates of spread for treatment during snowfall

Table H8 - Treatment During snowfall for Dry Unmodified Salt	
Plough where possible	
No ice or compacted snow on surface - Salting (g/m ²)	Ice or compacted snow on surface
20	20

Target rates of spread for treatment of slush that may re-freeze

Table H9 - Treatment During snowfall for Dry Unmodified Salt
Plough where possible
Salting (g/m ²)
40

Target rates of spread for thin layers of ice

Table H10 - Sample Treatment Matrix Guide For Dry Unmodified Salt		
Forecast weather and road surface conditions	Heavy traffic routes - Salting (g/m ²)	Light or moderate traffic routes - Salting (g/m ²)
Lower of air or road temperature is higher than -5°C	20	40
Lower of air or road temperature is below -5°C	40 – use salt abrasive mix (50:50)	40 - use salt abrasive mix (50:50)

Target rates of spread for thicker layers of ice or compacted snow

Table H11 - Treatment Matrix Guide For Dry Unmodified Salt	
Plough as much as possible	
Medium thickness – 1-5 mm Salting (g/m ²)	High layer of thickness – 5mm and over Salting (g/m ²)
40 – use salt abrasive mix (50:50) or successive treatments of 20 – salt abrasive mix (50:50)	40 – use salt abrasive mix (50:50) or successive treatments of 20 – salt abrasive mix (50:50)

Tables H4 and H6 to H11, refer to 'Winter Service Guidance for Local Authority Practitioners' issued by the National Winter Service Research Group and available on line at:

www.ukroadsliaisongroup.org

- (a) Rate of spread for precautionary treatments may be adjusted to take account of variations occurring along the route such as residual salt, temperature variations, surface moisture (in the air or on the road surface) road alignment and traffic density.

(b) All decisions should be evidence based, recorded and require continuous monitoring and review.

(c) Ice refers to all ice on the road surface, including black ice.

LIST OF CONTACT NUMBERS

METEO GROUP

Meteo Group – Voicemail Service **TBC**

Meteo Group – Officer Service **TBC**

GRITTING CONTRACTOR – (Veolia)

Veolia Emergency Call Out (use Council's out of hours number - 020 8348 3148)

Contract Manager, Jean Francois Moreau

Winter Service Manager, Dan Kelly

CLIENT OFFICERS

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APPENDIX B – WINTER SALTING ROUTES – ALL PRIORITIES

LONDON BOROUGH OF HARINGEY

WINTER SERVICE

Carriageway Frost Patrol

Location	Metres
Albert Road N22	808
Alexandra Palace Way N22/N10	1732
Alexandra Park Road N22	1065
Bedford Road N22	204
Bounds Green Road from Durnsford Road to North Circular Rd N11	906
Bridge Road N22	121
Briston Grove	99
Buckingham Road N22	215
Cholmeley Crescent N6	455
Cholmeley Park N6	669
Clarendon Road N8 (Mary Neuner Rd to Hornsey Park Rd only)	194
Colney Hatch Lane N10	739
Connaught Gardens N10	451
Coppetts Road N10	1377
Cranley Gardens N10	1080
Creighton Avenue N2 from Pages Lane to Coppetts Road	298
Crouch End Hill N8	543
Crouch Hill N8	449
Denton Road N8	416
Durnsford Road N11	877
Elgin Road N22	173
Ellington Road N10	301
Elm Grove N8	309
Ferme Park Road N4/N8	1113
Ferry Lane N17	752
Fortis Green N10	365
Gladwell Road N8	220
Granville Road N4	358
Hale Road N17	401
Hampstead Lane N6	1600
Haringey Park N8	345
Haslemere Road N8	489
Highgate High Street N6	386
Hillfield Park N10	309
Hornsey Lane N6	1200
Inderwick Road N8	710
Jarrow Road N17	891
Jolly butchers hill N22	400

Leinster Road N10	136
Linden Road N10	224
Mary Neuner Road N22	330
Mayfield Road N8	421
Muswell Hill Broadway N10	679
Muswell Hill N10	832
Muswell Hill Road N6/N10	1260
Nelson Road N8	675
North Hill N6	1245
North Road N6	529
Oakfield Road N4	652
Oakington Way N8	99
Onslow Gardens N10	365
Pages Lane N10	385
Palace Gates Road N22	363
Priory Gardens N6	454
Ridge Road N8	453
Sheldon Avenue N6 (Hampstead Lane to Denewood Road only)	595
Shepherd's Hill N6	940
Southwood Lane N6	786
St James Lane N10	570
Stapleton Hall Road N4	1166
Summerland Gardens N10	93
Tetherdown N10	358
The Avenue N10	652
The Roundway N17 (west of Great Cambridge Road)	1162
Uplands Road N8	449
Upper Tollington Park N4	541
Watermead Way N17	2685
Waverley Road N8	153
Western Road N22	367
Wolesley Road N8	458
Womersley Road N8	249
Woodland Gardens N10	474
Woodland Rise N10	540
Woodside Avenue N6	483
Total length	44035

A PDF map of these locations is provided below. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link;

<http://maps.haringey.gov.uk>.

To follow

Carriageway Priority 1

Location	Priority	Metres
Adams Road N17	1	197
Albert Road N22	1	808
Alexandra Gardens N10	1	191
Alexandra Palace Way N22/N10 (FAST)	1	1732
Alexandra Park Road N10 (FAST)	1	732
Alexandra Park Road N22 (FAST)	1	1065
Alexandra Road N8	1	495
Alfoxtton Avenue N15	1	162
Allison Road N8	1	421
Alroy Road N4	1	88
Ashley Road N17	1	529
Bancroft Avenue N2	1	284
Bedford Road N22	1	204
Belmont Road N17	1	235
Beresford Road N8	1	425
Bidwell Gardens N11 (part from Winton Avenue to Wroxham Gardens)	1	188
Birbeck Road N8	2	170
Bishops Road N6	1	256
Black Boy Lane N15	1	576
Blake Road N11	1	558
Boreham Road N22	1	251
Bounds Green Road N22/N11	1	2261
Bourne Road N8	1	131
Brantwood Road N17	1	932
Brereton Road N17	1	161
Bridge Road N22	1	121
Briston Grove	1	99
Broadwater Road N17	1	463
Brownlow Road N11	1	248
Buckingham Road N22	1	215
Buller road N22	1	100
Burdock Road N17	1	90
Burgoyne Rd N8	1	397
Burlington Road N10	1	77
Carliford Road N15 From Green Lanes to Bus stand entrance	1	65
Castle Yard N6	1	89
Cavendish Road N4	1	367
Cholmeley Crescent N6	1	455

Cholmeley Park N6	1	669
Church Lane N17	1	309
Church Lane N8	1	419
Clarendon Road N8 (Mary neuner rd to Hornsey park rd only)	1	194
Colney Hatch Lane N10 (FAST)	1	739
Connaught Gardens N10	1	451
Coppetts Road N10	1	1377
Cornwall Road N15	1	556
Cranley Gardens N10	1	1080
Craven park Road N15	1	784
Creighton Avenue N10	1	657
Creighton Road N17	1	374
Cromwell Avenue N6	1	495
Crouch End Hill N8 (FAST)	1	543
Crouch Hall Road N8	1	510
Crouch Hill N8 (FAST)	1	449
Denewood Road N6 - from Stormont Road to View Road only		
	1	70
Denton Road N8	1	416
Downhills Park Road N17	1	1114
Downhills Way N17	1	1145
Dowsett Road N17	1	586
Duckett Road N4	1	382
Dukes Avenue N10	1	855
Dunbar Road N22	1	414
Durnsford Road N11	1	877
Earlham Grove N22	1	204
Ellington Road N10	1	301
Elm Grove N8	1	309
Elmfield Avenue N8	1	269
Endymion Road N4	1	735
Ferne Park Road N4/N8 (FAST)	1	1113
Ferry Lane N17	1	752
Fortis Green N10	1	365
Fortis Green Road N10		
	1	374
Fortismere Avenue N10	1	281
Frobisher Road N8	1	511
Gaskell Road N6	1	268
Gladesmore Road N15	1	619
Gladstone Avenue N22	1	1321
Gladwell Road N8	1	220

Gloucester Road N17	1	500
Grand Avenue N10	1	361
Granville Road N4	1	358
Great North Road N2	1	507
Green Lanes N4 / N8	1	2092
Grove House Road N8	2	68
Grovelands Road N15	1	242
Hale Road N17	1	401
Hampstead Lane N6	1	1600
Harcourt Road N22	3	238
Haringey Park N8	1	345
Haslemere Road N8	1	489
Hastings Road N17	1	66
Havelock Road N17	1	232
Hermistone Ave From Rokesley to Lightfoot Estate N8	1	94
Hermitage Road N4	1	1207
Hewitt Road N8	1	446
High Road N17	1	1880
High Road N22	1	1800
High Street N8	1	745
Higham Road N17	1	739
Highgate High Street N6	1	386
Highgate Hill N6	1	222
Hillfield Park N10	1	309
Hornsey Lane N6	1	1200
Hornsey Park Road N8	1	751
Hurst Avenue N6	1	454
Inderwick Road N8	1	710
Jackson's Lane N6	1	335
Jarrow Road N17	1	891
Kenwood Road N6	3	126
Kings Road N17	1	227
Lansdowne Road N17	1	920
Lawrence Road N15	1	67
Leeside Road N17	1	901
Leinster Road N10	1	136
Linden Road N10	1	224
Lordship Lane N17/N22	1	2912
Marsh Lane N17	1	348
Mary Neuner Road N22	1	330
Mattison Road N8	1	405

Mayes Road N22	1	511
Mayfield Road N8	1	421
Middle Lane N8	1	978
Montenotte Road N8	1	132
Mount Pleasant Road N17	1	1015
Mount Pleasant Villas N4	1	383
Mount View Road N4	1	953
Muswell Hill Broadway N10	1	679
Muswell Hill N10 (FAST)	1	832
Muswell Hill Place N10	1	272
Muswell Hill Road N6/N10	1	1260
Napier Road N17	1	464
Nelson Road N8	1	675
Nightingale Road N22	1	600
North Hill N6	1	1245
North Road N6	1	529
Northumberland Park Bus Terminal N17	1	152
Northumberland Park N17	1	1173
Northwood Road N6	1	276
Oakfield Road N4	1	652
Oakington Way N8	1	99
Onslow Gardens N10	1	365
Pages Lane N10	1	385
Palace Gates Road N22	1	363
Park Avenue N22	1	449
Park Avenue South N8	1	436
Park Lane N17	1	950
Park Road N8	1	383
Park View Road N17	1	990
Pemberton Road N4	1	421
Perth Road N22	1	705
Philip Lane N15	1	1430
Priory Gardens N6	1	454
Priory Road N8	1	1174
Queen Street N17	1	253
Queens Avenue N10	1	645
Queenswood Road N6	1	317
Radley Road N17	1	187
Redvers Road N22	1	168
Ridge Road N8	1	453
Rokesly Avenue N8	1	405
Roseberry Avenue N17	1	460

Rusper Road N22	1	511
Salisbury Road N4	1	170
Seymour Road N8	1	452
Shelbourne Road N17	1	678
Sheldon Avenue N6 (Hampstead lane to Denewood Road only)	1	595
Shepherd's Hill N6	1	940
Southwood Lane N6	1	786
Springfield Avenue N10	1	452
Spur Road N15	1	153
St Ann's Road N15	1	2058
St James Lane N10	1	570
St Loy's Road N17	1	447
Stanhope Road N6	1	661
Stapleton Hall Road N4	1	1166
Station Road N22	1	1022
Steele Road N17	1	277
Storey Road N6	1	126
Stormont Road N6	1	475
Stroud Green Road N4	1	984
Summerland Gardens N10	1	93
Summersby Road N6	1	184
Tetherdown N10	1	358
The Avenue N10	1	652
The Avenue N17	1	868
The Broadway N8	1	126
The Park N6	1	275
The Roundway N17 (West of GCR)	1	1162
Tottenham Green East N15	1	114
Tottenham Lane N8	1	1423
Town Hall Approach Road N15	1	363
Trulock Road N17	1	272
Turnpike Lane N8	1	1050
Tynemouth Road N15	1	480
Umfreville Road N8	1	374
Uplands Road N8	1	449
Upper Tollington Park N4	1	541
View Road N6	1	388
Wargrave Avenue N15	1	622
Warham Road N4	1	437
Watermead Way N17	1	2685
Waverley Road N8	1	153

Weir Hall Road N17	1	382
West Green Road N15	1	2211
Westbury Avenue N22	1	1167
Western Road N22	1	367
Weston Park N8	1	857
White Hart Lane N22/N17	1	1929
Wightman Road N4/N8	1	773
Willan Road N17	1	359
Williamson Road N4	1	176
Willoughby Lane N17	1	624
Wilmott Road N17	1	203
Windsor Road N17	1	116
Winkfield Road N22	1	354
Winton Avenue	1	308
Wolesley Road N8	1	458
Wolves Lane N22	1	681
Womersley Road N8	1	249
Wood Lane N6	1	293
Wood Vale N10	1	597
Woodland Gardens N10	1	474
Woodland Rise N10	1	540
Woodside Avenue N6	1	483
Wroxham Gardens N11	1	232

**Total
Length 129328**

A PDF map of these locations is provided below. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link; <http://maps.haringey.gov.uk>.

