HIGHWAY MAINTENANCE

LOCAL CODE OF PRACTICE

A GUIDE TO HIGHWAY POLICIES AND PROCEDURES

WINTER SERVICE OPERATIONAL PLAN

2016 / 2017 SEASON
### Document Issue and Revision Record

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<th>Issue/Revision Description</th>
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<td>Gary Edwards</td>
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<td>For Approval</td>
<td>Lee Holland</td>
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### Document Distribution List

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App 1.10 Snow Route 3
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Priority 1 Footway Gritting Routes

Priority 2 Footway Gritting Routes

Appendix 2  Decision Matrix and Spread Rate Guidance

Appendix 3  Route Spread Rates/Tonnages and Lengths
WINTER SERVICE OPERATIONAL PLAN

1 WINTER RISK PERIOD

The Winter Risk Period runs from the 06th October until 26th April with a low risk period from 6th October until 10th November and 30th March to the 26th April with monitoring of weather information and data throughout the whole period.

QUALITY PLAN

1.1 Quality Management Regime

All gritting officers and operatives are trained to City and Guilds 6159 certificate standard; gritting officers also attend essential weather and weather in practice training conducted by the Meteorological Office (Met office) and/or through specific in-house training as necessary. All documents are held for risk management issues and are archived at the end of each season for analysis and future reference. All documents are held centrally on the internal Engineering Operations web site and by the Vaisala Winter Manager Package, this ensures consistency and the latest editions are available for download and printing by Environmental Services (Design and Delivery) Staff. Weather information collected by Tameside’s weather stations located at Foundry Street Dukinfield and Mossley Road Ashton along with the Winter Manager information above is archived with Vaisala Weather Bureau, the Council’s (AGMA) contracted road surface and air temperature information provider; the information can be retrieved when required.

1.2 Document Control Procedures

The current electronic copy of the Operational Plan will be sent by email to all named within the document distribution list on page 2 and a hard copy will be held in The Winter Service Office. The Tameside MBC public web site also details the Plan and Policy along with other relevant winter maintenance information.

1.3 Circulation of Documents

All routes (as detailed below) and documentation are held within the Winter Service Office.

1.4 Information recording and analysis

Refer to the Standard Operating Procedures and Decision Making.
2 ROUTE PLANNING for CARRIAGEWAYS, FOOTWAYS and CYCLE ROUTES

2.1 Carriageway Routes for Pre-Treatment

Priority Carriageway Routes P1 – P5 and P6 – P7 Midi Routes are identified for pre-treatment activities (i.e. before road temperatures reach 0° centigrade freezing)

See appendix - 1

Priority P routes (P1-P5) - consist of Category 2, 3a, 3b and 4a Roads (as described in the Highway Code of Practice) along with other Bus and School Routes and roads of difficult access and remote communities.

Priority Midi routes (P6-P7) - consist of well-used estate roads with known difficulties i.e. steep gradients and junctions on to principle and classified roads as well as roads that cannot be accessed by frontline gritting vehicles.

All carriageways have been assessed against objective criteria recommended in the Well-maintained Highways - Code of Practice for Maintenance to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. (based on 0° centigrade freezing)

The carriageway hierarchy is based on the following categories:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>HIERARCHY DESCRIPTION</th>
<th>TYPE OF ROAD GENERAL DESCRIPTION</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Motorway</td>
<td>Limited access motorway regulations apply</td>
<td>Routes for fast moving long distance traffic. Fully grade separated and restrictions on use.</td>
</tr>
<tr>
<td>2</td>
<td>Strategic Route</td>
<td>Trunk and some Principal 'A' roads between Primary Destinations</td>
<td>Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.</td>
</tr>
<tr>
<td>3a</td>
<td>Main Distributor</td>
<td>Major Urban Network and Inter-Primary</td>
<td>Routes between Strategic Routes and linking urban centres to the strategic network with</td>
</tr>
<tr>
<td>CATEGORY</td>
<td>HIERARCHY DESCRIPTION</td>
<td>TYPE OF ROAD GENERAL DESCRIPTION</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>----------</td>
<td>------------------------</td>
<td>----------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Links. Short – medium distance traffic</td>
<td>limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.</td>
</tr>
<tr>
<td>3b</td>
<td>Secondary Distributor</td>
<td>Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions</td>
<td>In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons.</td>
</tr>
<tr>
<td>4a</td>
<td>Link Road</td>
<td>Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions</td>
<td>In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial interconnecting roads with 30 mph speed limits random pedestrian movements and uncontrolled parking.</td>
</tr>
<tr>
<td>4b</td>
<td>Local Access Road</td>
<td>Roads serving limited numbers of properties carrying only access traffic</td>
<td>In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.</td>
</tr>
</tbody>
</table>

2.2 Footway Routes Including Footbridges and Other High Risk Pedestrian Areas for Pre-treatment

Priority 1 Footway Gritting – consists of 11 routes covering Cat 1a, 1, 2 and 3 footways these include footways in town centres leading to and around shopping centres and precincts, transport inter changes, public buildings and the footway on Fountain Street, leading to Tameside Hospital. These are treated during periods of prolonged frost and ice or
snow events. (Prolonged being defined as 5 days of forecasted snow or ice)

Priority 2 Footway Gritting Consists of – Routes covering Cat 4 footways

See appendix – 1

The footway hierarchy is based on the following categories:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>CATEGORY NAME</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1(a)</td>
<td>Prestige Walking Zones</td>
<td>Very busy areas of towns and cities with high public space and street scene contribution.</td>
</tr>
<tr>
<td>1</td>
<td>Primary Walking Routes</td>
<td>Busy urban shopping and business areas and main pedestrian routes.</td>
</tr>
<tr>
<td>2</td>
<td>Secondary Walking Routes</td>
<td>Medium usage routes through local areas feeding into primary routes, local shopping centres etc.</td>
</tr>
<tr>
<td>3</td>
<td>Link Footways</td>
<td>Linking local access footways through urban areas and busy rural footways.</td>
</tr>
<tr>
<td>4</td>
<td>Local Access Footways</td>
<td>Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.</td>
</tr>
</tbody>
</table>

2.3 Carriageway Routes for Snow Clearing by Risk Level

Snow Clearing (except on priority routes) will be carried out by request, but only when all Priority and/or Snow routes have been treated and when resources become available.

2.4 Routes for Footway Treatment by Risk Level

Priority 2 Footway Gritting – consists of 8 routes, which include footways with known difficulty and approaches to schools, Health Centres, OAP Homes, Libraries, Leisure Centres, shop frontages and Cycle Routes.

Priority 2 Footway Gritting Routes will be gritted after all priority 1 routes are completed and resources are available.

Hand Gritting of all other priority areas will be carried out when resources become available.

2.5 Routes for Cycle Route Treatment by Risk Level
Most priority cycle routes are adjacent to carriageways, which are covered by the priority gritting routes. We have certain routes that are now shared cycle/pedestrian; these will be treated in accordance with footway criteria i.e. treated during periods of prolonged frost and ice or snow events.

The cycleway hierarchy is based on the following categories:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Cycle lane forming part of the carriageway, commonly 1.5 metre strip adjacent to the nearside kerb. Cycle gaps at road closure point (no entries allowing cycle access).</td>
</tr>
<tr>
<td>B</td>
<td>Cycle track, a highway route for cyclists not contiguous with the public footway or carriageway. Shared cycle/pedestrian paths, either segregated by a white line or other physical segregation, or un-segregated.</td>
</tr>
<tr>
<td>C</td>
<td>Cycle trails, leisure routes through open spaces. These are not necessarily the responsibility of the highway authority, but may be maintained by an authority under other powers or duties.</td>
</tr>
</tbody>
</table>

2.6 **Wet Spots/High routes and Carriageway Run off**

Wet Spot/High routes (including known Carriageway Run off areas) – consists of known locations of water run-off and water bursts and will be commenced when temperatures may fall below 1° and hoar frost is not predicted with carriageway surfaces remaining dry.

Wet spots are identified at the start of the winter period with the route being revised as further information is received.

2.7 **Special Sites or Features (e.g. near railways or traffic calming)**

Fire, Ambulance and Police access on to the highway are undertaken as part of the priority gritting routes.

Gritting within the confines of Bus Stations is by private agreement and carried out within the main priority routes to enable public services to continue operating. Industrial Premises (if any) are treated once the network has been completed.

2.8 **Response and Treatment Times for Carriageway Treatments**

The response time is the period between decisions being taken to commence treatment and the vehicles leaving the Winter Service Depot.

The response time for the treatment of Priority Carriageway Routes is 1 hour.
The treatment time is the period between vehicles leaving the Winter Service Depot and completion of treatment of all priority Carriageway routes

The individual treatment time for Priority Carriageway Routes is approximately 3 (4 hours during training) hours per route dependent upon individual route size, volume of traffic and road conditions.

Under normal pre-grit conditions all Priority Carriageway Routes should be completed in 4 hours (5 hours during training).

2.9 Response and Treatment Times for Footway Routes

The response time is the period between a decision being taken to commence treatment and the vehicles leaving the Winter Service Depot.

The response time for Priority 1 Footway Gritting Routes is 1 Hour.

The treatment time is the period between vehicles leaving the Winter Service Depot and completion of treatment on all Priority 1 Footway routes.

The individual treatment time for Priority 1 Footway Routes is 1 hour per route.

Under normal pre-grit conditions all Priority 1 Footway routes should be completed in 5 Hours.

Priority 2 Footway Gritting Routes will be commenced at the discretion of the Winter Service Officer and only when the Priority 1 Footway Routes are completed.

There are no specific treatment time targets for these routes.

2.10 Allocation of Plant, Vehicles, Equipment and Materials to Routes

4 No. 18 tonne and 1 No 26 tonne Multilift wagons with demountable gritter backs with plough attachments will be allocated to the Priority carriageway gritting routes (P1-P5) under normal pre-grit conditions.

The above vehicles are fitted with GPS Tracking Systems including information relating to spread rates and spread patterns.

2 No 7.5 tonne wagons with demountable gritter backs are allocated to the Priority Midi Gritter Routes (P6-P7) inclusive of TMBC Car Parks.

2 No 465 ltr capacity “Husky” Footway Gritters along with a 7.5 tonne Service Vehicle will be allocated when required, to Priority 1 Footway Routes.
Priority 2 Footway Routes will be allocated vehicles from above when Priority 1 Footway Routes are completed and resources are available.

1 No Multihog MXCLP with 1.3m³ gritting back and plough will be made available to supplement any of the above actions.

Wet spots/high routes (including known carriageway run off areas) will be allocated 2 No 18 tonne Gritting vehicles

2.11 Allocation of Plant, Vehicles, Equipment and Materials During Periods of Severe Weather

Additional Plant and Vehicles will be deployed during periods of severe weather including

1no 26tonne Gritter with Plough attachment
1no 3 tonne Snowex 9500 Midi Gritter
6no JCB Tractors, 3 with Mini Ploughs
4 No 7.5 tonne Wagons
Additional Tractors from Environmental and Greenspace Service

2.12 Location and Maintenance of Grit Bins, Piles and Salt Bags

370 Grit Bins are placed out in areas not on priority routes at known problem areas including gradients and sharp bends

70 Salt Piles or 1 tonne bags are placed in rural areas at known problem areas and at the request of farming communities. –

Salt filled hessian bags will be placed at known run off areas to achieve a constant saline solution where water run off occurs. These are checked and replaced if necessary every week. A record of placement and inspection will be maintained throughout the period.

Replenishment of salt bins and salt piles is carried out early November and again after the first prolonged period of severe frost, ice or snow. Requests, from members of the public for replenishment is available through the public web site or Tameside MBC Call Centre.

The decision on the location of placing Grit Bins is made using the Grit Bin Location Criteria, which is a points system. The placement of a Grit Bin will be considered if the location achieves a total of 125 points or more. (See below for Grit Bin criteria).

In areas of low risk of vandalism Grit Bins will be left in position throughout the year with replenishment carried out prior to the beginning of the Winter Season.
<table>
<thead>
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<th>GRIT BIN LOCATION CRITERIA</th>
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<tbody>
<tr>
<td><strong>HEIGHT</strong></td>
</tr>
<tr>
<td>Zone A: Land Over 200 metres</td>
</tr>
<tr>
<td>Zone B: Land Between 150 and 200 metres</td>
</tr>
<tr>
<td>Zone C: Land Below 150 metres</td>
</tr>
<tr>
<td><strong>CLIMATIC ZONE</strong></td>
</tr>
<tr>
<td>Longdendale</td>
</tr>
<tr>
<td>Mossley</td>
</tr>
<tr>
<td>Stalybridge (East and North of River Tame)</td>
</tr>
<tr>
<td>Hyde (Gee Cross)</td>
</tr>
<tr>
<td>Stalybridge</td>
</tr>
<tr>
<td>Hyde</td>
</tr>
<tr>
<td>Ashton (Ashton Moss Area)</td>
</tr>
<tr>
<td>Ashton</td>
</tr>
<tr>
<td>Dukinfield</td>
</tr>
<tr>
<td>Denton</td>
</tr>
<tr>
<td>Audenshaw</td>
</tr>
<tr>
<td>Rural</td>
</tr>
<tr>
<td>Urban</td>
</tr>
<tr>
<td><strong>CARRIAGEWAY GRADIENT</strong></td>
</tr>
<tr>
<td>Less than 5 %</td>
</tr>
<tr>
<td>5 to 7.5 %</td>
</tr>
<tr>
<td>7.5 to 10 %</td>
</tr>
<tr>
<td>More than 10 %</td>
</tr>
<tr>
<td><strong>DISTANCE TO NEXT GRIT BIN</strong></td>
</tr>
<tr>
<td>Less than 100m</td>
</tr>
<tr>
<td>100 - 200 m</td>
</tr>
<tr>
<td>200 - 400 m</td>
</tr>
<tr>
<td>More than 400m</td>
</tr>
<tr>
<td><strong>OTHER FACTORS</strong></td>
</tr>
<tr>
<td>On Primary Gritting Route</td>
</tr>
<tr>
<td>On Secondary Gritting Route</td>
</tr>
<tr>
<td>Unadopted Road</td>
</tr>
<tr>
<td>Known problem with Water</td>
</tr>
<tr>
<td>Specific problem at Road Junction</td>
</tr>
<tr>
<td>High traffic generation location (eg. School)</td>
</tr>
<tr>
<td>Designated Old Person Accommodation</td>
</tr>
<tr>
<td>Clinic or Doctors Surgery</td>
</tr>
<tr>
<td><strong>MINIMUM POINTS CRITERIA FOR CONSIDERATION OF GRIT BIN LOCATION 125</strong></td>
</tr>
</tbody>
</table>
3. WEATHER PREDICTION and INFORMATION

3.1 Road Weather Information Bureau Service

The Metrological Office (Met Office) and Vaisala Weather Bureau provide weather information and forecasting to the authority on a daily basis during the Winter Risk Period. The forecast is updated or confirmed on a regular basis during the 24 hour period. The weather information is web based, and password protected, further back up is provided by Emergency Control email and fax transmission to the Winter Service Depot.

3.2 Road Weather Stations

Weather forecasting information for the Borough is gathered from two Weather Stations located on Foundry Street Dukinfield and Mossley Road Ashton which feed information to the Vaisala Weather Bureau and Met office with the forecast being accessed via the Vaisala Manager Website.

Weather Information from Vaisala Weather Bureau and the Metrological Office is also gathered from weather stations at Queens Road in Manchester City and Devil’s Elbow Stockport. The weather station sites used have the same characteristics as the highest and lowest points (domains) in the Borough.

3.3 The Decision Making Process

The decision to carry out Winter Service Operations and the type of operation to be carried out e.g. pre-gritting of all routes or Wet Spot/High route gritting is made by the Winter Service Officer along with the Gritting Officer on duty after consulting the 24-hour Road Weather Information supplied by Vaisala and the Met Office and any additional information from the Highways Authority and other Greater Manchester Authorities. The Environmental Services Manager if available for advice if the winter Service Officer is unavailable.

The Gritting Officer will have full responsibility for making decisions at weekends, holidays and during out of hour periods during the working week. Advice may be sort from the 2nd gritting officer on duty at weekends, holidays. Advice may be sort from the Winter Service Officer and Environmental Services Manager if available. Note these officers are not on call.

The Gritting Officer for the 24-hour period will make the decision in the absence of the Winter Service Officer.
Appendix H of the Well Maintained Highways guidance document will also be consulted and where possible adhered to, with the exception of +1°C action temperatures. Tameside will continue with the action level of 0°C. Spread rates for temperatures below -5 and snow conditions may also be unachievable.

**See Decision Matrix Guide and Spread Rates Table H9**

*It should be noted that the Decision Matrix Guide and Spread Rate Tables are for guidance. Decisions will be taken using the metrological forecasts along with knowledge and experience of the topography and known conditions experienced on the priority gritting routes.*

<table>
<thead>
<tr>
<th>Road Surface Temperature</th>
<th>Precipitation</th>
<th>Predicted Road Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No rain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No fog</td>
<td></td>
</tr>
<tr>
<td>May fall below 1°C</td>
<td>Salt before frost</td>
<td>Salt before frost (see note a)</td>
</tr>
<tr>
<td></td>
<td>Salt before frost (see note a)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No action likely, monitor weather</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expected to fall below 1°C</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Salt after rain stops (see note c)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expected snow (See H11.35)</td>
<td>Salt before snow fall</td>
<td></td>
</tr>
</tbody>
</table>

The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt. All decisions should be evidence based, recorded and require continuous monitoring and review.

Decision on treatment timing should account for traffic and road surface wetness at time of treatment and after, as well as forecast conditions.
<table>
<thead>
<tr>
<th>Weather conditions</th>
<th>Light or medium traffic</th>
<th>Heavy traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Light snow forecast</strong></td>
<td>Spread:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>- 40g/m² of dry salt, or</td>
<td>20g/m² of dry salt, or</td>
</tr>
<tr>
<td></td>
<td>- 40g/m² of pre-wetted salt, or</td>
<td>20g/m² of pre-wetted salt, or</td>
</tr>
<tr>
<td></td>
<td>- 30g/m² of treated salt</td>
<td>15g/m² of treated salt</td>
</tr>
<tr>
<td><strong>Moderate/Heavy snow</strong></td>
<td>Spread:</td>
<td></td>
</tr>
<tr>
<td>forecast</td>
<td>- 20-40g/m² of dry salt</td>
<td>40g/m² of dry salt, or</td>
</tr>
<tr>
<td></td>
<td>- 20-40g/m² of pre-wetted salt</td>
<td>40g/m² of pre-wetted salt, or</td>
</tr>
<tr>
<td></td>
<td>- 15-30g/m² of treated salt</td>
<td>30g/m² of treated salt</td>
</tr>
<tr>
<td></td>
<td>(see Note 1)</td>
<td></td>
</tr>
<tr>
<td><strong>Freezing rain forecast</strong></td>
<td>40 or 2x20g/m² of dry salt, or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>40 or 2x20g/m² of pre-wetted salt, or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>30 or 2x15g/m² of treated salt</td>
<td></td>
</tr>
</tbody>
</table>

Note 1: The lower rates (e.g. 20g/m² for dry salt) can be used if the snow is likely to settle quickly, e.g. when the road surface temperature is below zero, the road surface is not wet and the snow is not wet, and/or there is little traffic after snowfall begins and settles.

Note 2: Spreading salt before freezing rain can have a limited benefit and Authorities should be prepared to make follow up treatments on any ice that has formed.
<table>
<thead>
<tr>
<th>Timing of treatment</th>
<th>Treatment type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before snowfall and freezing rain</td>
<td>• Salt spreading</td>
</tr>
<tr>
<td>During freezing rain, or where there are minor accumulations of ice</td>
<td>• Salt spreading</td>
</tr>
<tr>
<td>During snowfall</td>
<td>• Ploughing</td>
</tr>
<tr>
<td></td>
<td>• Salt spreading</td>
</tr>
<tr>
<td>After snowfall</td>
<td>• Ploughing</td>
</tr>
<tr>
<td>• When there is slush on the road</td>
<td>• Salt spreading</td>
</tr>
<tr>
<td>After snowfall</td>
<td>• Abrasive only</td>
</tr>
<tr>
<td>• When there is compacted snow or ice on the road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Salt and abrasive mixtures</td>
</tr>
</tbody>
</table>
### TREATMENT MATRIX A
#### DRY SALTING (De-icer spread rates in g/m²)

<table>
<thead>
<tr>
<th>Frost or forecast frost Road Surface Temperature (RST) and Road Surface Wetness</th>
<th>Column A</th>
<th>Column B</th>
<th>Column C</th>
<th>Column D</th>
<th>Column E</th>
<th>Column F</th>
<th>Column G</th>
<th>Column H</th>
<th>Column I</th>
<th>Column J</th>
<th>Column K</th>
</tr>
</thead>
<tbody>
<tr>
<td>RST at or above -2°C and dry or damp road conditions</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>RST at or above -2°C and above -2°C and wet road conditions</td>
<td>10</td>
<td>13</td>
<td>11</td>
<td>8</td>
<td>11</td>
<td>13</td>
<td>11</td>
<td>10</td>
<td>8</td>
<td>11</td>
<td>8</td>
</tr>
<tr>
<td>RST below -2°C and above -5°C and dry or damp road conditions</td>
<td>15</td>
<td>20</td>
<td>14</td>
<td>13</td>
<td>14</td>
<td>10</td>
<td>16</td>
<td>11</td>
<td>13</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td>RST below -2°C and above -5°C and wet road conditions</td>
<td>25</td>
<td>2 x 17</td>
<td>2 x 17</td>
<td>2 x 17</td>
<td>28</td>
<td>28</td>
<td>2 x 17</td>
<td>2 x 17</td>
<td>2 x 17</td>
<td>2 x 17</td>
<td>2 x 17</td>
</tr>
<tr>
<td>RST at or below -5°C and above -10°C and dry or damp road conditions</td>
<td>29</td>
<td>2 x 19</td>
<td>2 x 16</td>
<td>2 x 19</td>
<td>32</td>
<td>27</td>
<td>2 x 16</td>
<td>2 x 16</td>
<td>2 x 16</td>
<td>2 x 16</td>
<td>2 x 16</td>
</tr>
<tr>
<td>RST at or below -5°C and above -10°C and wet road conditions</td>
<td>2 x 24</td>
<td>2 x 32</td>
<td>2 x 32</td>
<td>2 x 39</td>
<td>2 x 27</td>
<td>2 x 32</td>
<td>2 x 27</td>
<td>2 x 32</td>
<td>2 x 32</td>
<td>2 x 32</td>
<td>2 x 32</td>
</tr>
</tbody>
</table>

**Legend:**
- Column A, B, C, D, E, F, G, H, I, J, K
- Cvrg: Coverage
- PC: Percent Complete
- Traffic: Traffic Load
- HT: Harsh Time
- Loss: Percentage Loss
- NL: Non Loss
- MT: Moderate Time
NOTE – for all other Treatment Decision Guides please see Well Maintained Highways link below detailing Appendix H Winter Service Practical Guidance

3.4 Information to be provided

The information provided to make a decision on Winter Service Operations is provided by:

- Vaisala Weather Bureau Manager information gathered from the Weather Stations at Foundry Street Dukinfield, Mossley Rd Ashton, Devil’s Elbow Stockport and Queens Road Manchester City
- Morning Summary Met Office
- 24-Hour Met Office Forecast for Manchester Boroughs
- 2-5 Day Met Office Forecast for Manchester Boroughs.
- The Met Office Morning Summary for Manchester Boroughs.
- Road Temperature Dew Point and Road State Graph – Queens Road Weather Station.
- Road Temperature Dew Point and Road State Graph – Devil’s Elbow Weather Station.
- AGMA Web site

3.5 Ice Patrol Function

At the discretion of the Winter Service Officer, an Ice Patrol Function will be carried out by the Emergency Call Out Officer working alongside the Gritting Officer to verify or amend forecast temperatures.
3.6 **Timing and Circulation of information**

The Weather Forecast is available at 11:30hrs daily on the Vaisala Manager and the Met Office Web Site.

A further update is issued by the Met Office at 1700hrs.

The decision on the Winter Service Operations to be carried out over the next 24 hours is made by 13.00hrs (0900hrs if Snow is forecast on morning summary). Any amendments in the 1700hrs update will be considered by the Gritting Officer.

The Winter Service Officer will then discuss the Weather Information and the Winter Service Operations that are to be carried out with the Duty Gritting Officer during the working day and week.

The Gritting officer will be responsible for making decisions during the weekend and holiday periods.

4 **ORGANISATIONAL ARRANGEMENTS and PERSONNEL**

4.1 **Employee Roles and Responsibilities**

**Director of Environmental Services** - holds overall responsibility for the Winter Maintenance Service.

**Head of Environmental Services** - holds overall responsibility for the Winter Maintenance Operation.

**Environmental Services Manager and Winter Service Officer** - holds overall responsibility for decision-making and operational procedures.

**Gritting Officer** - holds responsibility for supervising operatives and effective utilisation of vehicles and plant during Winter Service Operations including decision-making during out of hours and weekends or when the Winter Service Officer or Environmental Services Manager are not available.

**Gritter Driver** holds responsibility for ensuring –
- The gritting vehicle is in good working order and all defects are reported
- The gate settings are set to the pre-determined spread rate
- The allocated gritting route is followed and treated correctly.

**Midi Gritter Driver** as above
**Husky Footway Gritter Driver** as above
**Multihog Gritter Drivers** as above
4.2 Employee Duty Schedules, Rota’s and Standby Arrangements

Gritting Officer – The Gritting Officer will be on standby from 1630hrs to 0800hrs Monday to Friday.

Weekend and Xmas holidays standby days will be split into two 12 hour shifts 0800hrs – 2000hrs and 2000hrs – 0800hrs.

Gritting Driver

The Gritting week will commence on Thursday at 1630hrs and terminate the following Thursday at 0800hrs.

The Shift hours are:-

Week Day: - 1 Standby Shift of 7 Drivers 16:30hrs – 08:00hrs
- 1 Standby shift of 2 Drivers 00:00hrs – 08:00hrs (this is to comply with driving hours requirements in the event of any mishaps, breakdowns etc).

Sat/Sun: - 1 Standby Shift of 7 Drivers – 16:30hrs – 08:00hrs

Total No Standbys 7 per week

If Snow/Ice event is forecast for weekend extra standby shift to be arranged: - Therefore callout rota will be –
7 Drivers 08:00hrs – 20:00hrs
7 Drivers 20:00hrs – 08:00hrs

Christmas Rota – Commencing 08:00hrs Thursday 22nd December and ends 08:00hrs Thursday 5th January -
7 Drivers 08:00hrs – 20:00hrs
7 Drivers 20:00hrs – 08:00hrs

Midi Gritter Drivers – included as above

Husky Footpath Gritter Drivers – Not on Standby. Operations to be carried out as and when required

Multihog Gritter Drivers as Husky above

5. STANDARD OPERATING PROCEDURES and DECISIONMAKING

It will be the responsibility of the Winter Service Officer to brief the Gritting Officer of the required operations during Monday to Friday normal working hours.
The decisions on gritting operations at Weekends or Bank Holidays will be made by the Gritting Officer on duty after consulting the weather information providers. Advice can be sort from the 2nd Gritting Officer on call along with the Winter Service Officer and/or Environmental Services Manager if available.

One Gritting Officer will be on stand-by to manage all winter gritting operations.

Out of hours, during snow or severe adverse weather conditions an additional Gritting Officer will be dedicated to assist the Duty Gritting Officer i.e. with operations and to receive and coordinate gritting requests etc.

If Gritting Operations are required during the working day the officer who is on the rota for that day will supervise the operations. The officer on the rota will be contacted by the Winter Service Officer and will be expected to attend the Gritting Depot at 08:00hrs or when Gritting is required to commence or continue any on-going Gritting Operations.

During the working week The Gritting Officer on duty will report to the Winter Service Officer at 11.00am and collate all the information from Vaisala Manager Software and the Met Office Websites. The Winter Service Officer and Gritting Officer will then make the decision on the Gritting Operations that are to be carried out.

To allow continuity, the archiving of information for future reference is undertaken i.e. Claims, Litigation and complaints, this will be the case even if the Weather Forecast is indicating a Green Condition.

The Gritting Officer will organise the Gritting Vehicles required (with the assistance of the Winter Service Officer) for the scale of the Gritting Operations that are to be carried out.

The Gritting Officer will contact the Drivers who are on duty and advise them of the time that they will be required at the Winter Service Depot. Drivers who are in work will be sent home no later than to allow adequate driving time i.e. 3-4hrs driving to complete routes. This would normally equate to a rest period of 1-2hrs therefore to leave work at 14:30-15:30hrs if they have been instructed to attend the Winter Service Depot at 18:00hrs. This is to enforce working time directives and driver hour’s regulations.

The Winter Service Officer will, as far as reasonable, instruct that all vehicles are pre-loaded by the Depot/Gully staff prior to commencement of gritting operations.

Throughout the Gritting Operations the Gritting Officer will interrogate the Vaisala and Met Office Web sites and if necessary contact the Met
Office Call Centre to speak with the Duty Forecaster, this will enable him/her to make further decisions or amendments regarding the Gritting Operations.

All information received electronically must be saved and any verbal information received during phone calls with a Met Office Forecaster must be logged in the Gritting Diary that is available on the Vaisala Manager System.

Generally operations will consist of a pre-grit exercise in which Priority Gritting Routes (P1-P5) and Midi Gritting routes (P6-P7) are treated.

Priority 1 footway routes will be pre-gritted when Snow or prolonged periods of Frost and Ice are predicted. (I.e. 5 days)

In prolonged severe weather conditions the Hand Gritted Footway Routes will be issued at the discretion of the Winter Service Officer when resources are available.

Dependent on the weather forecast pre-gritting operations should commence early evening and be fully completed by 23:30hrs.

All routes should be completed before road surface temperatures reach 0°Celsius

All gritting operatives will then be stood down, including Gritting officer. However, dependant on any forecast updates and weather conditions the Gritting officer does, have the authority after consulting with the Met Office Web Site and the Duty Forecaster to continue with an ‘ice patrol’ function, to monitor any change in temperatures and weather conditions.

Midi Gritter operations should commence immediately together with the priority routes.

Footway Gritting will be carried out at the discretion of the Winter Service Officer or the Gritting Officer.

Any other routes (C) will be at the Instruction of the Head of Service or AED, however, if conditions become more severe than predicted and snow and ice are likely to be present for greater than 24 hours the Environmental Services Manager has the authority to instigate treatment of routes (but only when all other priority routes have been satisfactorily dealt with.)

Bus station gritting by the front line gritting vehicle will be carried out within the priority route.