To follow

Carriageway Priority 1A (schools)

Location	Usual Priority Status	Metres
Albany Road N4	2	229
Antill Road N15	3	554
Avenue Road N15	2	520
Barratt Ave N22	3	182
Barrenger Rd N10	3	313
Berkeley Rd N15	3	135
Bidwell Gardens N11 (part from Winton Avenue to dead end)	2	188
Bishopswood Road N6	3	1256
Bradley Road N22	3	105
Bruce Castle Road N17	3	274
Chesnut Road N17	3	413
Church Road N17	2	422
Circular Road N17	3	122
Coldfall Avenue N10	3	178
Collingwood Avenue N10	3	306
Commerce Road N22	3	262
Commonwealth Road N17	3	200
Crowland Road N15	2	486
Darwin Road N22	3	406
Dickenson Road N8	3	264
Ellenborough Road N22	3	291
Elm Park Avenue N15	3	437
Everington Road N10	3	278
Falkland Road N8	3	474
Farningham Road N17	3	133
Finsbury Road N22	2	294
Gaskell Road N6	3	268
Glendale Avenue N22	2	293
Glendish Road N17	3	229
Grand Avenue N10	3	361
Halefield Road N17	3	207
Harringay Road N15	2	260
Hillfield Avenue N8	2	539
Holcombe Road N17	3	378
Langham Road N15	2	1055
Leaside Avenue N10	3	282

Lymington Avenue N22	2	887
Mark Road N22	3	303
Marriott Road N10	3	263
Maurice Avenue N22	3	150
Moira Close N17	3	100
Montague Road N15	3	215
Montague Road N8	3	113
Moorefield Road N17	2	206
Moreton Road N15	2	155
Newsam Avenue N15	3	180
Nightingale Lane N8	3	541
Parkhurst Road N17	2	246
Pulford Road N15	3	325
Rawlinson Terrace N17	3	125
Rectory Gardens N8	2	310
Rhodes Avenue N22	2	353
Russell Avenue N22	3	680
Rycroft Way N17	3	117
Scales Road N17	3	318
Somerford Grove N17	3	82
Somerset Road N17	3	108
South Grove N15	3	283
Southwood Avenue N6	2	277
Sperling Road N17	2	375
Stainby Road N15	3	211
Stanley Road N15	3	220
Sylvan Avenue N22	2	541
Tintern Road N22	3	122
Tregaron Avenue N8	3	172
Twyford Avenue N2	2	801
Wakefield Road N15	3	272
Woodlands Park Road N15	2	585
Woodside Avenue N10/6	3	1438
Woodside Road N22	2	557
Woodstock Road N4	2	521
Worcester Avenue N17	3	230
Wycombe Road N17	3	182
	Total Length	25158

A PDF map of these locations is provided below. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link; <http://maps.haringey.gov.uk>.

To follow

Carriageway Priority 2

Location	Priority	Metres
Acacia Road N22	2	346
Addington Road N4	2	122
Albany Road N4	2	229
Annington Road N2	2	110
Antill Road N15	2	554
Arcadian Gardens N22	2	512
Ashley Crescent N22	2	187
Ashmount Road N15	2	149
Asplins Rd N17	2	386
Avenue Road N15	2	520
Avenue Road N6	2	530
Barkham Rd N17	2	204
Beaufoy Rd N17	2	407
Beech Drive N2	2	351
Berkeley Road N8	2	353
Berners Road N22	2	154
Bidwell Gardens N11 (part from Winton Avenue to dead end)	2	188
Birchington Road	3	330
Birkbeck Road N17	2	282
Bloomfield Road N6	2	202
Boyton Road N8	2	331
Braemar Avenue N22	2	212
Bromley Road N17	2	238
Brook Road N8	2	177
Bruce Castle Road N17	2	274
Burlington Road N17	2	92
Bury Road N22	2	385
Cambridge Gardens N17	2	55
Canning Crescent N22	2	229
Carlingford Road N15	2	705
Causton Road N6	2	149
Cavell Road N17	2	253
Chestnut Road N17	2	413
Church Crescent N10	2	397
Church Road N17	2	422
Church Road N6	2	230
Church Vale N2	2	342
Circular Road N17	2	122
Claremont Road N6	2	377

Clarence Road N22	2	501
Cline Road N11	2	317
Clyde Circus N15	2	221
Clyde Road N15	2	211
Colina Road N15	2	118
Compton Crescent N17	2	464
Coniston Road N17	2	190
Coolhurst Road N8	2	496
Cranbrook Park N22	2	256
Crescent Rise N22	2	325
Crescent Road N22	2	432
Crescent Road N8	2	524
Cromwell Place N6	2	78
Crowland Road N15	2	486
Culvert Road N15	2	296
Devonshire Hill Lane N17	2	1181
Dongola Road N17	2	474
Dorset Road N15	2	171
Douglas Road N22	2	137
Drylands Road N8	2	158
Earlsmead Road N15	2	145
Eastbourne Road N15	2	206
Eastern Road N2	2	281
Edison Road N8	2	137
Effingham Road N8	2	447
Elder Avenue N8	2	327
Eldon Road N22	2	446
Elgin Rd N22	2	173
Elyne Road N4	2	137
Etheldene Avenue N10	2	346
Fairview Road N15	2	437
Farrer Road N8	2	308
Finsbury Road N22	2	294
Florence Road N4	2	396
Forest Gardens N17	2	240
Forster Road N17	2	190
Fortis Green Avenue N2	2	266
Frinton Road N15	2	110
Fryatt Road N17	2	319
Garman Road N17	2	719
Gathorne Road N22	2	183
Gisburn Road N8	2	210

Glasslyn Road N8	2	328
Glendale Avenue N22	2	293
Gordon Road N11	2	259
Grange Road N17	2	294
Grasmere Road N10	2	285
Grasmere Road N17	2	67
Greenham Road N10	2	372
Greyhound Road N17	2	392
Grosvenor Gardens N10	2	81
Grosvenor Road N10	2	540
Grove Avenue N10	2	545
Grove Road N15	2	195
Hampden Lane N17	2	233
Haringey Road N8	2	39
Harold Road N8	2	181
Harringay Road N15	2	260
Highgate Avenue N6	2	257
Hillfield Avenue N8	2	539
Hillside Gardens N6	2	154
Hillside Road N15	2	290
Hollington Road N17	2	177
Holmdale Terrace N15	2	208
Holmesdale Road N6	2	349
Hornsey Lane Gardens N6	2	316
Jansons Road N15	2	129
Jellicoe Road N17	2	158
Kemble Road N17	2	135
Keynes Close N10	2	157
King Street N17	2	100
Kings Road N22	2	195
Kingsley Place N6	2	287
Lancaster Road N4	2	434
Langdon Park Road N6	2	407
Langham Road N15	2	1055
Lansdowne Road N10	2	274
Lascotts Road N22	2	274
Lightfoot Road N8	2	242
Linkway N4	2	47
Liston Road N17	2	79
Loobert Road N17	2	80
Lothair Road North N4	2	217
Lothair Road South N4	2	190

Lymington Avenue N22	2	887
Lyndhurst Road N22	2	503
Lynton Gardens N11	2	103
Lynton Road N8	2	238
Manor Road N17	2	409
Marigold Road N17	2	151
Maryland Road N22	2	499
Milton Avenue N6	2	166
Milton Park N6	2	420
Milton Road N6	2	156
Moorefield Road N17	2	206
Moreton Road N15	2	155
Muswell Avenue N10	2	442
Myddleton Road N22	2	582
New Road N8	2	145
Newland Road N8	2	447
Newnham Road N22	2	139
Nightingale Lane N8	2	541
Northumberland Grove N17	2	231
Orchard Road N6	2	154
Pages Hill N10	2	307
Palmerston Road N22	2	503
Park Rd N15	2	138
Parkhurst Road N17	2	246
Passmore Gardens N11	2	238
Pelham Road N22	2	261
Pembury Road N17	2	589
Pretoria Road N17	2	377
Progress Way N22	2	223
Quernmore Road N4	2	360
Ranelagh Road N17	2	316
Rangemoor Road N15	2	220
Rathcoole Avenue N8	2	218
Rectory Gardens N8	2	310
Rhodes Avenue N22	2	353
Rhys Avenue N11	2	128
Ribblesdale Road N8	2	165
Ringwood Avenue N2	2	377
Rosebery Road N10	2	571
Rowland Hill Avenue N17	2	153
Ruskin Road N17	2	221
Russell Road N15	2	296

Russell Road N8	2	130
Rycroft Way N17	2	117
Scales Road N17	2	318
Sedge Road N17	2	86
Shanklin Road N8	2	141
Siddons Road N17	2	128
Somerset Road N17	2	108
Southern Road N2	2	331
Southwood Avenue N6	2	277
Southwood Lawn Road N6	2	332
Southwood Lane Road, service road to 88-112 N6	2	100
Sperling Road N17	2	375
St Alban's Crescent N22	2	227
St Mary's Road N8	2	219
St Pauls Road N17	2	374
Stanhope Gardens N6	2	290
Stanmore Road N15	2	320
Stirling Road N17	2	128
Stuart Crescent N22	2	292
Summerhill Road N15	2	361
Sylvan Avenue N22	2	541
Talbot Close N15	2	64
Talbot Road N15	2	245
Talbot Road N22	2	107
Talbot Road N6	2	498
Tavistock Road N4	2	80
Templeton Road N15	2	239
The Chine N10	2	100
The Grove N8	2	151
Thirlmere Road N10	2	234
Tivoli Road N8	2	153
Trinity Road N22	2	650
Truro Road N22	2	651
Twyford Avenue N2	2	801
Vale Road N4	2	703
Vallance Road N22	2	546
Wakefield Road N15	2	272
Waldeck Road N15	2	250
Walpole Road N17	2	634
Waltheof Avenue N17	2	279
Waltheof Gardens N17	2	561
Wembury Road N6	2	103

West Road N17	2	269
Westerfield Road N15	2	212
Western Road N2	2	281
Willoughby Park Road N17	2	186
Willoughby Road N8	2	394
Winchelsea Road N17	2	378
Winchester Place N6	2	85
Winchester Road N6	2	97
Windermere Road N10	2	315
Woodfield Way N11	2	770
Woodlands Park Road N15	2	585
Woodside Gardens N17	2	310
Woodside Road N22	2	557
Woodstock Road N4	2	521
	Total Length	66606

A PDF map of these locations is provided below. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link; <http://maps.haringey.gov.uk>.

To follow

Carriageway Priority 3

Location	Priority	Metres
Abbeville Road N8	3	51
Abbotsford Avenue N15	3	254
Acacia Avenue N17	3	172
Albert Close N22	3	104
Albert Road N15	3	50
Albert Road N4	3	304
Albion Road N17	3	66
Alexandra Avenue N22	3	50
Alexandra Road N15	3	50
All Hallows Rd N17	3	144
Allington Avenue N17	3	396
Almond Road N17	3	88
Alton Road N17	3	94
Amber Mews N22	3	50
Anstey Walk N15	3	50
Argyle Rd N17	3	285
Arnold Road N15	3	408
Ascot Road N15	3	128
Ashby Rd N15	3	131
Ashfield Road N4	3	198
Ashford Avenue N8	3	144
Atterbury Rd N4	3	98
Aubrey Rd N8	3	132
Avenue Mews N10	3	130
Avondale Road N15	3	316
Awlfield Ave N17	3	400
Aylmer Rd N2	3	145
Aylmer Road, service road at rear of Aylmer Parade N2	3	50
Back Lane N8	3	111
Baden Rd N8	3	72
Bailey Close N11	3	364
Bakers Lane N6	3	62
Balliol Rd N17	3	117
Barnard Hill N10	3	187
Baronet Grove N17	3	63
Baronet Rd N17	3	257
Barratt Ave N22	3	182
Barrenger Rd N10	3	313

Barrington Rd N8	3	476
Barry Avenue N15	3	107
Basil Spence Hose, accessway serving N22	3	50
Beaconsfield Rd N15	3	407
Beatrice Rd N4	3	177
Bedford Rd N8	3	278
Bedford Road N15	3	50
Bedwell Road N17	3	187
Beechfield Rd N4	3	225
Beechwood Road N8	3	261
Belmont Ave N17	3	224
Belton Road N17	3	137
Bennetts Close N17	3	50
Bennington Road N17	3	206
Berkeley Rd N15	3	135
Bernard Rd N15	3	182
Berwick Rd N22	3	185
Bill Nicholson Way N17	3	50
Birchwood Avenue N10	3	254
Birstall Road N15	3	205
Bishopswood Road N6	3	1256
Blythwood Road N4	3	112
Boundary Road N22	3	877
Bounds Green Road, accessway and square serving Parkdale N11	3	50
Bounds Green Road, accessway serving Bounds Green Court N11	3	50
Bourn Avenue N15	3	129
Boyton Close N8	3	118
Brabant Road N22	3	177
Bradley Road N22	3	105
Braemar Road N15	3	319
Brampton Park Road N22	3	84
Brampton Road N15	3	232
Bream Close N17	3	303
Brereton Road N17	3	161
Broad Lane N15	3	841
Broadlands Close N6	3	112
Broadlands Road N6	3	432
Bronhill Terrace N17	3	50
Brook Road N22	3	171
Brook Street N17	3	65
Broughton Gardens N6	3	115

Brunswick Road N15	3	104
Brunswick Square N17	3	50
Bryanstone Road N8	3	166
Buller Road N17	3	50
Burbridge Way N17	3	42
Burghley Road N8	3	299
Bushey Road N15	3	125
Cadoxton Avenue N15	3	110
Campbell Road N17	3	189
Campsbourne Road N8	3	146
Campsbourne Road N8	3	50
Campsfield Road N8	3	88
Candler Street N15	3	120
Canning Crescent, accessway adjacent No.1 N22	3	50
Canning Mews N22	3	50
Cape Road N17	3	46
Carbuncle Passage N17	3	520
Carew Road N17	3	238
Carlisle Road N4	3	81
Carlton Road N4	3	237
Carlton Road, accessway serving Carlton Lodge N4	3	50
Carrick Gardens N17	3	33
Carysfort Road N8	3	248
Castlewood Road N15	3	153
Cavendish Road N4	3	367
Caversham Road N15	3	86
Caxton Road N22	3	110
Cecil Road N10	3	208
Cecile Park N8	3	439
Cedar Road N17	3	108
Cemetery Road N17	3	74
Chalgove Road N17	3	335
Chandos Road N17	3	178
Chapel Stones N17	3	100
Chaplin Road N17	3	48
Chapman's Terrace N22	3	50
Cheshire Road N22	3	194
Chester Road N17	3	298
Chesterfield Gardens N4	3	388
Cesthunte Road N17	3	147
Chestnut Avenue N8	3	113

Chestnut Grove N17	3	194
Chisley Road N15	3	147
Christchurch Road N8	3	205
Church Path N17	3	643
Church Path N8	3	124
Churston Gardens N11	3	208
Cissbury Road N15	3	213
Clacton Road N17	3	62
Clarence Road N15	3	181
Clarendon Road N15	3	225
Clarendon Road N22	3	121
Cleveland Gardens N15	3	112
Clifton Gardens N15	3	188
Clifton Road N22	3	245
Clifton Road N8	3	338
Clinton Road N15	3	248
Clonmell Road N17	3	434
Clovelly Road N8	3	225
Clyde Road N22	3	268
Cobham Road N22	3	165
Coburg Road N22	3	279
Coldfall Avenue N10	3	178
Coleraine Road N8	3	170
Coleridge Lane N8	3	58
Coleridge Road N8	3	450
Colina Mews N15	3	134
College Road N17	3	96
Colless Road N17	3	145
Collingwood Avenue N10	3	306
Collingwood Road N15	3	124
Colsterworth Road N15	3	138
Colton Gardens N17	3	104
Commerce Road N22	3	262
Commercial Road N17	3	262
Commonwealth Road N17	3	200
Coningsby Road N4	3	73
Coniston Road N10	3	333
Connaught Road N4	3	225
Connaught Road, service road to Churchill Court N4	3	50
Constable Crescent N15	3	148
Conway Road N15	3	409
Coolhurst Road, service road at rear	3	50

of Williams Close N8		
Coombe Road N22	3	119
Corbett Grove N22	3	76
Cornwall Avenue N22	3	160
Cornwall Road N4	3	184
Courcy Road N8	3	123
Courtman Road N17	3	306
Cranbourne Road N10	3	214
Cranbrook Park, accessway to Stuart Crescent N22	3	50
Cranleigh Road N15	3	260
Crawley Road N22	3	287
Crawley Road, access road at end N22	3	50
Creighton Avenue N2	3	365
Crescent Road N15	3	110
Cromer Road N17	3	58
Cross Lane N8	3	234
Cross Road N22	3	220
Crossfield Road N17	3	132
Croxford Gardens N22	3	67
Cumberland Road N22	3	176
Cumberton Road N17	3	125
Cunningham Road N15	3	176
Curzon Road N10	3	331
Dagmar Road N15	3	44
Dagmar Road N22	3	318
Dagmar Road N4	3	136
Daleview Road N15	3	225
Danvers Road N8	3	266
Darren Close N4	3	82
Darwin Road N22	3	406
Dashwood Road N8	3	139
Daubeney Road N17	3	141
Dawlish Road N17	3	155
Dawlish Road, access road rear of 2-16 N17	3	50
De Quincey Road N17	3	359
Denewood Road N6	3	353
Denmark Road N8	3	330
Denmark Street N17	3	126
Denmark Terrace N2	3	50
Devon Close N17	3	55

Devon Gardens N4	3	73
Devonshire Gardens N17	3	107
Devonshire Hill Lane, accessway btw 106 and 108 N17	3	50
Devonshire Hill Lane, accessway serving Devonshire Court N17	3	50
Devonshire Road N17	3	202
Deyncourt Road N17	3	136
Dickenson Road N8	3	264
Doncaster Gardens N4	3	28
Donovan Avenue N10	3	203
Dorset Road N22	3	124
Dovecote Avenue N22	3	50
Downhills Avenue N17	3	204
Drayton Road N17	3	196
Dukes Mews N10	3	102
Dunloe Avenue N17	3	267
Durban Road N17	3	295
Durnford Street N15	3	80
Eade Road N4	3	825
Eastern Road N22	3	111
Eastfield Road N8	3	133
Eastwood Road N10	3	94
Edith Road N11	3	104
Eldon Road, accessway serving Irving Court N22	3	50
Eleanor Road N11	3	128
Elizabeth Place N15	3	402
Elizabeth Road N15	3	140
Ellenborough Road N22	3	291
Elm Park Avenue N15	3	437
Elmar Road N15	3	257
Elmhurst Road N17	3	164
Elms Avenue N10	3	237
Elsden Road N17	3	207
Ennis Road N4	3	170
Essex Gardens N4	3	75
Etherley Road N15	3	424
Eve Road N17	3	118
Everington Road N10	3	278
Ewart Grove N22	3	350
Factory Lane N17	3	121
Fairbourne Road N17	3	183
Fairfax Road N8	3	462

Fairfield Gardens N8	3	74
Fairfield Road N8	3	225
Falkland Road N8	3	474
Falmer Road N15	3	205
Farningham Road N17	3	133
Farrant Avenue N22	3	721
Farrer Mews N8	3	140
Felix Avenue N8	3	144
Felix Avenue, rear of 1-29 N8	3	50
Felixstowe Road N17	3	113
Fenton Road N17	3	298
Ferndale Road N15	3	379
Ferrestone Road N8	3	82
Field Road N17	3	134
Fife Road N22	3	50
Finsbury Cottages N22	3	40
Finsbury Park Avenue N4	3	418
Firs Avenue N10	3	202
Firs Close N10	3	100
Fladbury Road N15	3	92
Fletton Road N11	3	80
Flexmere Road N17	3	403
Fordington Road N6	3	422
Forfar Road N22	3	169
Forster Road, access road to 21-31(odd) and 22-32 (even) N17	3	50
Foutayne Road N15	3	482
Foyle Road N17	3	219
Francis Road N2	3	70
Franklin Street N15	3	146
Frome Road N22	3	142
Gedeney Road N17	3	217
Gillham Terrace N17	3	99
Gladstone Mews N22	3	68
Glebe Road N8	3	169
Glendish Road N17	3	229
Glenwood Road N15	3	297
Glynne Road N22	3	70
Goodwyns Vale N10	3	193
Gorleston Road N15	3	102
Gospatrick Road N17	3	719
Gourley Place N15	3	108
Gourley Street N15	3	74

Grafton Gardens N4	3	76
Graham Road N15	3	339
Grainger Road N22	3	176
Grand Avenue N10	3	361
Granville Road N22	3	401
Great North Road, service road in front of Doran Manor and Linksvie N2	3	50
Greenfield Road N15	3	248
Greig Close N8	3	137
Griffin Road N17	3	224
Grove Park Road N15	3	344
Hale Gardens N17	3	27
Halefield Road N17	3	207
Hallam Road N15	3	87
Hampden Road N17	3	128
Hampden Road N8	3	533
Hampshire Road N22	3	121
Hanbury Road N17	3	173
Handsworth Road N17	3	260
Hanover Road N15	3	198
Hardy Passage N22	3	142
Harefield Road N8	3	126
Harold Road N15	3	105
Harringay Gardens N15	3	94
Harringay Passage N4	3	560
Harringay Passage N8	3	906
Hartham Road N17	3	131
Harvey Mews N8	3	65
Harvey Road N8	3	210
Hatherley Gardens N8	3	165
Hawke Park Road N22	3	181
Hawthorn Road N8	3	290
Haynes Close N17	3	120
Hazel Mews N22	3	50
Hebden Terrace N17	3	40
Henningham Road N17	3	467
Herbert Road N11	3	91
Herbert Road N15	3	188
Hewitt Avenue N22	3	601
Heybourne Road N17	3	98
Heysham Road N15	3	168

High Cross Road N17	3	325
High Road, access road serving Reynardson Court N17	3	50
High Road, service road on 227 to 249 N15	3	50
Highgate Close N6	3	90
Hill Road N10	3	266
Hillcrest N6	3	193
Hillfield Mews N8	3	50
Hillfield Park Mews N10	3	135
Hillside Gardens N11	3	120
Holcombe Road N17	3	378
Holt Close N10	3	96
Homecroft Road N22	3	180
Honeysett Road N17	3	58
Houghton Road N15	3	29
Howard Road N15	3	131
Ida Road N15	3	50
Imperial Road N22	3	274
Incerwick Road, access road rear of 128-151 N8	3	50
Ingleton Road N18	3	156
Ivy Gardens N8	3	67
James Gardens N22	3	67
James Place N17	3	176
Junction Road N17	3	145
Kerswell Close N15	3	274
Keston Road N17	3	332
Kevelioc Road N17	3	218
Kimberley Gardens N4	3	287
Kimberley Road N17	3	232
Kings Avenue N10	3	264
Kings Mews N22	3	50
Kirkstall Avenue N17	3	149
Kirkton Road N15	3	107
Kitchener Road N17	3	344
Laburnam Avenue N17	3	165
Ladysmith Road N17	3	228
Lakefield Road N22	3	110
Lanchester Road N6	3	593
Landrock Road N8	3	192
Langford Close N15	3	91
Langham Close N15	3	87

Langham Place N15	3	108
Lansdowne Road, accessway serving Horsham Court N17	3	50
Latimer Road N15	3	50
Lauradale Road N2	3	230
Lausanne Road N8	3	409
Lawrence Close N15	3	67
Lawton Road N22	3	50
Leadale Road N15	3	148
Lealand Road N15	3	403
Leaside Avenue N10	3	282
Leith Road N22	3	197
Lilac Mews N22	3	50
Linden Road N15	3	116
Link Road N17	3	50
Linley Road N17	3	320
Linzee Road N8	3	248
Lismore Road N17	3	122
Lockmead Road N15	3	117
Lordship lane, accessway serving Ellenborough Court N22	3	50
Lordsmead Road N17	3	290
Lorne Road N4	3	306
Lorne Road, access road serving Lawson Court N4	3	50
Lorne Road, service road to Marquis Road serving Wall Court N4	3	50
Love Lane N17	3	182
Love Lane, accessway serving Charles House N17	3	50
Loxwood Road N17	3	159
Lydford Road N15	3	169
Lynmouth Road N2	3	233
Lyttleton Road N8	3	143
Mafeking Road N17	3	263
Maidstone Road N11	3	303
Malvern Road N17	3	100
Malvern Road N8	3	207
Manchester Road N15	3	144
Mannock Road N22	3	328
Manor Road N22	3	127
Mansfield Avenue N15	3	196
Marden Road N17	3	69
Mark Road N22	3	303
Markfield Road N15	3	300