A diary report sheet must, be filled in by the gritting officer for every callout occasion. This is available on the Vaisala Manager Software. This applies to ice patrol or callout of gritting crews, any instruction
given or changes to planned arrangements must be accurately recorded. The paper system must be used in cases of the web link being down or inoperable for any reason at all.

**All treatment/non treatment rational must be thoroughly recorded on the diary section of Vaisala Manager for future reference**

It is the responsibility of the Environmental Services Manager to ensure that there are sufficient vehicles and equipment available from 16.30 hrs (weekdays).

The vehicles will be fully fuelled with backs mounted, (pre-loaded when instructed) and ready for gritting operations. They will be parked in the Winter Service Depot where salt storage and mess/office facilities are provided.

The Gritting Office will contain a Computer to allow access to the Vaisala Manager system, weather information web sites for weather tracking and updates and also the GPS Tracking System. A phone and fax machine will also be available.

All weather reports and updates received from the Met Office and Vaisala web site or received by fax must be printed off and handed in with Gritting report sheet (containing diary report, tonnages used, route sign off sheet, driver records etc.) at 0800hrs to be retained for archiving. Vaisala Manager Software also archives all details of operation for future reference.

5.1 **Vehicle Breakdowns**

Transport Workshops will deal with any breakdowns via their normal operational hours (i.e. 0600 - 2100 Mon – Sat). Outside of these hours, vehicle fitters will be on standby for call-out as necessary.

The Gritting Officer will ensure he is aware of the call out rota prior to commencement of his duties.

**All vehicle defects must be reported Or Nil Defect reported in the Nil Defect Book, which are in every vehicle**

5.2 **Gritting Operations**

Once it has been determined to carry out Gritting Operations the Gritting Officer must call out the Gitter, Midi Gritter and Husky Drivers (if required) asking them to report to the Gritting Depot immediately (or at a pre-determined time). The Operation will be programmed and actioned on the Vaisala Manager System, a continual update of the system is required.

The Gritting Officer should then: -
Pieck up the Gritting File from the Civil Engineering Depot
The file will contain: -
A hard copy of the Operational Plan
All Gritting Rotas
Contact Numbers
Spread Rate and Tonnage Calculator
Risk Assessments and Method Statements

Report to the Winter Service Depot at Tame Street
Prepare routes to be issued to Gritting Drivers
Start Winter Gritting Daily Record Sheet.
Update and monitor Vaisala Manager Software

When the drivers report for duty they should be issued with vehicle keys and check their vehicles, a nil defect sheet must be completed if no defects found

The Gritting officer must inform each driver of the gate settings for the operation.

THE GATE SETTINGS MUST BE CHECKED BY THE DRIVER AND SUPERVISOR BEFORE THE COMMENCEMENT OF EACH ROUTE

Once the vehicles have been started and checked the drivers should be issued with a route and gritting operations should commence.

All drivers must use Tachograph cards to record driving hours, breaks, other work etc. (Out of Scope should be selected).

Note: There is a one-hour response time from calling the drivers to commencing Gritting Routes.
This is one of the Key Performance Indicators and is an important aspect of the winter gritting operations.

Salting should commence immediately after they have loaded and within the 1-hour response time

5.3 Winter Gritting Daily Record Sheet

Winter Gritting Daily Record Sheet should be filled in at commencement of Gritting Operations with all relevant information and the updating of Vaisala Manager Software throughout the operation, completing operations, diary, driver and vehicle information.

5.4 Drivers Reporting to Gritting Depot

Allocate vehicle to the drivers and complete the Manager Software driver and vehicle details.

Complete paper sheet with driver and vehicle details.
Issue route to driver and update Manager Software with relevant details.
When the driver commences his gritting route this time should be inputted as the actual start time on the Manager System.

Complete all the route completed information on Manager Software. Before suspending or ending operations ensure all paper and electronic information is correct and thoroughly completed.

5.5 **Issuing of Mobile Phones**

All drivers must have a fully charged operational mobile telephone, one will be issued if they do not have their own or a works mobile, the number of which will be noted down next to their name on the Gritting Sheet. (Mobile contact details for all drivers is on the bulletin board section of Vaisala Manager Software)

5.6 **Keeping in Contact**

The Gritting Officer must contact all drivers at least once in every hour and monitor vehicle locations via the GPS System

5.7 **Driver Returns to Gritting Depot after Completion of Route**

Check route has been fully completed. If route not completed investigate reasons why and report on the diary section of Manager Software.

Check route has been timed dated and signed off by the driver on the gritting report sheet

Update Manager Software.

Fill in Treated and Spread Tonnage figures (These are pre-set and can be found on the report sheet or in the Spread rate and Tonnage Sheet in the Gritting Book and on the bulletin board section of manager Software).

Note: If the gritting operations are suspended and the drivers are to standby at the depot the time the operations are suspended must be entered into the Gritter and Drivers Time off box and the Drivers only on box filled in with the same time. (Be aware of driver’s hour regulations)

A separate action plan should be started on Manager Software for each completed salting run.

When gritting operations recommence the Vaisala Manger Software should be updated, the paper copy should also be completed with drivers only off box should be filled in with the time gritting operations restarted and the vehicle and drivers on box filled in with the same time.
If gritting operations do not recommence fill in the drivers only off box and reflect this on Vaisala Manager Software.

5.8 **Responsibilities of Midi Gritter Drivers**

Check Midi Gritter Rota for driver on standby. When driver reports to depot, fill in details on Manager Software and paper copy (time driver called). Driver to check vehicle and the midi back is secured correctly.

THE GATE SETTINGS MUST BE CHECKED BY THE DRIVER AND SUPERVISOR BEFORE THE COMMENCEMENT OF EACH ROUTE

Give Driver Midi Gritting route.
Update Manager Software; fill in name and commencement time for Route.
When driver returns to depot check the entire route has been completed.
Driver has signed dated and timed route sheet.
Fill in route completed information on Manager Software.
Add Midi Gritter tonnage to overall tonnage to give Grand Total of salt used.

5.9 **Responsibilities of Husky Gritter and Multihog Drivers**

The Footway Gritting Operation will consist of
2 – Husky Footway Gritting Vehicles
1 – Multihog
1 – Support Vehicle to supply Grit

When driver reports to depot, complete Manager Software information and record on paper copy.
Driver to check vehicle and Husky back is secured correctly.

**All 7.5ton Drivers must use Tachograph cards to record driving hours, breaks, other work etc. (Out of Scope should be selected).**

Give driver Footway Gritting Route
Fill in name and commencement time on Manager Software and update paperwork.
When driver returns to depot check all the route has been completed and driver has signed, dated and timed route.
Fill in route completed information on Manager Software.
Add Husky Gritter tonnage to overall tonnage to give grand total of salt.

5.10 **Termination of Gritting Operations**

When the Gritting Operations are terminated and drivers sent home the Gritting Officer should:
Complete all Vaisala Manager Information and paperwork with time off.
Calculate the total Tonnage for the shift and enter into the Total Tonnnes of Salt Box
Sign and Date Winter Gritting Daily Record Sheet.
Ensure Gritting Route sheets are signed on master report sheet
Complete Diary Report Sheet on Manager System

Drivers of Gritters Midi Gritter, 7.5ton Husky Support Vehicle and Multihog must have completed and handed in

- Nil Defect Report Sheet
- Drivers Record Sheet Copy

ALL GRITTER / MIDI GRITTER ROUTE SHEETS, WINTER GRITTING, DAILY RECORD SHEET, DIARY SHEET, DEFECT REPORT SHEET MUST BE RETURNED TO THE WINTER SERVICE OFFICER or THE DESIGNATED STAND IN AT 0800hrs THE FOLLOWING MORNING.

5.11 Fuelling of Vehicles

A key for the Vehicle Compound on Tame Street where the fuel pumps are situated will be attached to the Gritting Depot keys.

A Texaco Fuel Card will be provided for use when the Vehicle Compound pumps are not available.
The Fuel Card can be used at any Texaco Petrol Station. Nearest Texaco garage is situated at Caroline Street Stalybridge. There is a 24 hour facility located at Crown Point Denton

5.12 Run off of Gritting Vehicles

All gritting vehicles must be run off at the end of every gritting operation and the vehicles park correctly.

A minimum of two gritter backs must be off loaded ready for normal daytime activities unless gritting operations are to carry on as directed by the Winter Service Officer.

5.13 Salt Pile

The salt pile must be kept tidy at all times this is the responsibility of the Gritting Officer.

5.14 Depot Security

It is the responsibility of the Gritting Officer to ensure the Gritting Depot is secure both during and at the end of every shift.
5.15 **Vehicle Accidents Health and Safety and Disciplinary Incidents**

Any incidents occurring during the gritting operations, which involve vehicle accidents, health and safety issues and potential disciplinary action must be fully investigated by the Gritting Officer and a written report presented to the Winter Service Officer or his designated representative at 0800hrs following Gritting Operations.

Please gather all factual information and record all relevant details that will enable/assist further investigations.

5.16 **Training and Development Arrangements**

All operatives working on winter service operations are trained and Certificated to 6159 City and Guilds Winter Maintenance standard.

Gritting Officers are trained in-house on their roles and responsibilities as well as undertaking Met Office and Vaisala training.

5.17 **Health and Safety Procedures**

**Risk Assessments** – Are stored in the Winter Service Depot, all drivers and officers undertake a winter service depot induction that includes relevant RA prior to the winter season.

6 **Facilities, Plant, Vehicles and Equipment**

6.1 **Winter Service Compounds and Facilities**

The Winter Service Depot is located on Tame Street Stalybridge next to the Vehicle Workshops, consisting of a large salt storage area and office accommodation with Kitchen and Toilet facilities.

An additional sheeted salt storage area is located at the rear of the Transfer Waste Station in Tame Street Depot.

6.2 **Fleet inventory**

4no - 18tonne Multi-Lift Vehicle with 7tonne capacity Econ de-mountable gritter back, with Plough Attachment. **Licence Class – Cat C**

2no– 26tonne Multi Lift Vehicle with 9tonne capacity Econ de-mountable gritter back, with Plough Attachment. **Licence Class – Cat C**

2no – 7.5tonne Vehicle with 3tonne capacity Econ de-mountable gritter back **Licence Class – Cat C1**.

1no – 7.5tonne Vehicle with 3tonne capacity SnowEx de-mountable gritter back. **Licence Class – Cat C1**.
1no – 7.5tonne Husky Support Vehicle
Licence Class – C1.

2no – Husky Footpath Gritters with 465ltr capacity de-mountable back
Licence Class – Full.

1no - Multihog gritter with 1.3m³ capacity de-mountable back
Licence Class – Full+ additional Lantra accreditation.

6.3 **Hired Vehicles (if required)**

As and when necessary

6.4 **Location of Plant and Vehicles**

All vehicles are located in the Winter Service Depot at Tame Street Stalybridge

6.5 **Garaging, servicing and maintenance arrangements**

Servicing and maintenance of vehicles are carried out as per
Servicing schedule set by Tameside MBC Transport Workshops

All servicing and repairs on vehicles including hired vehicles are
carried out by Tameside MBC Transport Workshops Located on Tame Street Stalybridge

Telephone No 0161 342 2724

6.6 **Calibration Procedures**

All gritter backs are normally calibrated on a 12 monthly basis prior to
the commencement of gritting operations and after any significant
event (i.e. Known RTC after salting operations undertaken). Calibration
is carried out by Econ Gritters.

Field tests are also undertaken to ensure correct spread rates are
achieved.

6.7 **Fuel Stocks and Locations**

All vehicles and plant should be fuelled at the Tameside MBC
fuel pumps located at the Vehicle Compound Tame Street Stalybridge
If the pumps are inoperative fuel can be drawn from any Texaco
garage. The nearest Texaco garage being located at Caroline Street Stalybridge.

There is a 24 hour facility located at Crown Point Denton.
Fuel can only be drawn on production of the Texaco Fuel Card which can be obtained from the Environmental Services Manager or Winter Service Officer (Carl Bell).

7  **Salt Storage**

7.1  **Location and Capacity of Stocks**

The salt pile is stored undercover and is located at the Winter Service Depot Tame Street Stalybridge, the stock level of salt stored is 2000 tonnes

A covered stockpile containing 2500 tonnes is located at the rear of the Waste Transfer Station in Tame Street Depot.

Total salt stock is **4500 tonnes**

7.2  **Resilience**

The stock capacity of 4500 tonnes will give a minimum of 29 days @150 Tonnes per day (3 runs @ 20g/m2 spread rate), which will be invoked during sustained severe weather periods.

During periods of severe weather spread rates will initially be set @ 40g/m2.

7.3  **Loading Arrangements**

The drivers load their own vehicles using a dedicated JCB Loadall loading shovel. A backup JCB Loadall is available in the Civil Engineering Depot on Tame Street.

7.4  **Resilience Triggers and Interventions**

During severe weather events, Greater Manchester (AGMA) districts have collectively agreed to invoke a considered response to ensure that salt stocks are used effectively and conserved where practical.
# Triggers and Interventions

<table>
<thead>
<tr>
<th>District</th>
<th>Max Stocks</th>
<th>Min Stocks</th>
<th>Trigger 1 (50%)</th>
<th>Trigger 2 (40%)</th>
<th>Trigger 3 (30%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(12 Days resilience - Salt Union intervention)</td>
<td></td>
<td>(reduced service delivery)</td>
<td>(Mutual Aid)</td>
<td>(snow routes only)</td>
</tr>
<tr>
<td>Bolton</td>
<td>4500</td>
<td>1500</td>
<td>750</td>
<td>600</td>
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The above triggers are described below:

**Trigger One**

Rock salt stocks fall **50% or less** of minimum stock levels during the winter period.

**Actions:**

- Grit bin stock refilling activities will be suspended until minimum levels increase.
- Salt Union to be informed of reduction in local service delivery and need for urgent supplies in line with Stock management protocols established within tendered contract conditions. (minimum deliveries to return Authority to ‘Minimum Stock Holding levels, i.e. 12 Days resilience)

**Example**

Minimum stock holding of 2000t, grit bin refills suspended when stock levels fall below 1000t.

**Trigger Two**

Rock salt stocks fall to **40% or less** of minimum stock levels during the winter period, (further actions in addition to the action taken in Trigger One above),

**Actions:**

- Gritting activities will be restricted to the priority transport network only as identified in the relevant policies and plans for Winter Maintenance adopted by the different Greater
Manchester Authorities (Typically these are: ‘A’ roads; major bus routes and other key transport routes including key pedestrian sites and high use pedestrian areas; secondary bus routes; routes to schools and district feeder roads that carry higher levels of traffic; and specific high risk locations including sites with special circumstances e.g. severe gradients). If possible, based on residual salt levels a reduced spread rate should be implemented on these routes.

- During prolonged snow conditions consideration should be taken regarding using a mixture of abrasive aggregates and salt at a ratio of 50/50.
- Emergency meeting of AGMA winter managers to discuss use of any mutual aid arrangements.
- Alternative suppliers should be explored (use of Government strategic reserves and/or separate supplies from partner organisations /overseas etc.

**Example**
Minimum stock holding of 2000t, gritting restricted to priority transport network only when stock levels fall to 800t.

**Trigger Three**
Rock salt stocks fall to **30% or less** of minimum stock levels during the winter period, (further actions in addition to the action taken in Trigger 1 and 2 above)

**Actions:**
- Gritting activities will be restricted to the strategic transport network or Snow Routes only as identified in the relevant policies and plans for Winter Maintenance adopted by the different Greater Manchester Authorities (Typically these are: ‘A’ roads; major bus routes; and other key transport routes.
- If possible, based on residual salt levels further reduced spread rate should be implemented on these routes.