Marlborough Road N22	3	377
Marley Close N15	3	50
Marquis Road N22	3	101
Marquis Road N4	3	299
Marquis Road, access road serving Marquis Court N4	3	50
Marquis Road, access road serving Wiltshire Court N4	3	50
Marriott Road N10	3	263
Marshall Road N17	3	243
Maurice Avenue N22	3	150
Mayfair Gardens N17	3	211
Meads Road N22	3	215
Melrose Avenue N22	3	161
Methuen Park N10	3	241
Middle Lane Mews N8	3	99
Midhurst Avenue N10	3	264
Miles Road N8	3	158
Mill Mead Road N17	3	415
Mitchley Road N17	3	159
Moir Close N17	3	100
Montague Road N15	3	215
Montague Road N8	3	113
Monument Way N17	3	545
Moreton Close N15	3	106
Morley Avenue N22	3	759
Morrison Avenue N17	3	189
Morteyne Road N17	3	107
Moselle Avenue N22	3	727
Moselle Place N17	3	69
Moselle Street N17	3	81
Moselle Street, access road serving Ermine House N17	3	50
Mount Pleasant Crescent N4	3	276
Muswell Hill Road, accessway to Fortis Green N10	3	50
Muswell Mews N10	3	118
Muswell Road N10	3	497
Myddelton Road N8	3	222
Myddleton Mews N22	3	50
Nelson Road N15	3	149
Netherton Road N15	3	56
Neville Place N22	3	147
New Road N17	3	90

New Road N22	3	214
Newlyn Road N17	3	240
Newsam Avenue N15	3	180
Newton Road N15	3	136
Noel Park Road N22	3	109
Norfolk Avenue N13	3	284
Norfolk Avenue N15	3	191
Norfolk Close N13	3	102
Norman Avenue N22	3	332
Norman Road N15	3	89
North Grove N15	3	277
North Grove N6	3	145
North Hill Avenue N6	3	66
North Road, access road serving Northfield Cottage N6	3	50
North View Road N8	3	566
Northbrook Road N22	3	156
Northcott Avenue N22	3	128
Nursery Court N17	3	25
Nursery Street N17	3	137
Oak Avenue N17	3	247
Oak Avenue N8	3	82
Oak Lane N11	3	72
Oakdale Road N4	3	235
Oakley Gardens N8	3	65
Offord Close N17	3	51
Olinda Road N16	3	31
Orchard Place N17	3	95
Osbourne Road N4	3	287
Osbourne Road, access road serving Brackenbury N4	3	50
Osbourne Road, access Road serving Nichols Close N4	3	50
Ossian Road N4	3	245
Ossier Crescent	3	614
Oulton Road N15	3	182
Outram Road N22	3	290
Overbury Road N15	3	135
Oxford Road N4	3	172
Page Green Road N15	3	103
Page Green Terrace N15	3	264
Paignton Road N15	3	67
Paisley Road N22	3	125
Palace Court Gardens N10	3	92

Palace Road N11	3	229
Palace Road N8	3	328
Palace Road, rear of Veryan Court N8	3	50
Park Avenue North N8	3	343
Park Avenue Road N17	3	198
Park Grove N11	3	60
Park Grove SW, accessway to rear of Park Court N11	3	50
Park House Passage N6	3	47
Park Lane Close N17	3	72
Park Ridings N8	3	218
Park Road N11	3	329
Park Road, Service road to Kelland Close N10	3	50
Park View Gardens N22	3	50
Parkhurst Road N17	3	246
Parkhurst Road N22	3	204
Parkland Road N22	3	269
Paxton Road N17	3	422
Pelham Road N15	3	148
Pellatt Grove N22	3	362
Pembroke Road N15	3	139
Pembroke Road N8	3	166
Pendennis Road N17	3	145
Penrith Road N15	3	116
Penshurst Road N17	3	218
Perry Court N15	3	30
Perth Road N4	3	244
Portland Gardens N4	3	76
Portland Road N15	3	343
Poynton Road N17	3	387
Princes Avenue N10	3	278
Princes Avenue N22	3	266
Princes Lane N10	3	124
Princes Street N17	3	150
Priory Avenue N8	3	185
Priory Road, accessway to Alexandra Palace Way to car park N22	3	50
Prospect Place N17	3	170
Pulford Road N15	3	325
Queens Lane N10	3	104
Queens Road N11	3	288
Railway Approach N4	3	50

Raleigh Road N8	3	391
Ranelagh Road N22	3	179
Rangemoor Road N15	3	50
Rathcoole Gardens N8	3	519
Ravenstone Road N8	3	185
Rawlinson Terrace N17	3	125
Redston Road N8	3	451
Reed Road N17	3	120
Reform Row N17	3	154
Regency Terrace N6	3	50
Remington Road N15	3	202
Reynardson Road N17	3	125
Rheola Close N17	3	167
Richmond Road N11	3	113
Richmond Road N15	3	190
Ringslade Road N22	3	120
Ripon Road N17	3	131
Risley Avenue N17	3	860
Ritches Road N15	3	194
River Park Road N22	3	195
Riverside Road N15	3	180
Rivulet Road N17	3	680
Roebuck Close N17	3	63
Romney Close N17	3	88
Roseberry Gardens N4	3	390
Rosebery Gardens N8	3	193
Rosebery Road, service road at rear of no.8 N10	3	50
Roslyn Road N15	3	594
Rostrevor Avenue N15	3	255
Rowley Road N15	3	174
Russell Avenue N22	3	680
Rutland Gardens N4	3	395
Salisbury Road N22	3	468
Sandford Avenue N22	3	272
Sandringham Road N22	3	272
Saxon Road N22	3	128
Scarborough Road N4	3	147
Scotland Green N17	3	212
Seaford Road N15	3	498
Selborne Road N22	3	50
Selbourne Road N22	3	229
Selby Road N17	3	165

Seven Sisters Road N15	3	1408
Seymour Avenue N17	3	458
Shakespeare Gardens N2	3	138
Shanklin Road N15	3	58
Sheldon Avenue N6, Denewood Road to Aylmer Road only	3	573
Shepherds Close N6	3	170
Sherringham Avenue N17	3	469
Shobden Road N17	3	151
Shropshire Road N22	3	121
Sidney Road N22	3	241
Silsoe Road N22	3	78
Sirdar Road N22	3	647
Siward Road N17	3	152
Smithson Road N17	3	132
Solway Road N22	3	208
Somerford Grove N17	3	82
Somerset Close N17	3	208
Somerset Gardens N6	3	82
South Close N6	3	129
South Grove N15	3	283
South View Road N8	3	332
Southey Road N15	3	150
Spencer Road N17	3	186
Spencer Road N8	3	38
Spigurnell Road N17	3	155
Spondon Road N15	3	171
Spottons Grove N17	3	57
Spring Lane N10	3	73
Springcroft Avenue N2	3	236
Springfield Parade N11	3	50
Springfield Road N15	3	250
St John's Road N15	3	50
St Margarets Avenue N15	3	171
St Margarets Road N17	3	178
St Marys Close N17	3	45
St Michaels Terrace N22	3	112
St Regis Close N10	3	70
Stainby Road N15	3	211
Stamford Close N15	3	79
Stamford Road N15	3	369
Stanhope Gardens N4	3	395
Stanley Road N15	3	220

Station Crescent N15	3	225
Station Road N17	3	113
Steeds Road N10	3	292
Stirling Road N22	3	429
Stockton Gardens N17	3	61
Stockton Road N17	3	172
Stoneleigh Road N17	3	396
Strode Road N17	3	82
Stroud Green Road, access road serving Charter Court N4	3	50
Suffield Road N15	3	162
Suffolk Road N15	3	177
Surrey Gardens N4	3	58
Sussex Gardens N4	3	73
Sussex Gardens N6	3	96
Sutherland Road N17	3	187
Sydney Road N8	3	429
Tamar Way N17	3	270
Tancred Road N4	3	82
Tancred Road N4	3	82
Tariff Road N17	3	323
Tebworth Road N17	3	91
Temple Road N8	3	108
Templeton Road, accessway serving 1-28 & 31-61 N15	3	50
Tenterden Road N17	3	57
Terrick Road N22	3	141
Terront Road N15	3	253
Tewkesbury Road N15	3	130
Teynton Terrace N17	3	144
Thackeray Avenue N17	3	249
The Avenue N8	3	175
The Bank N6	3	50
The Campsbourne N8	3	112
The Crossway N22	3	157
The Drive N11	3	361
The Drive N6	3	29
The Gardens N8	3	250
The Green N17	3	49
The Grove N4	3	55
The Grove N6	3	33
The Hale N17	3	476
The Linkway N4	3	47

The Mews N8	3	68
The Roundway N17	3	1162
Thorold Road N22	3	229
Thorpe Road N15	3	79
Tile Kiln Lane N6	3	181
Tilson Road N17	3	202
Tintern Road N22	3	122
Tiverton Road N15	3	274
Topham Square N17	3	170
Topsfield Road N8	3	123
Torrington Gardens N11	3	207
Tower Gardens Road N17	3	755
Tower Terrace N22	3	100
Townsend Road N15	3	150
Trafalgar Avenue N17	3	311
Tredegar Road N11	3	157
Tregaron Avenue N8	3	172
Truro House, accessway to Marlow House N22	3	50
Tunnel Gardens N11	3	177
Turnant Road N17	3	76
Turner Avenue N15	3	100
Turner Avenue, accessway serving 1-23 & 25-51 N15	3	50
Vale Grove N4	3	88
Vale Terrace N4	3	45
Vartry Road N15	3	627
Venetia Road N4	3	92
Vernon Road N8	3	110
Vicarage Path N8	3	129
Vicarage Road N17	3	293
Victoria Crescent N15	3	230
Victoria Road N15	3	81
Victoria Road N22	3	759
Victoria Road N4	3	50
Victoria Terrace N4	3	85
View Close N6	3	88
Vincent Road N15	3	50
Vincent Road N22	3	310
Waldegrave Road N8	3	177
Walden Road N17	3	62
Wallis Mews N22	3	50
Walnut Mews N22	3	50

Walton Road N15	3	89
Warberry Road N22	3	104
Warkworth Road N17	3	159
Warner Road N8	3	294
Warwick Gardens N4	3	301
Warwick Gardens, accessway serving 67-109 N4	3	50
Warwick Gardens, accessway serving Legal Court N4	3	50
Warwick Gardens, accessway serving Reygate Court N4	3	50
Warwick Road N11	3	93
Wateville Road N17	3	151
Watsons Road N22	3	171
Waverley Road N17	3	210
Weir Hall Road, access road serving Weymarks N17	3	50
Wellesley Road N22	3	84
Wellfield Avenue N10	3	203
Wellington Avenue N15	3	380
Wembury Mews N6	3	115
Westbeech Road N22	3	353
Western Road N2	3	50
Whitehall Street N17	3	290
Whitley Road N17	3	139
Whittington Road N22	3	432
Whymark Avenue N22	3	226
William Street N17	3	92
William Street, access road serving Moselle House N17	3	50
Williams Grove N22	3	131
Willingdon Road N22	3	448
Willoughby Grove N17	3	77
Willow Walk N15	3	228
Wilson's Avenue N17	3	58
Wimborne Road N17	3	178
Wolseley Road N22	3	50
Woodberry Crescent N10	3	222
Woodland Rise N10	3	540
Woodside Avenue N10	3	496
Woodside Avenue N10/6	3	1438
Woollaston Road N4	3	115
Worcester Avenue N17	3	230
Wordsworth Parade N8	3	50
Wycombe Road N17	3	182

Yeatman Road N6	3	118
	Total Length	144323

A PDF map of these locations is provided below. For better clarity the map of these locations has been placed on the Council’s web-site and can be found using the following link;

<http://maps.haringey.gov.uk>.

To follow

APPENDIX F – WINTER SERVICE – DAILY DECISION JUSTIFICATION LOG
LONDON BOROUGH OF HARINGEY

Date:	Time Decision Taken:
--------------	-----------------------------

Time of recorded forecast:
Forecast: Nil/Alpha/Bravo/Charlie/Delta/Snow (if combination please write in full)
Summary of forecast – including timings of expected temperatures below freezing:

Proposed action:

Carriageway Route/Priority	No action	Full presalt	Time	Spread Rate
Frost Patrol				
1				
1A				
2				
3				
Footpath Route/Priority	No action	Full presalt	Time	Spread Rate
1				
1B				
2				
3				
4				

Justification:
(please continue on reverse if required)

Name:	Date:
--------------	--------------

**APPENDIX G - WINTER SERVICE RECORD
LONDON BOROUGH OF HARINGEY**

PRE-TREATMENT

Route	Driver's Name	Vehicle Reg.	Start Time	Finish Time	Spread Rate	Tonnage
Carriageway Route/Priority						
Frost Patrol						
1						
1A						
2						
3						
Footpath Route/Priority						
Frost Patrol						
1 / 1						
1 / 2						
1 / 3						
1 / 4						
1 / 5						
1 / 6						
1 / 7						
1 / 8						
1 / 9						
1 / 10						
1 / 11						
1 / 12						
1 / 13						
1 / 14						
1 / 15						
1B						
2						
Supervisors remarks (including weather conditions):						
Name						Date

APPENDIX H

POST -TREATMENT

Route	Driver's Name	Vehicle Reg.	Start Time	Finish Time	Spread Rate	Tonnage
Carriageway Route/Priority						
Frost Patrol						
1						
1A						
2						
3						
Footpath Route/Priority						
1 / 1						
1 / 2						
1 / 3						
1 / 4						
1 / 5						
1 / 6						
1 / 7						
1 / 8						
1 / 9						
1 / 10						
1 / 11						
1 / 12						
1 / 13						
1 / 14						
1 / 15						
1B						
2						

Supervisors remarks (including weather conditions):

Name

Date

APPENDIX I – CIRCULATION LIST

HARINGEY

Assistant Director Environmental Services and Community Safety
Leader of the Council
Cabinet Member for Environment
Assistant Director Single Frontline Service
Authorised Client Officer*
Contractor*
Contact Haringey
Press Office
Emergency Planning Officer

Neighbouring Boroughs

Hackney
Islington
Enfield
Waltham Forest
Camden
Barnet

Others

Transport for London (TfL)
Police
Fire
Ambulance

* These to get full version including confidential Appendices: A, J which are not available to a wider audience due to private and personal information being included (e.g. personal phone numbers).