**Example**
Minimum stock holding of 2000t, gritting restricted to strategic transport network only when stock levels fall to 600t.

7.5 **Treatment requirements including Spread Rates**

See Appendix No 2
7.6 **Contacts and Purchasing Arrangements for Supplies**

The salt supplies are purchased via a purchasing agreement negotiated by The Greater Manchester Purchasing Consortium.

The salt is supplied by:
- Compass Minerals formally Salt Union
  3 Kings Court
  Manor Farm Road
  Manor Park
  Runcorn
  WA7 1HR
  Tel no 01606 861850

7.7 **Salt Deliveries**

Commencing November salt usage is reported to Salt Union on a daily basis with deliveries being made to maintain a pre-determined Stock level (4500 tonnes)

8. **Operational Communications**

Daily winter service operations will be posted on the AGMA (Association of Greater Manchester Authorities) web site, allowing all AGMA authorities to assess their decisions along with other AGMA authorities. NB this is currently being looked at to see if a better web based system is available by the AGMA authorities for 2016/17 season

This requires Gritting Officers to report to the Winter Service Officer or nominated deputy, the stocks used the previous day; deliveries received and will also require a proposed action for the forthcoming evening, in order that other AGMA Authorities are informed of likely actions to help co-ordinate strategic route treatments across boundaries. Strategic people throughout the Authority are notified by email linked to the Vaisala Manager Software

The AGMA web site can also be accessed by TfGM (Transport for Greater Manchester) enabling information on the gritting operations being carried out to be cascaded to all the bus companies, Metrolink operators and Transport intersections within the Greater Manchester area.

A news briefing will be provided for Members and senior officers and will be posted on Tameside MBC intranet / internal portal web-sites at regular / daily intervals.

Twitter – The decision on Operations including updates will be published as necessary

Other mediums for communication will be:
- Facebook, Local Radio, Press Bulletins
8.1 **Information and Publicity**

All information, publicity and press releases will be made through Tameside MBC Publicity Department and directly onto the Tameside MBC Staff Portal.

Information concerning gritting operations will be supplied to the Publicity Department by the Head of Service, Environmental Services Manager and/or the Winter Service Officer.

8.2 **Reporting Arrangements and Protocols**

Daily briefings to Officers and Cabinet Deputies by Head of Service during severe weather and when necessary.

8.3 **Inventory and Allocation**

All operatives driving vehicles involved in gritting operations will have a mobile phone.

8.4 **Mobile Phone Numbers**

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<thead>
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<th>Vehicle</th>
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Appendix 1 - Gritting Routes

GRITTING ROUTE P1.docx

GRITTING ROUTE P2.docx

GRITTING ROUTE P3.docx

GRITTING ROUTE P4.docx

GRITTING ROUTE P5.docx

GRITTING PRIORITY ROUTE 1

Proceed to Clarence Street Junction Tame Street Turn Right T/R

(START) CLARENCE ST, T/R STAMFORD ST, T/L RIDGE HILL LANE, T/R SPRING LN, T/R SCHOOL CRESCENT (SECOND ENTRANCE), T/R SPRINGS LN, T/L ARILIES LN, T/L LONGRIDGE AVE, T/R BROADHILL ROAD (PASS THE SCHOOL). T/R HAZELHURST RD, T/L LADYSMITH ROAD, T/L SPRINGS LN (STOP)
Proceed to Springs Lane/Arilies Ln Junc.

(START) RIDGE HILL LN, T/L ST GEORGES ST, T/L CHURCH WALK, T/L RIDGE HILL LN, T/R ST GEORGES SPRINGS LN, T/R DARNTON RD, T/L ARUNDEL STREET, T/L STAMFORD ST, T/R MELLOR RD TO JUNC DARNTON RD (STOP) T/L
Proceed to Darnton Rd/Arundel St Corner

(START) DARNTON RD, T/R MOSSLEY RD, T/R FOUNTAIN STREET, THROUGH HOSPITAL TO MELLOR RD/DARNTON RD LIGHTS (STOP) T/R
Proceed to Mossley Rd Junc Fountain St

(START) MOSSLEY RD, T/L OLD RD, T/L GORSEY LN, T/L HAZELHURST, T/L ASHBOURNE DR, T/R GORSEY LN (STOP)
Proceed to Old Rd Junc Hazelhurst T/R

(START) HAZELHURST RD, T/L GORSEY LN, T/L ROSE HILL RD, T/R PALACE RD, LEECH AVE, PALACE RD, TO QUEENS RD (STOP)
Return to Mossley Rd Junc Old Rd

(START) MOSSLEY RD, ARUNDEL STR, T/R STAMFORD ST TO END OF ONE WAY (STOP) T/R
Proceed to Arundel St Junc Lees Rd T/L

(START) LEES RD TO BOUNDARY (STOP)
Return to traffic lights Lees Rd Junc Stockport Rd T/L

(START) STOCKPORT RD, T/L QUICK RD TO BOUNDARY (STOP)
Return to Stockport Rd T/L

(START) STOCKPORT ROAD TO BOUNDARY (STOP)
Return to Stockport Rd Junc Stalybridge Rd T/L

(START) STAMFORD ROAD, T/R MANCHESTER RD, T/L STANHOPE STREET, T/R EGGMONT ST TO MANCHESTER ROAD (STOP)
T/R Manchester Rd, T/R Stanhope T/L Egmont St

(START) EGGMONT ST, T/L MICKLEHURST RD, WAGGON RD TO JUNC DARNTON RD T/L (STOP)
Proceed to Manchester Rd Junc Manchester Rd

(START) MANCHESTER RD, MOSSLEY WAKEFIELD RD, BEAR LEFT AT LIGHTS STAMFORD ST, T/L HUDDERSFIELD RD, TAKE SECOND ENT DEMESNE DR FULL LOOP TO HUDDERSFIELD RD T/R (STOP)
Proceed to Huddersfield Rd Junc Demesne Dr

T/L Continue along Buckton Vale Rd, Junc Moorgate T/R

(START) MOORGATE RD, T/L MOORGATE DR, T/R MOORGATE RD TO BUCKTON VALE RD (STOP)
Proceed to Buckton Vale Rd, Junc Huddersfield Rd T/R

(START) HUDDERSFIELD RD, T/L WINTERFORD RD, T/L STATION RD, T/L MICKLEHURST RD, TO HUDDERSFIELD ROAD (STOP)
T/R Huddersfield Rd, T/R Staly Rd

(START) STALEY RD, T/L CEMETERY RD TO END (STOP)
Return to Junc Staly Rd

(START) STALEY RD, T/L EGGMONT, T/L CHESHIRE ST, T/L CROWN HILL, T/R QUEENSWAY, REGENT DRIVE, T/R CROWN HILL, T/L BRUNSWICK ST, T/L STALEY RD (STOP)
Proceed to Micklehurstd Junc Mansfield Rd T/L

(START) MANSFIELD RD TO JUNC WINTERFORD RD, T/R (STOP)
Proceed to Huddersfield Rd T/L

(START) HUDDERSFIELD RD, T/L MOORLANDS DR, T/L LOWER HEY INTO HUDDERSFIELD RD T/L (STOP)
Continue to junc Moorlands Dr

(START) HUDDERSFIELD RD, T/L MANCHESTER RD TO JUNC STANHOPE ST (STOP)
Proceed to Mottram Rd Junc Huddersfield Rd lights

(START) MOTTRAM RD LIGHTS, T/L STOCKS LN, T/R CROMPTON ST, T/R MOTTRAM RD, T/R STOCKS LN, T/L HAWK ST, T/L DEMESNE DR, T/L OXFORD ST, T/L STOCKS LN, MOTTRAM OLD RD, T/L STALYHILL DR LOOP PASSING SCHOOL ON LEFT, T/L MOTTRAM OLD RD, T/L MOTTRAM RD, ROE CROSS RD, T/L BACK MOOR (STOP)
Proceed to Spring St Junc Market St T/L

(START) SPRING ST UPTO SCHOOL ENT AND AROUND ROUNDBOUT (STOP)
Proceed to Market St Junc Woolley Lane T/L

(START) WOOLLEY LN TO RIVER BRIDGE (STOP)
Return to Mottram Rd Junc Mottram Old Rd Stalybridge.

(START) MOTTRAM RD, PORTLAND PLACE STAMFORD ST TO JUNC CLARENCE ST (STOP)
Return to Depot

GRITTING PRIORITY ROUTE 2

Turn left out of Tame St Depot

(START) TAME ST,HOLLINS ST,CEETHAM HILL RD, T/L ASHTON RD, T/R LODGE LANE, T/L NEWTON ST, T/R CLARK WAY, T/L MANCHESTER RD, T/L GREAT NORBY ST T/L, T/L CORPORATION ST, T/L MARKET ST, MANCHESTER RD TO LIGHTS T/R (STOP)
Proceed to Clark Way junc Newton St

(START) CLARK WAY, T/L CLARENDON ST, T/L PARK RD, T/L LODGE LN, T/R OLD RD,BENNETT ST,THROUGH SIGNALS, TALBOT RD, T/L BRADLEY GREEN RD, ACRESFIELD RD, T/L ST MARYS RD TO TALBOT RD T/L (STOP)
Proceed along Talbot Rd junc Bradley Green Rd

(START) TALBOT RD, T/L VICTORIA ST, MATLEY LN, T/R ROE CROSS RD, STALYBRIDGE RD THROUGH LIGHTS, MARKET ST, BROADBOTTOM RD, LOWER MARKET ST TO BRIDGE (STOP)
Do not cross Bestill Bridge. Return to Broadbottom Rd junc Ashworth Ln T/L

(START) ASHWORTH LN, T/R JOHN KENNEDY RD TO HYDE RD (STOP)
Return to Ashworth Ln junc John Kennedy Rd T/R

(START) ASHWORTH LN, UNDERWOOD RD, T/L HATTERSLEY RD WEST, HATTERSLEY RD EAST,T/R BEAUFORT RD, OVER BYPASS, CLOUGH END RD, OVER BYPASS, CHAPMAN RD, T/R HATTERLEY ROAD EAST,T/L FIELDS FARM RD TO JUNC HATTERSLEY ROAD WEST (STOP)
Proceed to junc Hattersley Rd East/Field Farm Rd

(START) HATTERSLEY RD EAST TO UNDERWOOD RD (STOP)
Proceed to Underwood Rd junc Hattersley Road West T/R (STOP)

(START) HATTERSLEY ROAD WEST, T/R MOTTRAM RD AROUND ROUNDABOUT ONTO STOCKPORT RD TO END OF DUAL CARRIAGeway AT RAIL BRIDGE.
RETURN ALONG OTHER HALF OF DUAL CARRIAGEWAY TO MS ROUNDABOUT (STOP)
Return to end of dual carriageway at rail bridge, Hattersley

(START) STOCKPORT RD, OVER RAIL BRIDGE, MOTTRAM OLD RD T/R STOCKPORT RD, HYDE T/R AT ROUND ABOUT SMITH LANE OVER JUNC TO MANFIELD RD, GRANGE RD NORTH, T/L WALKER LN, T/L LUMN RD, T/L STOCKPORT RD, T/L PEEL ST, T/R GRANGE RD SOUTH FULL LENGTH CIRCUL ESTATE TO RETURN VIA THE GRANGE, T/L GRANGE RD SOUTH, T/R BACK BOWER LN, T/L WERNETH AVE OVER JUNC SPRING AVE, T/L HIGHAM LN, T/L MOTTRAM OLD RD, STOCKPORT RD, T/L JOEL LANE, T/R WERNETH LOW RD TO BOUNDARY (STOP)
Return to Joel Ln Junc Higham Ln T/R

(START) HIGHAM LN TO JUNC SPRING AVE (STOP)
Proceed to Werneth Ave junc Lym St

(START) LILLY ST T/L STOCKPORT RD, T/R KING EDWARD RD, T/R GLOUCESTER RD,T/R MARLBOROUGH RD, T/L KING GEORGE RD,T/L DOWSON RD,STOCKPORT RD TO BOUNDARY (STOP) Turn around

(START) BOUNDARY STOCKPORT RD T/R STOCKPORT RD, T/L KNOTT LN, T/L ENFIELD ST, T/L STOCKPORT RD, T/L KNOTT LN TO LIGHTS (STOP)
Proceed to Dowson Rd junc Windsor Rd T/L

(START) WINDSOR RD OVER JUNC KNOTT LN T/L GLOUCESTER RD (STOP)
Proceed to Marlborough Rd junc Knott Ln T/R

(START) KNOTT LN THROUGH LIGHTS, BEAR RIGHT Waverley RD, T/L DOWSON RD, T/L GROSVENOR RD,GROSVENOR CREs, T/R FOXHOLES RD TO GROSVENOR RD, T/R STOP
Return to Dowson Rd T/L

(START) DOWSON RD, T/L MARKET ST, T/R UNION ST TO SIGNALS T/R MOTTRAM RD (STOP)
Proceed to Mottram Rd junc Lumn Rd T/R

(START) LUMN RD, TO WALKER LANE (STOP),
Proceed to Stockport Rd junc Market St (ROUNDABOUT WITH CLOCK)

(START) MARKET ST, T/L CHURCH ST, GREAT NORBY ST, T/R CORPORATION ST, T/L WATERS ST, T/R MANCHESTER RD TAKING ENTRANCE INTO BUS STATION,(CIRCLE AND EXIT ONTO MARKET ST) T/L MARKET ST,T/L MARKET PLACE, T/L CLARENDON ST, T/R NEW BEECH ST, T/R ALONG BUS, T/L CLARENDON ST, CLARENDON PLACE, T/L CLARK WAY, T/L CLARENDON ST, CLARENDON RD. VICTORIA ST. T/L CARTWRIGHT ST TO JUNC Talbot RD (STOP) T/R
Proceed to Victoria St roundabout

(START) ROUNDABOUT T/R VICTORIA ST TO JUNC CARTWRIGHT ST.
Proceed to Clarendon St junc, Clark Way T/L

(START) CLARKE WAY, T/L MOTTRAM RD, T/L HALTON ST, T/R HIGH ST, SHEFFIELD RD, T/L MOTTRAM RD TO JUNC HATTERSLEY RD WEST (STOP)
Return to Mottram Rd junc Kerry Way T/L

(START) KERRY WAY TO BRIDGE TURN AROUND AND REVERSE TO CAR PARK ENTRANCE (STOP)
Return to Mottram Rd, T/L

(START) MOTTRAM RD, T/R HALTON ST, COMMERCIAL BROW, ASHTON RD TO JUNC LODGE LN (STOP)
Return to Depot
GRITTING PRIORITY ROUTE 3
Proceed to Tame Street Junction, High Street T/L at lights

(START) HIGH ST, T/R HOUGH HILL RD, T/R FORESTER DR TO HIGH STREET (STOP)
T/R, continue to Junc Hough Hill Rd

(START) HIGH ST, ACRES LN TO MOTTRAM RD SIGNALS T/L (STOP)
Continue to Corporation Street Junc Portland Place at river bridge T/L

(START) CORPORATION ST, T/R MELBOURNE ST, T/R DEAN ST ACROSS TRINITY ST AROUND REAR OF
MARKET HALL TO CORPORATION ST, T/R (STOP)
Continue to Melbourne St junc Castle St/Dean St

(START) MELBOURNE ST, T/L MARKET ST, T/L WATER ST OVER BRIDGE, T/L CASTLE ST, T/R BACK
MELBOURNE ST, LEECH ST, T/R HIGH ST, T/R CAROLINE ST, BEAR LEFT SHEPLEY RD, T/L
MARKET ST, T/R WATERLOO RD, T/R BUS STATION, (CIRCLE BUS STATION EXIT RIGHT ONTO
WATERLOO RD ) TRINITY ST THROUGH BUS LN ARMENIERS SQ TRINITY ST TO LIGHTS T/L
(STOP)
Proceed to Market St junc Stamford St T/L

(START) MARKET ST, RASSBOTTOM ST THROUGH LIGHTS, T/L (STOP)
Proceed to Beaufort Rd junc Montague Rd

(START) BEAUFORT RD, T/L MOSSLEY RD, BEAR LEFT ON BY PASS TO STAMFORD SQUARE, T/L
AFTER SHOPS MONTAGUE RD (STOP)
T/R Beaufort Rd back to lights T/R Stamford Sq.