APPENDIX J – DUTY ROTA AND ADDRESS AND TELEPHONE NUMBERS: XX

To be supplied by Veolia **TBC**

APPENDIX K – RESILIENCE NETWORK**Carriageway Resilience Network**

Location	Priority	Metres
Adams Road N17	RN	197
Albert Road N22	RN	808
Alexandra Palace Way N22/N10	RN	1732
Alexandra Park Road N10	RN	732
Alfoxton Avenue N15	RN	162
Alroy Road	RN	88
Ashley Road N17	RN	529
Bancroft Avenue N2	RN	257
Bedford Road N22	RN	204
Belmont Road N15	RN	524
Black Boy Lane N15	RN	576
Boreham Road N22	RN	251
Bounds Green Road N22/N11	RN	2261
Bourne Road N8	RN	160
Brantwood Rd N17	RN	921
Bridge Road N22	RN	121
Broadwater Farm estate N17	RN	50
Broadwater Rd N17	RN	231
Brownlow Road N11	RN	248
Buckingham Road N22	RN	215
Buller road N22	RN	100
Burdock Road N17	RN	90
Burlington Road N10	RN	77
Carlingford Road N15 From Green Lanes to Bus stand entrance	RN	65
Church Lane N8	RN	419
Clarendon Road N8 (Mary Neuner Rd to Hornsey Park rd only)	RN	194
Colney Hatch Lane N10	RN	739
Coppetts Road N10	RN	1377
Cornwall Road N15	RN	547
Creighton Avenue N10 From Tetherdown to Pages Lane	RN	296
Creighton Road N17	RN	374
Crouch End Hill N8	RN	543
Crouch Hill N8	RN	449
Denton Road N8	RN	407

Downhills Park Road N17	RN	1114
Downhills Way N17	RN	1145
Dowsett Road N17	RN	568
Durnsford Road N11	RN	877
Elmfield Avenue N8	RN	257
Endymion Road N4	RN	735
Ferne Park Road N4/N8	RN	1113
Ferry Lane N17	RN	752
Fortis Green N10	RN	365
Fortis Green Road N10	RN	374
Gladesmore Road N15	RN	660
Gladstone Avenue from High Road to Moselle Avenue only N22	RN	107
Gloucester Road N17	RN	68
Great North Road N2	RN	507
Green Lanes N4 / N8	RN	2092
Grovelands Road N15 into Craven Park Rd stop at Timberwharf Rd N15	RN	241
Hale Road N17	RN	401
Hampstead Lane N6	RN	1600
Haringey Park N8	RN	338
Havelock Road N17	RN	229
Hermitage Road N4	RN	1194
High Road N17	RN	1880
High Road N22	RN	1800
High Street N8	RN	745
Higham Road N17	RN	735
Highgate High Street N6	RN	386
Highgate Hill N6	RN	222
Hornsey Lane N6	RN	1200
Hornsey Park Road N8	RN	751
Jacksons Lane N6	RN	271
Jarrow Rd N15 & Erskine Crescent	RN	624
Kings Road N17	RN	227
Lansdowne Road N17	RN	920
Lawrence Road N15	RN	422
Leeside Road N17	RN	901
Lordship Lane N17/N22	RN	2912
Marsh Lane N17	RN	348
Mary Neuner Road N22	RN	330
Mayes Road N22	RN	511
Middle Lane N8	RN	978

Mount Pleasant Rd N17	RN	1005
Mount View Road into Stapleton Hall Rd to Oakfield Rd only N8	RN	921
Muswell Hill Broadway N10	RN	679
Muswell Hill N10	RN	832
Muswell Hill Road N6/N10	RN	1260
Nightingale Road N22	RN	600
North Hill N6	RN	1245
North Road N6	RN	529
Northumberland Park Bus Terminal N17	RN	152
Northumberland Park N17	RN	1173
Oakfield Rd N4	RN	669
Pages Lane N10	RN	386
Park Avenue N22	RN	433
Park Avenue South N8	RN	436
Park Lane N17	RN	875
Park Road N15	RN	138
Park Road N8	RN	383
Perth Rd N22	RN	694
Philip Lane N15	RN	1430
Priory Road N8	RN	1174
Queen Street N17	RN	250
Queens Avenue N10	RN	466
Radley Rd N17	RN	181
Redvers Road N22	RN	168
Rokesly Avenue N8	RN	405
Roseberry Avenue N17	RN	192
Rusper Road N22	RN	511
Salisbury Road N4	RN	170
Shelbourne Avenue N17	RN	680
Shepherd's Hill N6	RN	940
Southwood Lane N6	RN	786
Spur Road N15	RN	153
St Ann's Road N15	RN	2058
St Loy's Road N17	RN	447
Stanhope Road N6	RN	657
Stapleton Hall Rd from Ferme Park Road to Stroud Green Rd only N4	RN	375
Station Road N22	RN	1022
Stroud Green Road N4	RN	984
Tetherdown N10	RN	358

Thackeray Avenue N17 From Windsor Rd To Havelock Rd	RN	200
The Avenue N17	RN	828
The Broadway N8	RN	126
The Roundway N17 (West of GCR)	RN	1162
Tottenham Green East N15	RN	164
Tottenham Lane N8	RN	1423
Town Hall Approach Road N15	RN	363
Trulock Road N17	RN	272
Turnpike Lane N8	RN	1050
Uplands Road N8	RN	370
Upper Tollington Park N4	RN	541
Victoria Road N4	RN	452
Wargrave Avenue N15	RN	616
Watermead Way N17	RN	2685
West Green Road N15	RN	2211
Westbury Avenue N22	RN	1167
Western Road N22	RN	367
Weston Park N8	RN	846
White Hart Lane N22/N17	RN	1929
Wightman Road N4/N8	RN	773
Willan Rd N17	RN	326
Williamson Road N4	RN	219
Willmot Road N17	RN	205
Willoughby Lane from Leaside Road to Lansdowne Rd only N17	RN	629
Windsor Road N17	RN	57
Winkfield Road N22	RN	344
Wolesley Road N8	RN	458
Wolves Lane N22	RN	681
Woodside Avenue N6	RN	483
	Total Length	90871

A PDF map of these locations is provided below. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link;

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To follow

APPENDIX M – FOOTWAY PRIORITY ROUTES**Pavement Frost Patrol**

Road	Location
Crouch Hill N8	West side from borough boundary by bus stop almost opp. j/w Dickenson Rd to j/w Haslemere Rd
Crouch End Hill N8	West side from borough boundary to j/w Edison Road
Winchester Road N6	Slope and steps leading to Archway Rd N6
Bounds Green Road N11	Entrance to Tube station
Muswell Hill N10	From top of Muswell Hill down to first bus stops, both sides
Summersby Road N6	First 20 metres from j/w Muswell Hill Road
Ferry Lane N17	Steps from Ferry Lane into Tottenham Hale Station.
Ferry Lane N17	Steps from Ferry Lane to Jarrow Road
Turnpike Lane N8	Pavement around Turnpike Lane bus / tube station.
Westbury Avenue N22	Both sides of pavement over old railway bridge
Bounds Green Road N11	Footbridge over including steps
Watermead Way N17	Two footbridges over including steps
Marsh Lane N17	Footbridge over level crossing including steps
Ireland Place N22	Footbridge over Bowes Park Station including steps
Quernmore Road N4	Footbridge to Station Approach including steps
Priory Road N8	From O/S 177 to O/S 187
Park Road N8	From O/S 316 to O/S 306
Buckingham Road N22	Footbridge over railway to Bedford Road
Westbury Avenue	Slopes leading down to Mannock Road
Westbury Avenue	Slopes leading down to Whymark Avenue

A PDF map of these locations is provided below. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link;

<http://maps.haringey.gov.uk>.

To follow

PAVEMENT PRIORITY 1, CENTRES 1 TO 15

CENTRE 1, BOUNDS GREEN		
ROAD	PART	SIDES
BOUNDS GREEN ROAD	PASSMORE GARDENS TO WHITTINGTON ROAD	2
BOUNDS GREEN ROAD	WEST SIDE, OUTSIDE AMBULANCE STATION, 20 METRES IN EACH DIRECTION INCLUDING AMBULANCE STATION VEHICLE CROSSOVER	1 - West side only
BOUNDS GREEN ROAD	NEAR J/W QUEENS ROAD - FOOTBRIDGE OVER, INCLUDING STEPS	1
DURNSFORD ROAD	BOUNDS GREEN ROAD TO THREE OAKS PATH	2
BROWNLOW ROAD	BOUNDS GREEN ROAD TO GORING ROAD	2
WHITTINGTON ROAD	BOUNDS GREEN ROAD TO MYDDLETON ROAD	2
QUEENS ROAD	BOUNDS GREEN ROAD TO HERBERT ROAD	2
IRELAND PLACE	ALL + FOOTBRIDGE	2
HERBERT ROAD	ALL	2
MYDDLETON ROAD	WHITTINGTON ROAD TO MARLBOROUGH Road	2
CLARENCE ROAD	ALL	2
TRINITY ROAD	CLARENCE ROAD TO WHITTINGTON ROAD	1 - East side only
THREE OAKS PATH	DURNSFORD ROAD TO PARK GROVE	1

CENTRE 2, HORNSEY		
ROAD	PART	SIDES
PRIORY ROAD	PARK ROAD TO PARK AVENUE SOUTH INCLUDING ENTRANCES AND VEHICLE CROSSOVERS TO FIRE STATION	2
PRIORY ROAD	PARK AVENUE NORTH TO MIDDLE LANE	1 - North side only
HORNSEY HIGH STREET	MIDDLE LANE TO CHURCH LANE	1 - North side only
HORNSEY HIGH STREET	CHURCH LANE TO TOTTENHAM LANE	2
MIDDLE LANE	HORNSEY HIGH STREET TO GROVE PARK ROAD	1 - East side only
CHURCH LANE	HORNSEY HIGH STREET TO TOTTENHAM LANE	1 - East side only
PARK ROAD	PRIORY ROAD TO PARK AVENUE ROAD	1 - East side only
TOTTENHAM LANE	CHURCH LANE TO FERME PARK ROAD	2
BROOK ROAD	ALL	2
NIGHTINGALE LANE	BROOK ROAD TO PRIORY ROAD	1 - East side only
BOYTON ROAD	ALL	2

CENTRE 3 HIGHGATE		
ROAD	PART	SIDES
HIGHGATE HIGH	ALL	2
HIGHGATE HILL	ALL	1 - North side only
SHEPHERDS HILL	ARCHWAY ROAD TO PRIORY GARDENS	2
PRIORY GARDENS	FROM HIGHGATE STATION ENTRANCE FOR 50 METRES EASTWARDS	2
WOOD LANE	FROM MUSWELL HILL ROAD 50 METRES EASTWARDS	2
MUSWELL HILL ROAD	ARCHWAY ROAD TO SUMMERSBY ROAD	1 - East side only
SOUTHWOOD LANE	ARCHWAY ROAD TO HILLSIDE GARDENS	2
JACKSONS LANE	ALL	2
NORTH ROAD	HIGHGATE HIGH STREET TO CASTLE YARD	2
HAMPSTEAD LANE	HIGHGATE HIGH STREET TO NORTH GROVE	2
BISHOP'S ROAD N6	ALL	1 - West side
WINCHESTER ROAD N6 SLOPE & STEPS LEADING TO ARCHWAY ROAD	ALL	1
SUMMERSBY ROAD	FIRST 20 METRES FROM J/W MUSWELL HILL ROAD	2