(START) STAMFORD SQUARE SIGNALS, PARK PARADE, STOCKPORT RD BEAR RIGHT WILLIAMS ST,
T/L MANCHESTER RD A-U-L, MANCHESTER RD AUD TO BOUNDARY, TURN AROUND
Proceed to Manchester Rd junc Ashton Hill Ln

(START) MANCHESTER RD TO JUNC KERSHAW LN (STOP)
Proceed to Manchester Rd/ Lumb Ln signals T/L

(START) LUMB LN, T/R DROYLSDEN RD, MANCHESTER RD, BEAR LEFT LORD SHELDON WAY, CIRCLE
ROAD ACROSS AT VILLAGE HOTEL, LORD SHELDON WAY TO KERI ROUNDABOUT RETURN
LORD SHELDON WAY, T/L MOSS WAY, THROUGH LIGHTS BEAR LEFT AUDENSHAW RD T/R
GUIDE LANE, T/R STAMFORD RD AT LIGHTS (STOP)
Proceed to Corporation Rd junc Egerton St Aud T/L

(START) EGERTON ST TO ASHTON RD T/L (STOP)
Proceed to Dalton Rd/Guide Ln SIGNALS

(START) GUIDE LN, T/L AUDENSHAW RD, MOSS WAY ACROSS MANCHESTER ROAD T/L LORD
SHELDON WAY ACROSS MANCHESTER RD, SNIPES WAY, (DELIVERIES) R/O B&Q FULL CIRCLE
OF RETAIL PARK TO MANCHESTER RD (MACDONALDS), T/L (STOP)
Return via one-way system at Ryecroft Hall to Manchester Rd signals at entrance to Snipe Way.

(START) MANCHESTER RD, OVER M60 THROUGH CHESTER SQ, PARK PARADE TO BT ROUNDABOUT,
T/L TAKING DUKINFIELD TURN OFF, SOUTHLAND ST, WHITELANDS, CRESCENT RD, FOUNDRY ST,
BIRCH LN, T/L YEWFIELD RN T/L TENNYSON AVE FULL CIRCLE BACK TO TREW YEVE LN
(STOP) T/R
Proceed to junc Salsbury Dr T/R

(START) SALISBURY DR, T/R TREE CRESCENT, T/R QUARRY RISE, QUARRY ST T/L HIGH ST, T/R
BAYLEY ST, T/R CLARENCE ST (STOP)
Proceed to Tame St junc High St signals T/R

(START) HIGH ST, OXFORD RD, T/L LODGE LN, T/L CHEETHAM HILL RD, T/R GORSE HALL RD, T/L FIR
TREE LN, T/L WREDE EDGE RD TO YEWFIELD LN (STOP)
Proceed to Fir Tree Crescent junc Quarry Rise

(START) FIR TREE CRESCENT TO FIR TREE LN T/R (STOP)
Continue to junc Cheetham Hill Rd T/L

(START) GORSE HALL RD TO YEWFIELD LN T/R (STOP)
Proceed to Cheetham Hill Rd junc Birch Ln signals T/R

(START) BIRCH LN, T/L DEWSNAP LN, T/R ARMADALE RD, T/R BOYD'S WALK, T/L BIRCH LN (STOP)
Continue J Jeffreys Drive junc Birch Ln T/L

(START) FOUNDRY ST TO PAST CENTRAL RESERVATION (STOP)
Proceed to Town Ln junc Armadale Rd

(START) ARMADALE RD, T/R BOYD'S WALK, T/L KING STREET (STOP)
Continue to King Street junc Thorncliffe Ave, T/L

(START) THORNCLIFFE AVE, T/L DEWSNAP LN TO JUNC ARMADALE RD (STOP)
Continue to junc Richmond Rd T/R

(START) RICHMOND RD FULL CIRCLE TO DEWSNAP LN T/R (STOP)
Proceed to Armadale Rd junc Inverness Rd

(START) INVERNESS RD, T/L THORNCLIFFE AVE JUNCTION DEWSNAP LN, T/R
(START) DEWSNAP LN TO KING STREET T/R (STOP)
Proceed to King St junc Wharf St

(START) KING ST, CAVENDISH ST, T/L OLD ST, T/L BENTINCK ST, T/R STAMFORD ST WEST PAST THE
COURTS, T/R WELBECK STREET, T/L HODGSON ST, T/R (STOP)
Proceed to Katherine St junc Margaret St

(START) KATHERINE ST, T/L CAVENDISH ST, T/L LORD SHELDON WAY, T/R RICHMOND ST (STOP)
Proceed along Richmond St, T/R Knowle Ave, T/R Taunton Rd, T/R Oldham Rd

(START) OLDHAM RD, T/L KATHERINE ST, T/L GAS, T/R WATER ST INTO BUS STATION CIRCLE AND
GRIT, EXIT BUS STATION AND GRIT WATER ST T/L OLDHAM RD THROUGH SIGNALS OVER
"ASDA" JUNC ONTO CAVENDISH STREET, KING ST TO JUNC WHARF ST (STOP)
Turn around. Proceed to Old St junct Cavendish St

(START) CAVENDISH ST, T/R KATHERINE ST, T/L (STOP)
Proceed to Oldham Rd junct old St

(START) OLDHAM RD TAKING MILL IN SLIP TO STALYBRIDGE TO JUNC PARK PARADE (STOP)
Proceed along Park Parade

(START) PARK PARADE HEADING FOR STALYBRIDGE T/L AFTER BT ROUNDABOUT ONTO SLIP T/L
STAMFORD ST EAST PAST "INDIAN OCEAN" TO MOSSLEY RD, T/L OVER ROUNDABOUT ONTO
SCOTLAND STREET, WHITELANDS (STOP) Turn around and return to signals at Scotland St/
Whiteland Rd

(START) SCOTLAND ST OVER JUNC TAKING STAMFORD ST EXIT T/R GEORGE ST, T/R OLD ST, BEAR
LEFT ONTO SLIP ROAD (STOP)
Continue on Arlington link to Penny Meadow T/L

(START) PENNY MEADOW, T/L SERVICE ROAD BY CLOCK AND MARKET HALL, T/L WELLINGTON
ROAD, T/R CAMP ST TO HENRIETTA ST T/R (STOP)
Continue Penny Meadow to junct Old Cross St T/R

(START) OLD CROSS ST T/L OLD ST. BEAR RIGHT ONTO SLIP RD TO ST MICHAEL'S SQ INTO
STAMFORD ST (STOP)
Continue to Stamford St junct George St

(START) STAMFORD STREET TO OLDHAM RD (STOP)
Proceed to Cavendish St junct Old St T/R

(START) OLD ST, T/R DELAMERE ST, T/R STAMFORD ST, T/R BOOTH ST ACROSS OLD ST, GAS ST TO
KATHERINE ST (STOP)
Proceed to BT roundabout taking Mossley Rd slip road.

(START) MOSSLEY RD TO CRICKETS LN T/L. PENNY MEADOW TO ALBION WAY LIGHTS (STOP)
Proceed to Crescent Rd junct RIVERSIDE T/L

(START) RIVERSIDE, PARK RD ACROSS JUNC PARK RD STALYBRIDGE TO TAME ST (STOP)
Return to Depot

GRITTING PRIORITY ROUTE 4
Proceed to CLARENCE ST JUNC STAMFORD ST T/L,

(START) STAMFORD ST, T/R BEAUFORT RD, T/R MONTAGUE RD, QUEENS RD/LEES RD TO OLDHAM
RD BOUNDARY (STOP)
Return to Lees Rd junct Albans Ave T/R

(START) ST ALBANS AVE, T/R BRISTOL AVE, T/L HUNGRION CRESCENT, BRISTOL AVE JUNC GLENDON
CRES T/R (STOP)
Continue along Bristol Ave, junct Glendevon Cres T/L

(START) GLENDON CRESCENT T/R BRISTOL AVE, T/R ALBANS AVE, CIRCLE BROADAOK ROUNDABOUT,
BROADAOK RD, ST CHRISTOPHER'S RD, T/R NOOK LN T/L LEES RD, T/L KINGS RD,
WEYMOUTH RD, T/R HAMPSO RD, T/R WADDICOR AVE TO NOOK LN T/L (STOP)
Proceed to Lees Rd junct Connery Cres, T/L

(START) CONNERY CRES T/L SMALLSHAW LN TO HENRIETTA ST T/R HENRIETTA ST T/R LADBROOKE
RD OVER ROUNDABOUT LADBROOKE RD/ T/L KINGS RD, T/R ALDERLEY ST TO QUEENS RD
(STOP)
T/L Proceed to Queens Rd junct Kings Rd T/L

(START) KINGS RD, T/L CURZON RD, T/L MOSSLEY RD TO LIGHTS (STOP)
Proceed to Queens Rd junct Whiteacre Rd T/L

(START) WHITEACRE RD, T/L CRICKET LN, T/R MOSSLEY RD, T/R PENNY MEADOW, T/R CRICKETS LN
TO JUNC CURZON RD T/L (STOP)
Proceed to Kings Rd junct Union Rd

(START) UNION RD, CANTERBURY ST, T/L HENRIETTA ST, T/R WELLINGTON RD THROUGH BUS LANE,
T/L WELLINGTON RD, CIRCLE IKEA ROUNDABOUT RETURN WELLINGTON RD, T/R
WELLINGTON RD ONTO BUS LANE PAST TAC, T/L HENRIETTA ST T/R ALBION WAY,
ARLINGTON LINK CIRCLE BT ROUNDABOUT TAKING ARLINGTON LINK, ALBION WAY T/R
TURNER LN, T/R LEES ST, T/R HENRIETTA ST T/R ALEXANDER ST, T/L TURNER LN, T/L
ALBION WAY, T/L HENRIETTA ST (STOP)
Proceed to Henrietta St/junct Canterbury St,

(START) HENRIETTA ST, BROADAOK RD, T/L WOOD LN, WILSHAW LN, T/R WILSHAW GROVE, CIRCLE
WILSHAW GROVE, T/L DOWNSHAW RD, T/R YEW TREE CLOSE, T/L BEECH MOUNT T/R REINS
LEA RD, T/L DOWNSHAW RD, T/R OLDHAM RD TO BOUNDARY (STOP) TURN AROUND
Proceed to Oldham Rd junct Springwood Way T/L

(START) SPRINGWOOD WAY, CAMBERWELL DR, SPRINGWOOD WAY TO OLDHAM RD T/L (STOP)
Proceed to Oldham Rd junct Downshaw Rd

(START) OLDHAM RD, T/L STORE ST, REINS LEA RD, T/R DOWNSHAW RD, T/R BEECH MOUNT T/L
REINS LEA RD, STORE ST, T/L OLDHAM RD, T/R WILSHAW LN, T/R VICARAGE RD TO
CRANBOURNE RD (STOP) T/L

(START) VICARAGE RD TO CRANBOURNE RD (STOP) T/R
Proceed to Cranbourne Rd junct Lordsfield

(START) LORDSFIELD TO LEES ST (STOP)
Proceed to Henrietta St junct Cranbourne Rd, T/L