CENTRE 4 CROUCH END		
ROAD	PART	SIDES
CROUCH END HILL	ALL	2
CROUCH HILL	THE BROADWAY TO DICKENSON ROAD	2
HARRINGAY PARK	ALL	1 - North side only
HATHERLEY GARDENS	ALL	2
TOWN HALL ENTRANCE	ALL	1
THE BROADWAY	ALL	2
PARK ROAD	THE BROADWAY TO WOLSELEY ROAD	2
TOTTENHAM LANE	THE BROADWAY TO FERME PARK ROAD	2
WESTON PARK	THE BROADWAY TO FELIX AVENUE	2
MIDDLE LANE	PARK ROAD TO ELDER AVENUE	2
CROUCH HALL ROAD	THE BROADWAY TO BRYANSTON ROAD	2
COLERIDGE ROAD	THE BROADWAY TO EDISON ROAD	2
LYNTON ROAD	ALL	2
NEW ROAD	ALL	2
DRYLANDS ROAD	ALL	2
WESTON PARK	DRYLANDS ROAD TO THE BROADWAY	1 - South side only
AVENUE ROAD	ALL	2
CRESCENT ROAD	ALL	2
WAVERLEY ROAD	FROM No.3 TO CROUCH END HILL	1 - East side only

CENTRE 5 MUSWELL HILL		
ROAD	PART	SIDES
MUSWELL HILL	ALL	2
MUSWELL HILL BROADWAY	ALL	2
MUSWELL HILL ROAD	MUSWELL HILL BROADWAY TO CRANLEY GARDENS	2
FORTIS GREEN ROAD	MUSWELL HILL BROADWAY TO TETHERDOWN	2
FORTIS GREEN ROAD	TETHERDOWN TO FORTIS GREEN AVENUE INCLUDING ENTRANCES AND VEHICLE CROSSOVERS TO POLICE STATION	1 - South side only
TETHERDOWN	FORTIS GREEN ROAD TO KINGS AVENUE	2
QUEENS AVENUE	50 METRES EAST FROM FORTIS GREEN ROAD	2
QUEENS AVENUE	MUSWELL HILL BROADWAY TO AVENUE MEWS	2
PAGES LANE	MUSWELL HILL BROADWAY TO PAGES HILL	2
ALEXANDRA PARK ROAD	COLNEY HATCH LANE TO MUSWELL AVENUE	2
ALEXANDRA PARK ROAD	ROSEBERY ROAD TO RHODES AVENUE	2
COLNEY HATCH LANE	ALL	2
SPRINGFIELD AVENUE	50 METRES EAST FROM MUSWELL HILL	2
GRAND AVENUE	ALL INCLUDING PEDESTRIAN ENTRANCES AND VEHICLE CROSSOVERS TO ST LUKES HOSPITAL	1 - South side only
DUKES AVENUE	MUSWELL HILL BROADWAY TO ELMS AVENUE	2
ALEXANDRA PARK ROAD	FROM O/S No. 148 to O/S No.158	1 - South side only

CENTRE 6 WOOD GREEN		
ROAD	PART	SIDES
HIGH ROAD	TRURO ROAD TO LYMINGTON AVENUE	2
LORDSHIP LANE	HIGH ROAD TO REDVERS ROAD	2
LORDSHIP LANE	REDVERS ROAD TO GRANVILLE ROAD	1 - North side only
BOUNDS GREEN ROAD	HIGH ROAD TO BRAEMAR AVENUE	2
WHITE HART LANE	HIGH ROAD TO STUART CRESCENT	2
STATION ROAD	HIGH ROAD TO PARKLAND ROAD	2
GLADSTONE ROAD	HIGH ROAD TO PELHAM ROAD	2
ALEXANDRA ROAD	HIGH ROAD TO FOOTPATH TO MAYES ROAD	2
MAYES ROAD	CAXTON ROAD TO ALEXANDRA ROAD INCLUDING FOOTPATH	1 - North side only
BUCKINGHAM ROAD	PARK AVENUE TO BEDFORD ROAD	2
BUCKINGHAM ROAD FOOTBRIDGE TO BEDFORD ROAD	WHOLE PATH	1
BEDFORD ROAD	ALL	2
PALACE GATES ROAD	BEDFORD ROAD TO CRESCENT ROAD	2
CRESCENT ROAD	PALACE GATES ROAD TO VICTORIA ROAD	2
NEWNHAM ROAD	ALL	2
CANNING CRESCENT (SOUTH ARM ONLY)	NEWNHAM ROAD TO WOOD GREEN HIGH ROAD	1 - North side only
BRACKNELL CLOSE	ALL	2
WINKFIELD ROAD	BRACKNELL CLOSE TO LORDSHIP LANE	1 - West side only
PELLATT ROAD	ALL	2
STUART CRESCENT	ALL	1 - East side only
BRAEMAR AVENUE	ALL	2
WESTERN ROAD	FROM DECORIUM TO RECYCLING DEPOT	1 - West side only
EWART GROVE	HIGH ROAD TO STUART CRESCENT	2
STUART CRESCENT	EWART GROVE TO WHITE HART LANE	1 - East side only
WOLSELEY ROAD	ALL - INCLUDING FOOTPATH TO CUMBERLAND ROAD	1 - South side only
CUMBERLAND ROAD	ALL	1 - North side only
NIGHTINGALE ROAD	HIGH ROAD TO ENTRANCE TO ALMS HOUSES	1 - North side only

CENTRE 7 TURNPIKE LANE		
ROAD	PART	SIDES
TURNPIKE LANE	ALL	2
WOOD GREEN HIGH ROAD	TURNPIKE LANE TO LYMINGTON AVENUE	2
GREEN LANES	TURNPIKE LANE TO CARLINGFORD ROAD INCLUDING PEDESTRIAN ENTRANCES AND VEHICLE CROSSOVERS TO BUS STATION	2
WESTBURY AVENUE	GREEN LANES TO HAWKE PARK ROAD	2
WESTBURY AVENUE SLOPES LEADING DOWN TO WHYMARK AVENUE	SLOPES	1
WESTBURY AVENUE SLOPES LEADING DOWN TO MANNOCK ROAD	SLOPES	1
WIGHTMAN ROAD	TURNPIKE LANE TO HAMPDEN ROAD	2
HAMPDEN ROAD	WIGHTMAN ROAD TO FOOTBRIDGE AND THE FOOTBRIDGE AND STAIRS	2
TOTTENHAM LANE	HORNSEY HIGH STREET TO CHURCH LANE	2
HORNSEY PARK ROAD	TURNPIKE LANE TO THE AVENUE	2
MEADS ROAD	ALL	2
BURY ROAD	ALL	1 - west side only

CENTRE 8 GREEN LANES		
ROAD	PART	SIDES
GREEN LANES	BOUNDARY WITH HACKNEY TO CARLINGFORD ROAD	2
WEST GREEN ROAD	GREEN LANES TO LANGHAM ROAD	1 - North side only
ST ANNS ROAD	GREEN LANES TO SALISBURY ROAD	2
SALISBURY ROAD	ST ANNS ROAD TO GREEN LANES	2
WALDECK ROAD	ALL	2

CENTRE 9, STROUD GREEN		
ROAD	PART	SIDES
STROUD GREEN ROAD	ALL	1 - North side only
STAPLETON HALL ROAD	STROUD GREEN ROAD TO FERME PARK ROAD	2
UPPER TOLLINGTON PARK ROAD	STROUD GREEN ROAD TO VICTORIA ROAD	2
WIGHTMAN ROAD	UMFREVILLE ROAD TO CAVENDISH ROAD	2
STATION APPROACH	ALL + FOOTBRIDGE	2
QUERNMORE ROAD	STAPLETON HALL ROAD TO FOOTBRIDGE	2
FERME PARK ROAD	STAPLETON HALL ROAD TO OSSIAN ROAD	2

CENTRE 10 LORDSHIP LANE		
ROAD	PART	SIDES
LORDSHIP LANE	GRANVILLE ROAD TO WALPOLE ROAD	2
BOREHAM ROAD	ALL	2
WESTBURY ROAD	LORDSHIP LANE TO BOREHAM ROAD	2
THE ROUNDWAY	LORDSHIP LANE TO RISLEY AVENUE	2
DOWNHILLS WAY	LORDSHIP LANE SOUTHWARDS FOR 100 METRES	2
MOUNT PLEASANT ROAD	100 METRES NORTH AND 100 METRES SOUTH OF THE AVENUE	2
THE AVENUE	HIGHAM ROAD TO DRAYTON ROAD	2
LORDSHIP LANE	BENNINGTON ROAD TO THE ROUNDWAY (EASTERN ARM)	2
JELICOE ROAD	ALL	1 - South side only
LARKSPUR ROAD	ALL	2
WHITE HART LANE	DEVONSHIRE HILL LANE (EAST ARM) TO COMPTON CRESCENT	1 - South side only
COMPTON CRESCENT	ALL	2
ROSELAND CLOSE	ALL	2
BIGBURY CLOSE	ALL	2
CAVELL ROAD	JELICOE ROAD TO WHITE HART LANE	1 - East side only
DEVONSHIRE HILL LANE	LAMFORD CLOSE TO WHITE HART LANE	1 - East side only
LAMFORD CLOSE	ALL - TO DEVONSHIRE HILL LANE	2

CENTRE 11 TOTTENHAM HIGH ROAD		
ROAD	PART	SIDES
TOTTENHAM HIGH ROAD	BROMLEY ROAD TO BRUCE GROVE	2
LORDSHIP LANE	BRUCE GROVE TO HIGH ROAD	2
LANSDOWNE ROAD	HIGH ROAD TO BURLINGTON ROAD	2
SCOTLAND GREEN	ALL (BOTH ARMS)	2
DOWSETT ROAD	HIGH ROAD TO ALBION ROAD	2
HOLCOMBE ROAD	HIGH ROAD TO CIRCULAR ROAD INC MARKET AREAS	1
ST LOYS ROAD	HIGH ROAD TO FIRE STATION INCLUDING VEHICLE CROSSOVERS INTO FIRE STATION	2
CHESTNUT ROAD	HIGH ROAD TO RYCROFT WAY	2
SOMERSET ROAD	HIGH ROAD TO RYCROFT WAY	2
SIDDONS ROAD	ALL	2
STIRLING ROAD	ALL	1 - South side only
BURLINGTON ROAD	STIRLING ROAD TO LANSDOWNE ROAD	1 - West side only
BROMLEY ROAD	ALL	2
CAMPBELL ROAD	ALL	2
HAMPDEN LANE	ALL	1 - North side only
PEMBURY LANE	ALL	2

CENTRE 12 WHITE HART LANE		
ROAD	PART	SIDES
WHITE HART LANE	HIGH ROAD TO CREIGHTON ROAD	2
LOVE LANE	OUTSIDE STATION ONLY	1
HIGH ROAD	PAXTON ROAD TO BRANTWOOD ROAD	2
NORTHUMBERLAND PARK	HIGH ROAD TO BENNETTS CLOSE	2
PARK LANE	SOMERFORD GROVE TO WILLOUGHBY LANE	2
WILLOUGHBY LANE	NORTHUMBERLAND PARK TO PARK LANE	2
SHELBOURNE ROAD	PARK LANE TO MANOR ROAD	2
MARSH LANE	WILLOUGHBY LANE TO MARIGOLD ROAD INC LEVEL CROSSING AND FOOTBRIDGE	2
GRASSMERE ROAD	ALL	2
COOPERAGE CLOSE	ALL	2
BRANTWOOD ROAD	GRASSMERE ROAD TO TOTTENHAM HIGH ROAD	1 - South side only
ASPLINS ROAD	ALL	2
ST.PAUL'S ROAD	ASPLINS ROAD TO PARK LANE	1 - East side only
BEAUFOY ROAD	ALL	2
WATERMEAD WAY	BRIDGE OVER INCLUDING STEPS	1

CENTRE 13, WEST GREEN		
ROAD	PART	SIDES
WEST GREEN ROAD	HIGH ROAD TO LAWRENCE ROAD	2
WESTERFIELD ROAD	ALL	1 - East side only
SUFFIELD ROAD	ALL	1 - East side only
PHILIP LANE	HIGH ROAD TO CLYDE ROAD	2
TOWN HALL APPROACH ROAD	ALL	1 - West side only
SPUR ROAD	ALL	2
PHILIP LANE	WEST GREEN ROAD TO HANDSWORTH ROAD	2
WEST GREEN ROAD	ABBOTSFORD AVENUE TO SUMMERHILL ROAD	2
PORTLAND ROAD	ALL	2
TALBOT ROAD	ALL	2
ASHMOUNT ROAD	ALL	2
WAKEFIELD ROAD	EARLSMEAD ROAD TO BROAD LANE	1 - West side only
STONEBRIDGE ROAD	ALL	2
SEVEN SISTERS ROAD	STONEBRIDGE ROAD TO SUFFIELD ROAD	2
EARLSMEAD ROAD	ALL	2
SUMMERHILL ROAD	ALL	2
DORSET ROAD	ALL	2
LOOBERG ROAD	ALL	2
JANSONS ROAD	ALL	1 - East side only