(START) CRANBOURNE RD, T/L OLDHAM RD, T/R TAUNTON RD, T/L KNOWLE AVE, T/R RICHMOND ST,
CIRCLE ROUNDABOUT T/R WORDSWORTH CRESC AND BACK TO LEAVE BY KILTON DRIVE,
T/L FURNESS AVE, T/R KESWICK AVE, PATTERDALE RD, T/R NEWMARKET RD, T/R TAUNTON
RD TO KNOWLE AVE (STOP)
<table>
<thead>
<tr>
<th>(START) Proceed to Knowle Ave junc Ambleside T/R (STOP)</th>
<th>AMBLESIDE, T/R ULLSWATER AVE TO KNOWLE AVE T/L (STOP) Proceed to Ambleside junc Ullswater Ave</th>
</tr>
</thead>
<tbody>
<tr>
<td>(START) AMBLESIDE AVE T/R CROWHILL RD, T/L KESWICK AVE, T/R PENRITH AVE, T/L FURNESS AVE, T/L BOWNESS RD, T/L LAKESIDE AVE TO KESWICK AVE (STOP)</td>
<td>Continue to Crowhill junc Ambleside Ave at shops.</td>
</tr>
<tr>
<td>(START) CROWHILL RD, T/R KNOWLE AVE, T/L RICHMOND ST, T/R KATHERINE ST, T/L WILLIAM ST, T/L MANCHESTER RD, T/R CHESTER SQ, T/R WILLIAM ST TO MANCHESTER RD (STOP)</td>
<td>Proceed to Manchester Rd outside St Peter's Church, Ashton-under-Lyne.</td>
</tr>
<tr>
<td>(START) MANCHESTER RD, T/L MARGARET ST, T/L AND CIRCLE ONE WAY SYSTEM VIA RICHMOND ST, KATHERINE ST, MARGARET ST, BACK TO SIGNALS HEADING FOR WILLIAMS ST BEAR RIGHT AROUND ST PETERS CHURCH, TAKE LANE FOR THE COURTS, T/L WELBECK ST (STOP) T/L PROCEED TO MARGARET ST JUNC PARK PARADE AND GRIT TAKE SLIP RD ONTO PARK PARADE HEADING FOR ASDA (STOP)</td>
<td>Proceed to Cavendish St/Wellingtong Road signals T/R</td>
</tr>
<tr>
<td>(START) CAVENDISH ST, T/R WELLINGTON RD, T/L OLDHAM RD T/L NEWMARKET RD</td>
<td>Proceed to Manchester Rd outside St Peter's Church, Ashton-under-Lyne.</td>
</tr>
<tr>
<td>(START) NEWMARKET RD, LUMB LN, LITTLEMOSS RD, T/L PEREGRINE CRES, T/L LITTLEMOSS RD, T/R MOORSIDE ST, MARKET ST, T/R MEDLOCK ST, SUNNYSIDE RD, T/R GREENSIDE LN TO BUS TURN AROUND (STOP) Return via Greenside Ln junc Sunnyside Rd</td>
<td></td>
</tr>
<tr>
<td>(START) GREENSIDE LN, ACROSS ROUNDABOUT, SCOTT RD (STOP)</td>
<td>Proceed to Manchester Rd, T/L Market St T/L</td>
</tr>
<tr>
<td>(START) GREENSIDE LN, T/R CHAPPEL RD TO JUNC MEDLOCK ST (STOP) Proceed to Medlock St junc Market St T/R</td>
<td>Proceed to North Rd junc Chatsworth Rd</td>
</tr>
<tr>
<td>(START) MARKET ST, T/L ASHTON RD, T/R WILLIAMSON LANE, T/R ASHTON HILL LN, T/L MARKET ST, FAIRFIELD RD, T/R EDGE LANE, T/R NORTH RD, T/L CHATSWORTH RD, T/R EDGE LN TO BOUNDARY, U TURN</td>
<td>Proceed to Edge Ln junc Chatsworth Rd</td>
</tr>
<tr>
<td>(START) EDGE LN TO NORTH RD T/L (STOP) Proceed to North Rd junc Chatsworth Rd</td>
<td>Proceed to Manchester Rd Boundary u-turn to start</td>
</tr>
<tr>
<td>(START) MANCHESTER RD HEADING FOR ASHTON, ASHTON RD, DROYLSDEN RD, T/R AT AUDENSHAW TRAM STOP BEAR RIGHT MANCHESTER RD, AUDENSHAW RD, DROYLSDEN RD, ASHTON RD, MANCHESTER RD TO BOUNDARY (STOP)</td>
<td>Proceed to Manchester Rd (junc Manor Rd)</td>
</tr>
<tr>
<td>(START) MANOR RD, T/R FIVE WAYS ROUNDABOUT, GREENSIDE LN, T/R MARKET ST, T/L ASHTON HILL LN, T/L MANCHESTER RD, T/R AUDENSHAW RD, T/L OFF ROUNDABOUT, AUDENSHAW RD, STOCKPORT RD, WILLIAM ST, T/R AT SIGNALS STAYING IN OUTSIDE LANE BACK TO STOCKPORT RD, T/L, CAMBRIDGE RD, CHEADLE ST, HILL ST, HILLARY ST BEAR LEFT TO SIGNALS, STAYING IN OUTSIDE LANE, RETURN TO STOCKPORT RD, T/R</td>
<td>Proceed to Roundabout (junc South St/Ash Rd)</td>
</tr>
<tr>
<td>(START) GREENSIDE LN, T/L CATTELDEN RD TO JUNC MEDLOCK ST (STOP) Proceed to Medlock St junc Market St T/R</td>
<td>Proceed to Roundabout (junc South St/Ash Rd)</td>
</tr>
<tr>
<td>(START) MANCHESTER RD, HYDE RD, T/L SAXON ST (MORRISON) CIRCLE ROUNDABOUT BACK DOWN SAXON ST TO TRAFFIC LIGHTS HYDE RD T/L TO CROWN POINT, T/L STOCKPORT ROAD (GRIT IN BUS LANE), T/L SAXON ST and Proceed to Crown Point lights</td>
<td>Proceed to Manchester Rd Boundary</td>
</tr>
<tr>
<td>(START) THROUGH CROWN POINT, MANCHESTER ROAD THROUGH M67/M60 ROUNDABOUT MANCHESTER RD (DUAL C/W) TO MANCHESTER BOUNDARY. TURN AROUND AND GRIT RETURN SIDE OF DUAL C/W MANCHESTER RD THROUGH M67/M60 ROUNDABOUT, MANCHESTER RD NORTH, T/R SEYMOUR ST, THROUGH SIGNALS, WINDMILL LN, T/R WINDSOR RD, T/L ANSON RD, T/L THORNLEY LN, T/L WINDMILL LN, T/L WINDSOR RD, T/L DANE RD, T/R KENT RD, T/R ANSON ROAD (STOP) Continue to junc Windsor Rd T/L</td>
<td>Proceed to Depot</td>
</tr>
<tr>
<td>(START) WINDSOR RD, T/R ASH RD, T/R BALMORAL DR, T/R ASHWOOD AVE, T/L WINDSOR RD, T/L HULME RD TO MANCHESTER RD (STOP) T/L</td>
<td>Proceed to Depot</td>
</tr>
<tr>
<td>(START) BALMORAL DR TO JUNC ASH RD (STOP) Proceed to Windsir Ln junc Oldham St T/L</td>
<td>Proceed to Depot</td>
</tr>
<tr>
<td>(START) OLDHAM ST – FULL LENGTH. UNDER MOTORWAY BRIDGE TO JUNC MANCHESTER RD T/R (STOP) Proceed to Depot</td>
<td>Proceed to Depot</td>
</tr>
<tr>
<td>(START) SEYMOUR ST, TAYLOR LN, CORPORATION RD, T/L STAMFORD RD TO ROUNDABOUT (STOP) Return to Stamford Rd junc Corporation Rd.</td>
<td>Proceed to Depot</td>
</tr>
<tr>
<td>(START) STAMFORD RD, SHEPLEY RD, T/R CEMETERY RD, SANDBROOK WAY, T/R ST ANNES RD, TURNER ST, T/L AT SIGNALS, ASHTON ROAD, STOCKPORT RD TO BOUNDARY (STOP)</td>
<td>Proceed to Depot</td>
</tr>
</tbody>
</table>

**GRITTING PRIORITY ROUTE 5**

Proceed to Clarence St junc Whitelands Rd T/L

<p>| (START) WHITELANDS RD TO WYLAWLANDS, CRESCENT RD T/R WHARF ST, T/L KING STREET, VICTORIA RD, DUNKFIELD RD TO JUNCT NEWTON ST (STOP) T/R Proceed to junc Manchester Road, Great Norbury Street |
| (START) MANCHESTER RD, HYDE RD, T/L SAXON ST (MORRISON) CIRCLE ROUNDABOUT BACK DOWN SAXON ST TO TRAFFIC LIGHTS HYDE RD T/L TO CROWN POINT, T/L STOCKPORT ROAD (GRIT IN BUS LANE), T/L Saxon St and Proceed to Crown Point lights | Proceed to Depot |
| (START) THROUGH CROWN POINT, MANCHESTER ROAD THROUGH M67/M60 ROUNDABOUT MANCHESTER RD (DUAL C/W) TO MANCHESTER BOUNDARY. TURN AROUND AND GRIT RETURN SIDE OF DUAL C/W MANCHESTER RD THROUGH M67/M60 ROUNDABOUT, MANCHESTER RD NORTH, T/R SEYMOUR ST, THROUGH SIGNALS, WINDMILL LN, T/R WINDSOR RD, T/L ANSON RD, T/L THORNLEY LN, T/L WINDMILL LN, T/L WINDSOR RD, T/L DANE RD, T/R KENT RD, T/R ANSON ROAD (STOP) Continue to junc Windsor Rd T/L | Proceed to Depot |
| (START) WINDSOR RD, T/R ASH RD, T/R BALMORAL DR, T/R ASHWOOD AVE, T/L WINDSOR RD, T/L HULME RD TO MANCHESTER RD (STOP) T/L | Proceed to Depot |
| (START) BALMORAL DR TO JUNC ASH RD (STOP) Proceed to Windsir Ln junc Oldham St T/L | Proceed to Depot |
| (START) OLDHAM ST – FULL LENGTH. UNDER MOTORWAY BRIDGE TO JUNC MANCHESTER RD T/R (STOP) Proceed to Depot | Proceed to Depot |
| (START) SEYMOUR ST, TAYLOR LN, CORPORATION RD, T/L STAMFORD RD TO ROUNDABOUT (STOP) Return to Stamford Rd junc Corporation Rd. | Proceed to Depot |
| (START) STAMFORD RD, SHEPLEY RD, T/R CEMETERY RD, SANDBROOK WAY, T/R ST ANNES RD, TURNER ST, T/L AT SIGNALS, ASHTON ROAD, STOCKPORT RD TO BOUNDARY (STOP) | Proceed to Depot |</p>
<table>
<thead>
<tr>
<th><strong>(START)</strong></th>
<th>Proceed to along Stockport Rd junc Cemetery Rd T/R</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>(START)</strong></td>
<td>CEMETERY RD TO CEMETERY ENTRANCE TURN ROUND, THEN T/L WAKELING RD (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Proceed to Stockport Rd junc Two Trees Ln lights T/R</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>TWO TREES LN, T/R HAUGHTON GREEN ROAD, T/L MANOR ROAD, T/R MILL LN, T/R READ ST, T/L MANCHESTER RD, T/L MILL LN TO JUNC READ ST (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Return to Mill Ln junc Manor Rd</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>MILL LN OVER ROUNDABOUT HAUGHTON GREEN RD, MANCUNIAN RD, T/L LANCASTER RD, T/L TWO TREE LN, T/R VAUDREY LN, T/R MOORFIELD AVE TO JUNC TWO TREES LN</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Proceed to Two Trees Ln junc Mancunian Rd T/R</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>MANCUNIAN RD TO LANCASTER RD (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Proceed to Mill Ln junc Moorfield Ave T/L</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>MOORFIELD AVE, T/R VAUDREY LN, T/R LEESWAY DR, T/R WHITTTLES AVE, T/R ST LAWRENCE RD, T/L LINDEN RD, T/R FIR RD, T/R HAUGHTON HALL RD, T/L HYDE ROAD, T/R EDWARD ST, T/L TAME ST (T/L ASHTON RD), T/L YORK RD (T/R EDWARD ST), T/L WOOD ST, THORNLEYS RD, T/R CRICKET ST, T/L HERBERT ST, T/R BROOKGROVE LN, T/L ST ANNES DR, T/R ST ANNES RD TO JUNC M67 (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Proceed to Ruby St Junc Manchester Rd T/L</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>RUBY ST, CITY AVE, T/R TOWN LN, T/L AUBURN RD, T/R RUSKIN AVE., T/R TOWN LN, T/L TOMCROFT LN, KENNEDY WAY, T/L MILLBROOK AVE, T/L WARREN CLOSE, MILLBROOK AVE, T/L WARREN CLOSE, T/L TOWN LN TO JUNC RUSKIN AVE (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Return to Town Ln junction City Ave</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>TOWN LN TO STOCKPORT RD T/R (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Continue to junc Pendle Rd T/R</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>PENDLE RD FULL CIRCLE AND ALONG CIRCULAR RD TO TOWN LN T/R (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Continue to junc Acre St T/L</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>ACRE ST, T/R DUKE ST, T/L MARKET ST, ALBERT ST, T/L STOCKPORT RD, T/L VICTORIA ST, MARKET ST (TAXI RANK), T/L MANCHESTER RD (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Continue to junc Acre St T/L</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>ACRE ST, T/R CEDAR ST, T/L SHOEcroft AVE, T/R RUBY ST (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Proceed to Ashton Rd junc Walker St</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>ASHTON RD, T/R TAME ST (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Proceed to Tame St junc Edward St T/L</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>EDWARD ST TO ST ANNES RD</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Proceed to Turner St junc Ashton Rd T/R</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>ASHTON RD, DENTON RD, T/R SHEPLEY RD, T/R GLOBE LN, T/R BROADWAY TO DUKY RD T/L (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Proceed to Victoria Rd junc Globe Ln T/L</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>GLOBE LN TO BROADWAY (STOP)</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>Proceed along Globe Ln to junc Ashley Sl T/R</td>
</tr>
<tr>
<td><strong>(START)</strong></td>
<td>ASTLEY ST T/R FIFTH AVE, CIRCLE RETURN TO ASTLEY ST T/R ASTLEY ST, T/L CHARLES ST, WHARF ST THROUGH LIGHTS, T/R HILL ST, T/L ASTLEY ST, T/L CRESCENT RD, T/R OLD RD TO CEMETERY AND RETURN TO GRIT ASTLEY ST OVER JUNC. CONTINUE ASTLEY ST THROUGH LIGHTS T/L CHAPEL ST, OVER JUNC PAST TOWN HALL, T/R CRESCENT RD, T/R CHAPEL HILL CEMETERY WAR MEMORIAL TO CRESCENT RD, T/R CRESCENT RD, T/R TOWN LN, T/L JEFFREYS DR TO LIGHTS T/L SANDY LN, T/R HYDE ST, T/R OXFORD RD, T/R SANDY LANE, T/L PROSPECT RD TO CEMETERY, RETURN TO SANDY LANE, T/L SANDY LANE, CLARENCE ST, T/R TAME ST TO DEPOT DOORS (STOP) return to depot</td>
</tr>
</tbody>
</table>
**P6 MIDI ROUTE**

Proceed to **STALYBRIDGE** and treat Melbourne Street and Castle Street, Waterloo Road and Rassbottom Street car parks

Proceed to Wakefield Road j/o Stamford Street, Stalybridge T/L HEADING FOR MOSSLEY

**[START]** TREAT SLIP ROAD **[STOP]**

Proceed to Stavley Ave j/o Buckingham Road  **[START]** BUCKINGHAM RD T/R SANDRINGHAM AVE FULL LENGTH **[STOP]**

Turn round proceed to Buckingham Road j/o Sandringham Ave  **[START]** BUCKINGHAM TO RIDGEHILL LANE **[STOP]**

Proceed to Aries Lane j/o Ridgehill Lane  **[START]** TREAT TO ARIES COTTAGES **[STOP]**

Proceed to  **Melior Road Car Park** and treat

Proceed to **ASHTON** Twirl Hill Road opposite Alt Hill Lane junction Lees Road, T/R  **[START]** TWIRL HILL ROAD, T/R LILY LANES TO JUNCTION LEES RD **[STOP]**

T/R Proceed to  **ASHTON** Alt Hill Lane junction Lees road, T/L  **[START]** ALT HILL LANE, T/R PARK BRIDGE RD AT PARK BRIDGE DIRECTION SIGN, UPHILL PAST VISITOR CENTRE AND DINGLE TERRACE, DEAN TERRACE (unmade), T/R MILLBROW, BEAR RIGHT ALT HILL RD BACK TO PARKBRIDGE RD **[STOP]**

Proceed to  **MOSSLEY** Broadcarr Lane j/o Mossley Road  **[START]** FULL LENGTH TO OLDHAM BOUNDARY **[STOP]**

Proceed to  **Luxley Road** j/o Mossley Road  **[START]** LUZLEY RD PAST HARE AND HOUNDS TO STAMFORD ST MOSSLEY **[STOP]**

Proceed to Quick edge Rd j/o Lees Rd  **[START]** QUICK EDGE RD TO SAVILLE BUILDINGS **[STOP]**

Proceed to George St j/o Stamford St  **[START]** GEORGE ST, T/R HANOVER ST, T/R ARGYLE ST, T/L MARKET ST, T/L MOUNTAIN ST, T/L HANOVER ST **[STOP]**

Continue via Argyle St to Market St j/o Mountain St  **[START]** MARKET ST, OLD BROW TO LIVINGSTONE SCHOOL **[STOP]**

Return to Wyre St j/o Market St  **[START]** WYRE ST, T/L STAMFORD ST **[STOP]**

Treat Market Street car park

Proceed to Carrhill Rd j/o Stockport Rd  **[START]** CARRHILL RD, T/R MILL LANE TO LOW BRIDGE **[STOP]** (DO NOT GO UNDER BRIDGE)

Return to j/o Mill Lane/Carrhill Rd T/R  **[START]** MILL LANE TO MANCHESTER RD **[STOP]**

Return to Mill Lane j/o Manchester Rd  **[START]** MILL LANE TO MANCHESTER RD **[STOP]**

Proceed to  **Abney Rd** Manchester Rd  **[START]** ABIY ROAD, ANDREW ST TO BARNGATE DR **[STOP]**

Proceed to Mill St j/o Manchester Rd  **[START]** MILL ST, T/R INTO CARPARK AND TREAT RETURN TO MILL ST, T/R MILL ST TO WAGGON RD **[STOP]**

Proceed to Moorside Rd j/o Winterford Rd  **[START]** MOORSIDE RD, T/R MANSFIELD RD, T/R DALESFIELD CRESCENT TO MOORSIDE RD **[STOP]**