CENTRE 14, SOUTH TOTTENHAM		
ROAD	PART	SIDES
GLADESMORE ROAD	ALL	1 - North side only
ST ANNS ROAD	TOTTENHAM HIGH ROAD TO CORNWALL ROAD	2
ST ANNS ROAD	CORNWALL ROAD TO SALISBURY ROAD INCLUDING ENTRANCES AND VEHICLE CROSSOVERS TO HOSPITAL AND TO AMBULANCE STATION	1 - South side only
AVENUE ROAD	ST ANNS ROAD TO SCHOOL	1 - West side only
HERMITAGE ROAD	ST ANNS ROAD TO TEMPLETON ROAD	1 - East side only
LATIMER ROAD	ALL	2
RUSSELL ROAD	ALL	2
CULVERT ROAD	RUSSELL ROAD TO GROVE ROAD	1 - South side only
GROVE ROAD	ALL	1 - East side only

CENTRE 15, FERRY LANE		
ROAD	PART	SIDES
FERRY LANE	BETWEEN BROAD LANE AND BREAM CLOSE	2
THE HALE (SOUTHBOUND)	ALL	2
THE HALE (NORTHBOUND)	ALL	2
JARROW ROAD	FERRY LANE TO ERSKINE CRESCENT	2
JARROW ROAD	PATH TO STEPS AND STEPS TO FERRY LANE	1
TOTTENHAM HALE STATION	BUS STOPS, STEPS, PATHS	1
PARK VIEW ROAD	MONUMENT WAY TO SCALES RD	2
CHESTNUT ROAD	PARKVIEW ROAD TO FAIRBANKS ROAD	2
ASHLEY ROAD	ALL	1 - East side only
GOSPORT WALK, FERRY LANE	ALL	2
QUEENSFERRY WALK, FERRY LANE	ALL	2
RUNCORN CLOSE, FERRY LANE	ALL	2
YARMOUTH CRESENT	FROM JUNCTION WITH GOSPORT WALK TO JUNCTION WITH JARROW ROAD	1 - North side only
JARROW ROAD	ALL	1 - East side only
ANTILL ROAD	ALL	2
CIRCULAR ROAD	ALL	2
SCALES ROAD	ALL	1 - South side only

A PDF map of the 15 town centre locations is provided below. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link;

<http://maps.haringey.gov.uk>.

To follow

PAVEMENT PRIORITY 1B

DROPPED KERBS, CROSSINGS, BUS STOPS AND OUTSIDE PUBLIC BUILDINGS IN THE MAIN ROADS LISTED BELOW

Location	Priority
Alexandra Palace Way N22/N10	1B
Alexandra Park Road N10	1B
Alexandra Park Road N22	1B
Alfoxton Avenue N15	1B
Belmont Road N17	1B
Boreham Road N22	1B
Bounds Green Road N22/N11	1B
Brownlow Road N11	1B
Buckingham Road N22	1B
Colney Hatch Lane N10	1B
Crouch End Hill N8	1B
Crouch Hill N8	1B
Downhills Way N17	1B
Durnsford Road N11	1B
Endymion Road N4	1B
Ferne Park Road	1B
Ferry Lane N17	1B
Fortis Green N10	1B
Fortis Green Road N10	1B
Great North Road N2	1B
Green Lanes N4 / N8	1B
Hale Road N17	1B
High Road N17	1B
High Road N22	1B
High Street N8	1B
Highgate High Street N6	1B
Highgate Hill N6	1B
Hornsey Lane N6	1B
Lansdowne Road N17	1B
Lordship Lane N17	1B
Lordship Lane N22	1B
Mayes Road N22	1B
Middle Lane N8	1B
Muswell Hill Broadway N10	1B
Muswell Hill N10	1B
North Hill N6	1B
North Road N6	1B
Park Avenue N22	1B
Park Lane N17	1B
Park Road N8	1B
Philip Lane N15	1B
Priory Road N8	1B
Queens Avenue N10	1B
Salisbury Road N4	1B

Spur Road N15	1B
St Ann's Road N15	1B
Station Road N22	1B
Stroud Green Road N4	1B
The Broadway N8	1B
The Roundway N17 (West of GCR)	1B
Tottenham Lane N8	1B
Town Hall Approach Road N15	1B
Turnpike Lane N8	1B
Upper Tollington Park N4	1B
Watermead Way N17	1B
West Green Road N15	1B
Westbury Avenue N22	1B
White Hart Lane N22/N17	1B
White Hart Lane N22/N17	1B
Wightman Road N4/N8	1B
Willoughby Lane N17	1B

A PDF map of the Priority 1B is provided below. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link;

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TO FOLLOW

PAVEMENT PRIORITY 2 (SCHOOLS)

Area	Name of School	Location	Pavements to be gritted
NW	Alexandra Primary	Western Road N22	Western Road from school entrance to Mayes Road - south side only
NW	Campsbourne	Nightingale Lane N8	Nightingale Lane from school entrance to High Street N8 - east side only
NW	Earlham Primary	Earlham Grove N22	Earlham Grove from school entrance to High Road N22 - south side only
NW	Rhodes Avenue Primary	Rhodes Avenue N22	Rhodes Avenue from entrance of Alexandra Park School to Albert Road - north east side only
NW	St. Martin of Porres RC	Blake Road N11	Blake Road from school entrance to Bounds Green Road - west side only
NW	Tetherdown Primary	Grand Avenue N10	Collingwood Avenue from school entrance to Fortis Green - west side only; Footpath from Lauradale Road to Grand Avenue; Footpath Lauradale Road to Woodside Avenue
NW	St. Thomas More	Glendale Avenue N22	High Road from Earlham Road to Woodside Road both sides, Glendale Avenue from school entrance to Woodside Road - east side only, Woodside Road from High Rd to Glendale Avenue - north side only, Footpath through park from High Road to Glendale Avenue.
NW	Blanche Nevile at Fortismere Burlington Road	Burlington Road N10	Burlington Road - all of both sides, Tetherdown from Fortis Green to Burlington Road - west side only
NW	Nightingale - Bounds Green Road N22	Finsbury Road N22	Finsbury Road from school entrance to Trinity Road - east side only
NW	Our Lady of Muswell	Pages Lane N10	Pages Lane from Tetherdown to Colney Hatch Lane - south side only
NW	St Pauls RC	Bradley Road N22	Bradley Road from school entrance to Station Road - east side only, Barratt Avenue from Park Avenue to Station Road - east side only
NW	Fortismere (North Wing)	Creighton Avenue N10,	Creighton Avenue from school entrance to Tetherdown - south side only
NW	Fortismere (South Wing)	Tetherdown N10	Tetherdown from Burlington Road to Fortis Green - east side only, Twyford Avenue from school entrance to Fortis Green - west side only
NW	Heartlands High School	Station Road N22	Footpath through Park from Western Road to Station Road leading to school entrance Amended 2012/13 - footpath along south west side of Wood Green Common from Dacorum to children's play area

NW	Muswell Hill Primary	Muswell Hill N10	Dukes Avenue from school entrance to Muswell Hill Broadway - east side only, Muswell Hill footpaths by underpass leading to school entrance
NW	Coldfall Primary	Coldfall Avenue and Coppetts Road	Coldfall Avenue - all of south side only, Coppetts Road from Coldfall Avenue to Creighton Avenue - west side only, Everington Road south side only
NE	Broadwater Farm Primary	Moria Close N17	Moria Close from school entrance to Adams Road - west side only
NE	Devonshire Hill Primary	Weir Hall Road N17	Weir Hall Road from school entrance to White Hart Lane - east side only
NE	St. Francis de Sales Infant	Brereton Road N17	Brereton Road from school entrance to High Rd N17 - south side only
NE	St. Francis de Sales Junior	Chruch Road N17	Church Road from school entrance to High Rd N17 - north side only
NE	Moselle and William C Harvey	Adams Road N17	Adams Road from Wimbourne Road to Freedom Road - north side only
NE	The Vale - Secondary and Northumberland Park	Trulock Road N17	Trulock Road from school entrance to Commonwealth Road and on to Northumberland Park - east side only
NE	The Vale - Primary School	Commonwealth Road N17	Commonwealth Road fom school entrance to Trulock Road - east side only
NE	Noel Park	Maurice Avenue N22	Maurice Avenue from school entrance to Mark Road - south east only, Mark Road from Maurice Road to Westbury Avenue - south west side only
NE	Noel Park	Gladstone Avenue N22	Gladstone Avenue from school entrance to High Road N22 - south west side only
NE	Rowland Hill	White Hart Lane N17	White Hart Lane from school entrance to Great Cambridge Road - south side only
NE	Lancasterian	Kings Road N17,	Kings Road from school entrance to Kings Street - north side only, Kings Street from Kings Road to Church Street - west side only, Chruch Street from Kings Road to High Road N17 - south side only, Bruce Castle Road - west side only
NE	Bruce Grove	Sperling Road N17	Sperling Road from school entrance to Moorefield Road - north side only, Moorefield Road from St. Loys Road to Bruce Grove - east side only
NE	Coleraine Park	Glendish Road N17	Glendish Road from Shelbourne Road to Wycombe Road - south side only
NE	Lea Valley	Somerford Grove N17 (north)	Somerford Grove from school entrance to Farningham Road - west side only, Farningham Road from Somerford Grove to Commonwealth Road - south side only, Commonwealth Road from Farningham Road to Northumberland Park - east side only

NE	Lordship Lane	Ellenborough Road N22	Ellenborough Road from Granville Road to Lordship Lane - east side only, Granville Road - all of south side
NE	Mulberry	Parkhurst Road N17	Parkhurst Road from Scotland Green to Dowsett Road N17 - west side only
NE	St Pauls and All Hallows infants	Park Lane N17	Park Lane from school entrance to High Road N17 - north side only
NE	St Pauls and All Hallows Juniors	Worcester Avenue N17	Worcester Avenue from school entrance to Park Lane - east side only
NE	Woodside High School	White Hart Lane N22	White Hart Lane from Perth Road to Dunbar Road - south side only
SW	Coleridge Primary School	Crouch End Hill N8	Haslemere Road north side only, Waverley Road west side only
SW	Rokesly Infant and Junior	Rokesly Avenue N8	Rokesly Avenue from Middle Lane to Tottenham Lane, south side only
SW	St. Gildas' RC Junior	Oakington Way N8,	Dickinson Road whole of north side. Oakington Way whole of east side. Briston Gardens whole of west side.
SW	Greig City Academy	High Street N8	High Street N8 from Middle Lane to Church Lane, south side only
SW	Hornsey School	Inderwick Road N8	Inderwick Road from Tottenham Lane to Weston Park - east side only
SW	Blanche Nevile at Highgate	Storey Road N6	Storey Road from North Hill to Gaskell Road - north side only, North Hill from View Road to Kenwood Road - west side only
SW	South Harringay Infant	Pemberton Road N4	Pemberton Road - whole of south side only
SW	South Harringay Junior	Mattison Road N4	Mattison Road - whole of north side only
SW	Stroud Green Primary	Woodstock Road N4	Woodstock Road from school entrance to Stroud Green Road - west side only
SW	Highgate	North Hill N6	North Hill from North Road to Broadlands Road - west side only
SW	Highgate Wood	Montenotte Road N8	Montenotte from school entrance to Shepherds Hill - east side only, Wolseley Road - north side only
SW	St Peters in Chains	Elm Grove N8	Tregaron Avenue and onwards into Elm Grove (from Crouch Hill to Womersley Road) - whole of south side only. Elm Grove (elbow from Tregaron Avenue to Dickenson Road) whole of west side
SW	Weston Park	Denton Road N8	Denton Road from Ridge Road to Weston Park - east side only
SW	St Aidans	Albany Road N4	Albany Road from school entrance to Stapleton Hall Road west side only, Stapleton Hall Road from Oakfield Road to Granville Road - north side only
SW	North Harringay	Falkland Road N8	Falkland Road - whole of south side only