Proceed to The Sycamores j/o Mansfield Rd  **[START]** THE SYCAMORES, T/L THE ROWANS, T/L HOLLINS LANE, T/R KING ST TO STATION RD **[STOP]**

Proceed to Hollins Lane j/o Micklehurst Rd  **[START]** HOLLINS LANE TO KING STREET **[STOP]**

Proceed to **STALYBRIDGE** Huddersfield Rd j/o Crowswood Drive  **[START]** CROWSWOOD DRIVE, T/L CHESHIRE RD TREAT FULL LENGTH GO TO CROWHILL AND TREAT FULL LENGTH **[STOP]**

Proceed to Crowswood Drive j/o Crowshill, T/R  **[START]** CROWHILL TO END **[STOP]**

Proceed to Buckton Vale Rd j/o Oakfield Ave, T/L  **[START]** OAKFIELD AVE, T/L CARRBROOK CRES FULL CIRCLE MOORLAND RD, T/R BUCKTON DR T/L HUDDERSFIELD RD **[STOP]**

Continue to new estate of Crowswood Drive opposite St James church  **[START]** CROWSWOOD DR, T/R WHIMBERY DR, T/R STANDRICK HILL TO END **[STOP]**

Return to Whimberry Dr T/R  **[START]** WHIMBERY DR, T/L CROWSWOOD DR TO JUNCTION WHIMBERY DR **[STOP]**

Proceed to Besom Lane j/o Huddersfield Rd, T/R  **[START]** BESOM LANE TO HIGHER HYDE GREEN **[STOP]**

Proceed to Cypress Oaks j/o Huddersfield Road, T/R  **[START]** CYPRESS OAKS TO END **[STOP]**

Return to Cypress Oaks j/o Alder Drive, T/R  **[START]** ALDER DRIVE, T/L CEDAR AVE TO JUNCTION CYPRUS OAKS **[STOP]**

Proceed to Grove Rd j/o Huddersfield Rd, T/R  **[START]** GROVE RD SPRINGBANK LANE (across Wakefield Rd) JOHN ST TO HALL AVE **[STOP]**

return and treat one way out to Wakefield Rd, T/R Proceed to  **ASHTON** Cobden St j/o Stamford St Ashton  **[START]** COBDEN ST T/R CURRIER LANE TO SCOTLAND ST **[STOP]**

Proceed to **DUKINFIELD** town hall carpark and treat

**RETURN TO DEPOT**
P7 MIDI ROUTE

Proceed to Kay St junction Forester Drive **STALYBRIDGE**

(START) KAY ST, T/L ASTLEY ST, BEAR RIGHT HOUGH HILL RD, T/R SPRINGBANK ST, T/L OAK TREE CRESCENT, T/L RANGE RD, T/R SPRINGBANK ST, T/L FORESTER DRIVE, TO HOUGH HILL RD (STOP)

Proceed to Hereford way junction Mottram Old Rd

(START) HEREFORD WAY FULL LENGTH (STOP)

Proceed to Quarry Clough junction Mottram Old Rd

(START) QUARRY CLough, FOXHILL DRIVE, QUARRY CLough, T/R OLD RD, TO MOTTRAM RD (STOP)

Proceed to Woodlands Rd, junction Mottram Rd

(START) WOODLANDS RD, T/L LINDEN RD, T/R BURNSIDE, ACROSS MOTTRAM RD WOODEND LANE, BARDSLEY GATE AVE (STOP)

Return to junction Woodend Lane, T/L (START) BLUNDERING LANE TO MATLEY LANE (STOP)

Proceed to Hobson Moor Rd opposite Matley Lane

(START) HOBSON MOOR RD TO JUNCTION DEWSNAP LANE (RETURN TO JUNCTION OLD RD, T/L) OLD RD TO JUNCTION ROE CROSS RD/BACKMOOR (STOP)

Proceed to **LONGDENDALE** Church Brow junction Market St (START) CHURCH BROW CONTINUE ALONG LITTLEMOOR RD DOWN GORSEY BROW TO MARKET ST, T/R AND T/L DOWN MILL BROW, T/L OLD ST, T/L BOSTOCK RD, T/R LOWER MARKET ST OVER BESTHILL BRIDGE TO LAYBY OPPOSITE CHURCH (STOP)

Turn around and proceed to junction Hillend Lane, T/R (START) HILLEND LANE TO JUNCTION LITTLEMOOR RD (STOP)

Proceed to Chainbar Lane Mottram junction Stringer Ave

(START) CHAINBAR LANE (full length to junction Ashworth Lane) (STOP)

Proceed to Longdale Drive junction John Kennedy Road

(START) FULL LENGTH LONGDALE DRIVE CHAMBERS COURT AND ATHERTON AVE, T/L GO TO BUS TURN AROUND Gritt Bus TURN AROUND, T/L Gritt JOHN KENNEDY ROAD TO MOTTRAM ROAD (STOP)

Proceed to **HYDE** Spring Avenue j/o Higham Lane T/R

(START) HIGHAM LANE TO MOTTRAM ROAD (STOP)

Proceed to UNION ST AND BEELY ST (rear of kfc) CAR PARKS

Proceed to Oldham Street junction of Corporation Street

(START) OLDHAM ST, T/R CHURCH STREET TO GREAT NORBURY ST (STOP)

Proceed to Great Norbury St junction of Sydall St

(START) SYDALL ST, T/R HENRY ST, T/L CHURCH ST, T/L OLDHAM ST, T/L SYDALL ST, T/R HENRY ST TO CORPORATION ST (STOP)

Treat Water St Chapel St Cross St and Grafton St car parks

CLARENDON STREET CARPARK

Proceed to Manchester Rd junction of Raglan St

(START) RAGLAN ST FULL LENGTH (STOP)

Proceed to Bennett St junction Old Rd

(START) LOWER BENNETT STREET TO JUNCTION DUKINFIELD ROAD (STOP)

Proceed to Queen Street car park **DENTON** and treat

Proceed to **DROYLSDEN** and treat Canal St, Greenside Lane and Market St (o/s football club) car parks

Proceed to Union St car park and treat ALSO TREAT FOOTWAY ON BRIDGE DECK HENRIETTA ST TO ASHTON NORTHERN BYPASS THEN TREAT CAR PARKS - Henrietta St, Wimpole St, Mulberry St, Union St, Old cross St, Church St, Water St Crown St Mill lane and Burlington St CAR PARKS

RETURN TO DEPOT
## SNOW ROUTES- PLOUGHING ROUTES

<table>
<thead>
<tr>
<th>SNOW ROUTE 1</th>
<th>MOSSLEY-STALYBRIDGE-MOTTRAM- ALL ROUTE TO BE PLOUGHED BOTH DIRECTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>START</td>
<td>Proceed Tame St junc Clarence St T/R</td>
</tr>
<tr>
<td>START</td>
<td>CLARENCE ST,T/L STAMFORD ST,T/R MELLOR RD,T/R DARNTON RD,T/L SPRINGS LN,RIDGE HILL LN T/L AT TRAFFIC LIGHTS (STOP) Proceed to Stamford St junc Wakefield Rd</td>
</tr>
<tr>
<td>START</td>
<td>STAMFORD ST,PORTLAND PLACE,MOTTRAM RD,ROE CROSS RD,BACK MOOR TO ENALS (STOP) Proceed to Mottram Moor junc Woolley Ln T/R (GUN INN)</td>
</tr>
<tr>
<td>START</td>
<td>WOOLLEY LANE FULL LENGTH (TURN AROUND) Return to Mottram Moor junc Back Moor</td>
</tr>
<tr>
<td>START</td>
<td>BACK MOOR,T/L STALYBRIDGE RD, MARKET ST, BROADBOTTOM RD, LWR MARKET ST TO BRIDGE, TURN AROUND AND GRIT, LWR MARKET ST,STALYBRIDGE RD,ROE CROSS RD,MOTTRAM RD,PORTLAND PLACE,STAMFORD ST, T/L CLARENCE ST, T/L TAME ST (STOP) Return to Depot to reload.</td>
</tr>
<tr>
<td>START</td>
<td>Proceed to Clarence St junc Stamford Rd T/R</td>
</tr>
<tr>
<td>START</td>
<td>STAMFORD ST,BEAR LEFT WAKEFIELD RD,MANCHESTER RD MOSSLEY,T/L HUDDERSFIELD RD FULL LENGTH TO TRAFFIC SIGNALS AT MOTTRAM RD (STOP) Turn around and return to Mottram Rd junc Huddersfield Rd</td>
</tr>
<tr>
<td>START</td>
<td>HUDDERSFIELD RD,T/L MANCHESTER RD, T/L STANHOPE ST,T/L EGMONT ST,T/R STAYLEY RD,T/L HUDDERSFIELD RD (STOP) Proceed to Manchester Rd junc Stamford Rd</td>
</tr>
<tr>
<td>START</td>
<td>STAMFORD RD,LEES RD MOSSLEY TO BOUNDARY TURN AROUND AND GRIT BACK, LEES RD,STAMFORD RD,T/R MANCHESTER RD,WAKEFIELD RD, T/R AT TRAFFIC LIGHTS ONTO STAMFORD ST STALYBRIDGE (STOP) Return to depot to reload</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SNOW ROUTE 2</th>
<th>HYDE/DUKINFIELD- ALL ROUTE TO BE PLOUGHED BOTH DIRECTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>START</td>
<td>Proceed to Tame St junc High St Stalybridge</td>
</tr>
<tr>
<td>START</td>
<td>TAME ST THROUGH SIGNALS,HOLLINS ST,CHEETHAM HILL RD,T/L ASHTON RD,COMMERCIAL BROW,HALTON ST,T/L MOTTRAM RD TO HATTERSLEY ROUNDABOUT (STOP) AND RETURN TO MOTTRAM RD EXIT</td>
</tr>
<tr>
<td>START</td>
<td>MOTTRAM RD, T/L KERRY WAY TO CAR PARK TURN AROUND RETURN TO MOTTRAM RD T/L, MOTTRAM RD,T/L UNION ST,T/R MARKET ST, MANCHESTER RD, T/R CLARKWAY TO MOTTRAM RD JUNC UNION ST (STOP) Proceed to Union St junc Stamford Rd T/L</td>
</tr>
<tr>
<td>START</td>
<td>MARKET ST CIRCLE CLOCK ROUNDABOUT, MARKET ST, T/L DOWSON RD, STOCKPORT RD TO BOUNDARY TURN ROUND</td>
</tr>
<tr>
<td>START</td>
<td>STOCKPORT RD BEAR RIGHT STOCKPORT RD,BEAR LEFT STOCKPORT RD ( PAST MINI TESCO) CIRCLE CLOCK ROUNDABOUT AND EXIT STOCKPORT RD, T/L LILLY ST, WERNETH AVE, T/L MOTTRAM OLD RD,STOCKPORT RD TO HATTERSLEY ROUNDABOUT (STOP) CIRCLE AND TAKE STOCKPORT RD EXIT</td>
</tr>
<tr>
<td>START</td>
<td>STOCKPORT RD, MOTTRAM OLD RD, STOCKPORT RD, T/R DOWSON RD, T/L MARKET ST, T/R UNION ST,CLARKWAY, T/L MANCHESTER RD BEAR LEFT INTO BUS STATION AND CIRCLE, RETURN TO MARKET ST EXIT T/L MARKET ST TO UNION ST (STOP) Proceed to Mottram Rd junc Clarkway T/R</td>
</tr>
<tr>
<td>START</td>
<td>MOTTRAM RD, T/L HALTON ST,COMMERCIAL BROW,ASHTON RD, BIRCH LN TO JCT YEW TREE LN (STOP) Proceed to Birch Ln jct Oxford Rd Tr</td>
</tr>
<tr>
<td>START</td>
<td>OXFORD RD, T/L SANDY LN, T/R HYDE ST, T/R OXFORD RD,T/R SANDY LN,T/L PROSPECT RD UPTO CEMETARY GATES RETURN T SANDY LN (STOP) RETURN TO DEPOT TO RELOAD</td>
</tr>
</tbody>
</table>
### Snow Route 3
**Dukinfield - Ashton - Audenshaw Route to be Ploughed in Both Directions When Asked to Grit Both Ways**

Proceed to Clarence St junc Stamford St T/L

<table>
<thead>
<tr>
<th>Start</th>
<th>Directions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stamford St, T/R Beaufort Rd, T/R Montague Rd, Queens Rd, Lees Rd A-U-L to Boundary (Stop)</td>
<td>Turn Around</td>
</tr>
<tr>
<td>Lees Rd, Queens Rd, T/L Mossley Rd, T/R Fountain St through Hospital (on split level) to Traffic Signals at Mellor Rd, T/R Darnton Rd, T/R Mossley Rd, Stamford St Mossley, ArunDEL St, Stockport Rd, T/L Quick Rd to Boundary (Stop)</td>
<td>Return to Stockport Rd T/L</td>
</tr>
<tr>
<td>Stockport Rd to Boundary (Stop)</td>
<td>Turn Around</td>
</tr>
<tr>
<td>Stockport Rd, Market St, Stamford St, Mossley Rd, to BT Roundabout Circle and then take exit for Arlington Link, Albion Way, Wellington Rd, Circle IKEA Roundabout Exit Wellington Rd, Albion Way, T/L Penny Meadow, Crickets Ln, T/R Mossley Rd, T/L Beaufort Rd, T/L Stamford St to Clarence St (Stop)</td>
<td>Return to depot to reload</td>
</tr>
<tr>
<td>Proceed to Stamford St/ Stamford Sq traffic signals (SAN ROCCO)</td>
<td></td>
</tr>
<tr>
<td>Stamford St, Park Parade, Stockport Rd, Williams St, Bear Right, Manchester Rd and take Slip Rd to Stockport Rd heading for Guide Bridge, Audenshaw Rd, through signals Moss Way, T/R Manchester Rd, Park Parade, T/L Cavendish St, T/R Wellington Rd, T/L Oldham Rd to Boundary (Stop)</td>
<td>Turn Around</td>
</tr>
<tr>
<td>Oldham Rd Boundary, T/L Water St and enter Bus Station Circle and exit Water St, T/L Oldham Rd, (Over ASDA Roundabout) Cavendish St, King St, T/L Astley St, T/L Crescent Rd, T/R Old Rd, Hall Green Rd to Cemetary Gates (Stop)</td>
<td>Return to Crescent Rd T/R</td>
</tr>
<tr>
<td>Crescent Rd, Whieldons, Scotland St and exit Mossley Rd, T/L Penny Meadow, T/L Arlington Link heading for Stalybridge, Stamford St to Mellor Rd (Stop)</td>
<td>Return to depot to reload</td>
</tr>
</tbody>
</table>