SW	St James	Woodside Avenue N10	Woodside Avenue from school entrance to Muswell Hill Road - south side only, Muswell Hill Road from junction with Woodside Avenue to opposite junction with Woodland Rise - west side only
SW	St Mary's CE Infants	Church Lane N8	Church Lane from school entrance to High Street N8 - west side only
SW	St Mary's CE Juniors	Rectory Gardens N8	Rectory Gardens from school entrance to High Street N8 - both sides
SW	Avenue Nursery	Highgate Avenue N6	Southwood Avenue from j/w Highgate Avenue to Archway Road, both sides
SW	Harringay Passage	Harringay Passage N4/ N8	Entire length to service several schools
SE	Belmont Infant and Juniors	Rusper Road N22	Rusper Road from school entrance to Downhills Way - south side only
SE	Crowland Primary - Crowland Road	Ferndale Road N15	Ferndale Road from school entrance to High Rd N15 - north side only
SE	Ferry Lane Primary - Ferry Lane Estate N17	Jarrow Road N17	Jarrow Road from school entrance to Ferry Lane - east side only, Footpath from Jarrow Road leading to school entrance by football pitch
SE	St. Ann's CE Primary	Avenue Road N15	Avenue Road from Newsam Avenue to St Anns Road - west side only
SE	Tiverton Primary	Pulford Road N15	Pulford Road from school entrance to alleyway leading to Seven Sisters Road - south east side and including alleyway to Seven Sisters Road
SE	West Green Primary	Woodlands Park Road N15	Woodlands Park Road from school entrance to West Green Road - east side only
SE	Gladesmore	Crowland Road N15	Crowland Road from school entrance to High Rd N15 - south side only
SE	Downhills Park Road, Mosselle Upper School.	Downhills Park Road N15	Downhills Park Road from school entrance to Belmont Road - south side only
SE	Seven Sisters	South Grove N15	South Grove from school entrance to St Anns Road N15 - east side only, Oulton Road - all of north side only, Culvert Road - all of north side only, Braemar Road - all of west side only
SE	Stamford Hill	Berkeley Road N15	Berkeley Road from Vartry Road to Seven Sisters Road - south side only
SE	The Green	Somerset Road N17	Somerset Road from school entrance to High Road N17 - south side only
SE	Welbourne	Stainby Road N15	Stainby Road from school entrance to Monument Way - east side only
SE	John Loughborough	Holcombe Road N15	Holcombe Road from school entrance to High Road N17 - north side including footpath from Circular Road to Stoneleigh Road
SE	Park View Academy	Langham Road N15	Langham Road from school entrance to West Green Road - east side only
SE	Chestnuts Black	Black Boy Lane N15	Black Boy Lane from West Green Road to St Anns Road - west side only

SE	Earlsmead - Broad Lane	Wakefield Road N15	Wakefield Road from school entrance to Broad Lane - west side only
SE	St Johns Vianney	Stanley Road N15	Stanley Road from school entrance to West Green Road - east side only
SE	St Mary's RC	Hermitage Road N15	Hermitage Road from school entrance to St Anns Road - east side only

A PDF map of the Priority 2 (schools) locations is provided below. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link; <http://maps.haringey.gov.uk>.

To follow

GRIT BIN LOCATIONS

Site Number	Location of Grit bins on site
1	Albany Road alongside no.32 by brick wall
2	Alexandra Park Road j/w Windermere Road N10
3	Allison Road N8 o/s no.75
4	Barnard Hill j/w Colney Hatch Lane N10
5	Barrenger Road opp. no.117 by brick wall
6	Beattock Rise alongside no.17
7	Bedford Road N22 by bus stop near station
8	Bedford Road N22 by footpath to train station
9	Beresford Road N8 j/w Harringay Passage
10	Berkeley Road N15 j/w Seven Sisters Road
11	Birchington Road j/w Crouch Hall Road N8
12	Birchington Road j/w Wolseley Road N8
13	Bounds Green Road j/w Rhys Avenue N11
14	Boyton Close j/w Brook Road N8
15	Boyton Road j/w Eastfield Road N8
16	Bruce Grove j/w Lordship Lane N17
17	Campsfield Road N8 j/w Newland Road
18	Cavell Road j/w White Hart Lane N17
19	Chestnut Road near j/w High Road N15
20	Chomeley Crescent j/w Chomeley Park N6
21	Church Crecent N10 opp no.34
22	Church Road j/w Archway Road N6
23	Compton Cresecent j/w White Hart Lane N17
24	Coppetts Road j/w Creighton Avenue N10
25	Coppetts Road j/w Greenham Road N10
26	Cranbourne Road j/w Curzon Road N10
27	Cranbourne Road N10 j/w Rosebery Road
28	Cranley Gardens j/w Connaught Gardens N10
29	Creighton Avenue N10 o/s no.20
30	Cresecent Road N8 j/w Avenue Road N6
31	Cromwell Avenue j/w Cromwell Place N6
32	Cromwell Avenue N6 north west j/w Winchester Place
33	Crouch Hall Road j/w Coolhurst Road N8
34	Crowland Road j/w High Road N15
35	Dashwood Road near j/w Ferme Park Road N8
36	Dashwood Road near j/w Womersley Road N8
37	Denton Road j/w Ridge Road N8
38	Devonshire Hill Lane j/w Laburnam Avenue N17

39	Donovan Avenue opp. no.2 by brick wall
40	Downhills Park Road opp. j/w Walpole Road N17
41	Downhills Way opp. j/w Walpole Road N17
42	Dukes Avenue j/w Roseberry Road N10
43	Durnsford Road j/w Wroxham Gardens N11
44	Effingham Road j/w Wightman Road N8
45	Ellington Road j/w Leinster Gardens N10
46	Everington Road j/w Barrenger Road N10
47	Farrer Road near j/w Priory Road N8
48	Gaskell Road j/w Toyne Way, east side, against flank wall under 'No ball games' sign
49	Glebe Road N8, opposite no. 55 by utility box against fence
50	Goodwyns Vale j/w Colney Hatch Lane N10
51	Gordon Road N11 j/w Woodfield Way
52	Gordon Road N11 o/s Belmont Court
53	Great North Road N6 opposite Woodside Avenue N6, o/s Doran Court
54	Green Lanes N22 o/s Turnpike Lane tube station
55	Greenham Road j/w Colney Hatch Lane N10
56	Grovelands Road j/w Lemsford Close N15
57	Hampstead Lane N6 opposite Kenwood entrance
58	Haringey Road j/w Middle Lane N8
59	High Road Junction Monument way N17
60	High Road N22 o/s Library east side
61	High Road N22 o/s Tesco Express opposite number 324
62	High Road near j/w Paxton Road N17
63	High Street Hornsey j/w Church Lane N8
64	Highgate Avenue j/w Southwood Lawn Road
65	Highgate Avenue N6 north west j/w Southwood Avenue beside flank wall
66	Hill Road j/w Everington Road N10
67	Hillfield Avenue N8, o/s no. 122a, Carleton Court
68	Hillfield Park N10 opp. no.39 by brick wall
69	Hornsey Lane by Crouch End Hill N8
70	Hornsey Lane Gardens j/w Hornsey Lane N8
71	Inderwick Road j/w Ridge Road N8
72	Jacksons Lane by Southwood Lane N6
73	Kingsley Place j/w Southwood Lane N6
74	Kingsley Place N6 opp. No.23
75	Landrock Road j/w Ferme Park Road N8
76	Landsdowne Road N10 against the wall btw gates into nos. 36 & 38
77	Langham Road j/w Belmont Road N15
78	Leinster Road j/w Cranley Gardens N10
79	Lightfoot Road N8 j/w Middle Lane

80	Linden Road N10 opp. No.12 by brick wall
81	Lordship Lane j/w Waltheof Avenue N17
82	Marriot Road j/w Coppetts Road N10
83	Mayfield Road j/w Ridge Road N8
84	Methuen Park j/w Dukes Avenue N10
85	Middle Lane almost opp. j/w Grove House Road
86	Montenotte Road N8 opp. No.4
87	Mount Pleasant Road j/w The Avenue N17
88	Mount Pleasant Villas j/w Mount View Road N4
89	Muswell Avenue j/w Alexandra Park Road N10
90	Muswell Hill N10 by bus terminus
91	Muswell Hill near Grosvenor Gardens N10
92	Muswell Hill Place N10 opp. no.15
93	Muswell Hill Road j/w Archway Road N6
94	Muswell Hill Road N10 o/s no.178
95	Muswell Road j/w Methuen Park N10
96	Muswell Road N10 o/s no.79
97	Nelson Road j/w Ridge Road N8
98	Newland Road opp. j/w Boyton Road N8 by recycling banks
99	Nightingale Lane j/w North View Road N8
100	North Hill near j/w Church Road N6
101	North Hill opp. j/w Broadlands Road N6
102	North Road N6 o/s Grimshaw Close
103	North Road N6 o/s Highgate School
104	Northumberland Park j/w High Road N17
105	Northwood Road j/w Claremont Road N6
106	Northwood Road j/w Holmesdale Road N6
107	Oakfield Road j/w Quernmore Road N4
108	Onslow Gardens j/w Muswell Hill Road N10
109	Pages Lane N10 opp. No.6
110	Pages Lane opp. j/w Creighton Avenue N10
111	Palace Gates Road j/w Alexandra Park Road N22
112	Park Avenue South j/w Park Road N8
113	Park Road N8 o/s Ramsay Court
114	Pemberton Road j/w Wightman Rd N4
115	Priory Gardens j/w Shepherds Hill N6
116	Priory Road N8 opp. No.36
117	Rathcoole Gardens N8 by the garden wall at the side of no.56 Rathcoole Gardens
118	Ravenstone Road j/w Hornsey Park Road N8
119	Redstone Road j/w Priory Road N8
120	Ribblesdale Road j/w Tottenham Lane N8
121	Risley Avenue j/w Topham Square N17

122	Sheldon Avenue j/w Hampstead Lane N6
123	Sheldon Avenue N6 near no.50
124	Shepherds Close near j/w Shepherds Hill N6
125	Shepherds Hill near j/w Archway Road N6
126	Somerset Gardens j/w Kingsley Place N6
127	South Close j/w Muswell Hill Road N6
128	Southwood Avenue N6 j/w Southwood Lawn Road
129	Southwood Lane o/s no.92
130	Springfield Avenue N10 opposite number 1
131	St Albans Crescent j/w Lordship Lane N22
132	St James lane j/w opp no.7
133	Storey Road j/w Gaskell Road N6
134	Talbot Road N6 south west j/w Church Road beside Talbot Road street name plate
135	Tetherdown j/w Pages Lane N10
136	The Avenue j/w Roseberry Mews N10
137	The Avenue N10, southern end on the east side against the fence beside green utility box
138	The Park opp. j/w Bloomfield Road N6
139	The Roundway j/w Waltheof Gardens N17
140	The Roundway N17 (western arm) j/w Lordship Lane N17 on west side of junction
141	The Roundway N17 o/s no.28
142	Tottenham Hale Station N17 on platform btw two flights of steps from Ferry Lane
143	Tunnel Gardens j/w Wroxham Gardens N11
144	Turnant Road, west side against fence near LC no. TN3R
145	Turnpike Lane near j/w Alexandra Road N8
146	Turnpike Lane near j/w Vernon Road N8
147	Uplands Road j/w Ridge Road N8
148	Vallance Road j/w The Avenue N10, by brick wall alongside flank wall of No. 10 The Avenue
149	Vallance Road N10, by brick wall opposite No. 82 Vallance Road
150	Waverley Road j/w Crouch End Hill N8
151	Westbury Avenue j/w Hawke Park Road N22
152	Weston Park j/w Crouch End Broadway N8
153	White Hart Lane j/w Perth Road N17
154	White Hart Lane j/w Rivulet Road N17
155	White Hart Lane north side o/s no.555 (Self Storage Co)
156	White Hart Lane opposite number 200
157	Wolseley Road j/w Coolhurst Road N8
158	Wolseley Road near j/w Park Road N8
159	Woodfield Way N11 near no.47

160	Woodfield Way N11 opp no.6
161	Woodland Gardens N10 j/w Wood Lane
162	Woodland Rise N10 o/s no.80
163	Woodvale N6 o/s no.81
	Grove House Road north side at j/w Middle Lane N8 by street name sign
	Pages Hill west side nr j/w Pages Lane by street name sign

A PDF map of the grit bin locations is provided below. Note that this map requires some further updating. For better clarity the map of these locations has been placed on the Council's web-site and can be found using the following link;
<http://maps.haringey.gov.uk>.

To follow

Appendix P – NETWORK RAIL GUIDANCE FOR LEVEL CROSSINGS.**Guidance on the application of Salt grit to level crossing surfaces and approaches.****Purpose**

This guidance document is for distribution to Highway Authorities and their contractors that carry out gritting operations over level crossing surfaces on Network Rail infrastructure. This document has been produced to work towards achieving the best practice for the safety of users of level crossings and the operability and maintenance of the infrastructure.

Gritting and level crossings

To achieve the best possible compromise we request that highway authorities and contractors that have level crossings on their gritting routes do not apply salt based grit from 12 metres to the nearest running rail both sides of the crossing when applying grit that is salt based.

The benefits of this approach are as follows;

- Not applying grit from a distance of 12mtrs to the nearest running rail both sides of the crossing will reduce (although not eliminate) the extent of corrosion and delays associated with track circuit failures.
- The grit carried over by the wheels of motor vehicles applies deposits with comparable effects on skid resistance and sufficient to prevent the icing over of level crossing surface systems without the saturation of the crossing surface system and track bed.

When this action is adopted the local Network Rail Operations Risk Control Co-ordinator should consider the provision of salt bins for pedestrians on an individual crossing basis.

Alternative measures, including alternatives to salt based products and application measures have been considered, out of all methods the one with the most positives and fewest negatives is that above, until alternative de-icer products become more widely applied by the highways authorities as standard for environmental reasons.

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