### Snow Route 4
**Ashton - Droylsden - Audenshaw Route to be Ploughed in Both Directions When Asked to Grit Both Ways**

Proceed to Lees Rd junc St Albans Ave T/L

<table>
<thead>
<tr>
<th>Start</th>
<th>Directions</th>
</tr>
</thead>
<tbody>
<tr>
<td>St Albans Ave, T/R Broadway Rd, T/R Wood Ln, Wilshaw Ln, Newmarket Rd, Littlemoor Rd, Lumby Ln, Moss Side St, Market St, T/L Ashton Rd, Droylsden Rd, Manchester Rd, Bear Left Lord Teddington Way Circle Roundabout at Cinema Continue to IKEA and Circle Return along Opp Bypass, T/L Moss Way, T/L onto Access Road to Ashton Fire Station (Satellite Lane) Get to Station, Return to Moss Way and T/L Moss Way, Bear Left Audenshaw Rd, T/R Guide Ln, T/L Shepley Rd, Ashton St, T/L Astley St to King St Lights (Stop)</td>
<td>Return to depot to reload</td>
</tr>
<tr>
<td>Proceed to Stockport Rd junc Williams St signals</td>
<td></td>
</tr>
<tr>
<td>Williams St, Bear Left Manchester Rd to Audenshaw Boundary (Stop) Turn Around</td>
<td></td>
</tr>
<tr>
<td>Manchester Rd, Bear Left Lumb Lane, Droylsden Rd, Ashton Rd, Manchester Rd to Droylsden Boundary (Stop) Turn Around</td>
<td></td>
</tr>
<tr>
<td>Manchester Rd, T/R Market St, Fairfield Rd, T/R Edge Ln, Through Manchester Rd Signals to Boundary at Clayton Bridge (Stop)</td>
<td>Return to Edge Lane junc North Rd T/L</td>
</tr>
<tr>
<td>North Rd, T/R Lewis Rd, T/L Manor Rd, T/R Greenside Ln, T/R Market St (Stop)</td>
<td>Proceed to Market St junc Ashton Hill Ln T/L</td>
</tr>
<tr>
<td>Ashton Hill Ln, T/L Manchester Rd, T/R Audenshaw Rd to Junc Moss Way (Stop)</td>
<td>Proceed to Manchester Rd junc Lumb Ln Signals (Ryecroft Hall)</td>
</tr>
<tr>
<td>Manchester Rd, T/R Lumb Ln, T/R Droylsden Rd, Manchester Rd to Motor Way Slip Road (Stop)</td>
<td>Proceed along Manchester Rd, Park Parade to Cavendish St signals</td>
</tr>
<tr>
<td>Park Parade, Stamford St to Clarence St (Stop)</td>
<td>Return to depot</td>
</tr>
</tbody>
</table>

---
<table>
<thead>
<tr>
<th>Route 5</th>
<th>Dukinfield-Stalybridge-Hyde-Denton</th>
<th>Route to be ploughed in both directions when asked to grit both ways</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proceed to Tame ST Junc Clarence ST T/L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Start</td>
<td>CLARENCE ST, SANDY LN, HYDE ST, T/L OXFORD RD, HIGH ST, ACRES LN TO MOTTRAM RD, T/L (STOP)</td>
<td></td>
</tr>
<tr>
<td>Proceed to Stamford ST Junc Market ST (old clinic) T/L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Start</td>
<td>MARKET ST, CROSS TRINITY ST ONTO MARKET ST, T/R WATERLOO RD, T/R STALYBRIDGE BUS STATION CIRCLE AND EXIT WATERLOO RD, T/R MARKET ST, RASSBOTTOM ST TO TRAFFIC LIGHTS (STOP)</td>
<td></td>
</tr>
<tr>
<td>Proceed to Clarence ST Junc Park Rd T/R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Start</td>
<td>PARK RD, RIVERSIDE, T/L CRESCENT RD, FOUNDRY ST, BIRCH LN, T/L YEW TREE LN, T/L TENNYSON AVE CIRCLE AND RETURN TO YEW TREE LN, T/R (STOP)</td>
<td></td>
</tr>
<tr>
<td>Proceed to Yew Tree Ln Junc Lyne Edge Rd T/R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Start</td>
<td>CLARENCE ST, SANDY LN, HYDE ST, T/L OXFORD RD, HIGH ST, ACRES LN TO MOTTRAM RD, T/L (STOP)</td>
<td></td>
</tr>
<tr>
<td>Proceed to Stamford ST Junc Market ST (old clinic) T/L</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Start</td>
<td>MARKET ST, CROSS TRINITY ST ONTO MARKET ST, T/R WATERLOO RD, T/R STALYBRIDGE BUS STATION CIRCLE AND EXIT WATERLOO RD, T/R MARKET ST, RASSBOTTOM ST TO TRAFFIC LIGHTS (STOP)</td>
<td></td>
</tr>
<tr>
<td>Proceed to Clarence ST Junc Park Rd T/R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Start</td>
<td>PARK RD, RIVERSIDE, T/L CRESCENT RD, FOUNDRY ST, BIRCH LN, T/L YEW TREE LN, T/L TENNYSON AVE CIRCLE AND RETURN TO YEW TREE LN, T/R (STOP)</td>
<td></td>
</tr>
<tr>
<td>Proceed to Yew Tree Ln Junc Lyne Edge Rd T/R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Start</td>
<td>MARKET ST, CROSS TRINITY ST ONTO MARKET ST, T/R WATERLOO RD, T/R STALYBRIDGE BUS STATION CIRCLE AND EXIT WATERLOO RD, T/R MARKET ST, RASSBOTTOM ST TO TRAFFIC LIGHTS (STOP)</td>
<td></td>
</tr>
<tr>
<td>Proceed to Clarence ST Junc Park Rd T/R</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Start</td>
<td>PARK RD, RIVERSIDE, T/L CRESCENT RD, FOUNDRY ST, BIRCH LN, T/L YEW TREE LN, T/L TENNYSON AVE CIRCLE AND RETURN TO YEW TREE LN, T/R (STOP)</td>
<td></td>
</tr>
<tr>
<td>Proceed to Yew Tree Ln Junc Lyne Edge Rd T/R</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Wet Spots and High Routes**

- **Gritting - Wet Spot and High Route 1**: GRITTING - WET SPOT AND HIGH ROUTE 1.docx
- **Gritting - Wet Spot and High Route 2**: GRITTING - WET SPOT AND HIGH ROUTE 2.docx

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**Start**: 10:00 AM

**End**: 12:00 PM

**Total Duration**: 2 Hours

---

**Route Start**: Dukinfield

**Route End**: Stockport

**Total Distance**: 60 Miles

**Average Speed**: 30 mph

**Fuel Consumption**: 10 Gallons

**Estimated Cost**: £150
<table>
<thead>
<tr>
<th>(START)</th>
<th>Proceed to ACRES LN JUNC TRINITY ST (TESCOS) T/L PLEASE BLAST ANY WATER RUN OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRINITY ST OVER ROUNDABOUT, ARMENIERS SQ, T/L TRINITY ST, T/L CORPORATION ST, T/R MELBOURNE ST, T/L MARKET ST, T/R WATERLOO RD, T/R INTO BUS STATION, (CIRCLE BUS STATION, EXIT RIGHT ONTO WATERLOO RD) TRINITY ST THROUGH BUS LANE TO CORPORATION ST (STOP) Proceed to Mottram Rd junc Stocks Ln T/L</td>
<td></td>
</tr>
</tbody>
</table>

| (START) | STOCKS LN, MOTTRAM OLD RD, T/L STALYHILL DR LOOP PASSING SCHOOL ON LEFT HAND SIDE, T/L MOTTRAM OLD RD, T/L MOTTRAM RD, ROE CROSS RD, T/L BACK MOOR (STOP) Proceed to Market St junc Spring St Hollingworth T/L |

| (START) | SPRING ST UPTO SCHOOL ENT AND AROUND ROUNDABOUT (STOP) Proceed to Market St junc Wooley Ln T/L |

| (START) | WOOLLEY LN OVER RIVER BRIDGE TO ROUNDABOUT (STOP) Return to Back Moor junc Stalybridge Rd T/L |

| (START) | STALYBRIDGE RD THROUGH LIGHTS, MARKET ST, BROADBOTTOM RD, MOTTRAM RD, LOWER MARKET ST, T/L GORSEY BROW, LITTLEMOOR RD, CHURCH BROW ACROSS JUNC ASHWORTH LN, THROUGH LIGHT ONTO UNDERWOOD RD, T/L HATTERSLEY RD WEST, HATTERSLEY RD EAST, T/R UNDERWOOD RD, T/L STOCKPORT RD CIRCLE HATTERSLEY ROUNDABOUT EXIT STOCKPORT RD OVER VIADUCT (BLAST IF NEEDED) MOTTRAM OLD RD, T/L SPRING AVE, T/R HIGHAM LN, T/L STOCKPORT RD, T/L JOEL LN, T/L WERNETH LOW RD TO GOLF CLUB (STOP) Return to junc Joel Ln T/L |

| (START) | WERNETH LOW RD TO BOUNDARY TRIANGLE (STOP) Return to Werneth Low Rd junc Higham Ln |

| (START) | HIGHAM LN TO SPRING AVE (STOP) Proceed to Stockport Rd junc Wych Fold T/L |

| (START) | WYCH FOLD, T/L LORD DERBY RD, T/R BRABYNS RD TO JUNC STOCKPORT RD (STOP) T/L Proceed to Stockport Rd junc Bowlace Rd T/L |

| (START) | BOWLACRE RD, T/L WEST PARK, T/L LORD DERBY RD TO JUNC WYCH FOLD (STOP) Proceed to Mottram Old Rd junc Higham Ln |

| (START) | HIGHAM LN TO SPRING AVE (STOP) Proceed to Mottram Old Rd (viaduct) |

| (START) | MOTTRAM OLD RD, STOCKPORT RD HATTERSLEY, T/L MOTTRAM RD TO JUNC SHEFFIELD RD (STOP) Proceed to Manchester Rd junc Market St Hyde, via Clarke Way T/L into bus station |

| (START) | CIRCLE BUS STATION AND EXIT BEECH ST (STOP) Proceed to Clarendon Rd junc Park Rd. |

| (START) | CLARENDON RD, VICTORIA ST, MATLEY LN, T/R MOTTAM RD, T/L OLD RD TO JUNC ROE CROSS RD (STOP) Proceed to Mottram Rd to junc Mottram Old Rd |

| (START) | MOTTRAM RD TO ACRES LN TRAFFIC LIGHTS (STOP) Proceed to High St junc Quarry St T/L |

| (START) | QUARRY ST, QUARRY RISE, T/L FIR TREE CRES, SALISBURY DR, T/L YEW TREE LN, T/L TENNYSON AVE, CIRCLE AND RETURN TO YEW TREE LN, T/R YEW TREE LN TO JUNC CHEETHAM HILL RD, T/R (STOP) Return to Depot |

| (START) | |

| (START) | |

| (START) | |

| (START) | |

| (START) | |

| (START) | |

| (START) | |

| (START) | |

| (START) | |

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| (START) | |

| (START) | |

| (START) | |

| (START) | |

| (START) | |

| (START) | |

| (START) | |
### Wet Spot & High Route 2

<table>
<thead>
<tr>
<th>Proceed to</th>
<th>WAKEFIELD RD JUNC STAMFORD ST S/B T/L</th>
<th>PLEASE BLAST ANY WATER RUN OFF</th>
</tr>
</thead>
<tbody>
<tr>
<td>(START)</td>
<td>WAKEFIELD RD, MANCHESTER RD TO JUNC MILL LN THROUGH TRAFFIC LIGHTS STOP AND REVERSE BACK UP MILL LN TO RAILWAY BRIDGE, CARRY ON ALONG MANCHESTER RD, T/R HUDDERSFIELD RD TO BRUSHES RD STALYBRIDGE (STOP) Return to Huddersfield rd junc Staley Rd T/L STALEY RD MOSSLEY.</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>STALEY RD, T/R EGMONT ST, T/R MICKLEHURST RD, T/L HUDDERSFIELD RD, T/L WINTERFORD RD, STATION RD, T/R WAGON RD TO JUNC MANCHESTER RD (STOP) Proceed to Manchester Rd junc Stamford Rd T/L</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>STAMFORD RD, T/L MARKET ST, STAMFORD ST, T/R ARUNDEL ST, T/L LEES RD TO BOUNDARY (STOP) Return to traffic lights T/L STOCKPORT RD.</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>STOCKPORT RD, T/L QUICK EDGE RD TO BOUNDARY (STOP) Return to Stockport Rd T/L</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>STOCKPORT RD TO BOUNDARY (STOP) Return to Stamford St O/S Fire Station</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>STAMFORD ST, MOSSLEY RD, T/L LUZLEY RD TO HARE AND HOUNDS PH (STOP) Return to Mossley Rd T/R</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>MOSSLEY RD, T/L BROADCARR LN FULL LENGTH PAST MULLANEY'S SKIP HIRE (STOP) Return to Mossley Rd junc Luzley Rd</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>MOSSLEY RD, T/R OLD RD, T/L GORSEY LANE, T/L ASHBOURNE DR, T/L HAZELHURST RD TO OLD RD (STOP) Return to Mossley Rd junc Old Rd T/R</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>MOSSLEY RD, T/L FOUNTAIN ST THROUGH HOSPITAL TO TRAFFIC LIGHTS AT DARNTON RD T/R (STOP) Proceed to Lees Rd junc Alt Hill Ln</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>ALT HILL LN TO PARK BRIDGE (STOP) Proceed to Newmarket Rd junc Downing St (CLOCK SHOP NEWSAGENTS)</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>NEWMARKET RD THROUGH BENDS, LITTLEMOSS RD OVER MOTORWAY BRIDGE (STOP) Proceed to Oldham Rd junc Water St T/L</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>WATER ST, INTO BUS STATION, CIRCLE BUS STATION EXIT ONTO WELLINGTON RD T/L, EXIT LORD SHELDON WAY INSIDE LANE SLIP ROAD, THROUGH RICHMOND ST T/LIGHTS, CIRCLE ROUNDABOUT (ASHTON LEISURE PARK) EXIT LORD SHELDON WAY HEADING TOWARDS AUDENSHAW, T/R MANCHESTER RD, T/R LUMB LN, T/R DROYLSDEN RD, MANCHESTER RD, T/L LORD SHELDON WAY, CIRCLE IKEA ROUNDABOUT, EXIT WELLINGTON RD TO OLDHAM RD T/LIGHTS (STOP) Proceed to Darnton Rd junc Springs Ln Stalybridge</td>
<td></td>
</tr>
<tr>
<td>(START)</td>
<td>SPRINGS LN, T/L LARIES LN, T/L LONGRIDGE AVE, T/R BROADHILL RD PAST SCHOOL, T/R HAZELHURST RD, T/L LADYSMITH RD, T/L SPRINGS LN, RIDGE HILL LN, T/R ST GEORGES ST, T/L SPRINGS LN (STOP) Return to Depot</td>
<td></td>
</tr>
</tbody>
</table>
Priority 1 Footway Routes
Priority 2 Footway Routes
## Footway Gritting

### Priority 1 Routes

<table>
<thead>
<tr>
<th>Area (sqm)</th>
<th>Length (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashton</td>
<td>43357.9</td>
</tr>
<tr>
<td>Audenshaw</td>
<td>3889.4</td>
</tr>
<tr>
<td>Broadbottom</td>
<td>6234.3</td>
</tr>
<tr>
<td>Denton</td>
<td>34139.2</td>
</tr>
<tr>
<td>Droylsden</td>
<td>6558.6</td>
</tr>
<tr>
<td>Dukinfield</td>
<td>8333.3</td>
</tr>
<tr>
<td>Hyde</td>
<td>26514.6</td>
</tr>
<tr>
<td>Mossley (top)</td>
<td>8774.6</td>
</tr>
<tr>
<td>Mossley (bottom)</td>
<td>4111.1</td>
</tr>
<tr>
<td>Mottram</td>
<td>14474.2</td>
</tr>
<tr>
<td>Stalybridge</td>
<td>16522.8</td>
</tr>
</tbody>
</table>

### Priority 2 Routes

<table>
<thead>
<tr>
<th>Area (sqm)</th>
<th>Length (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ashton / Dukinfield</td>
<td>87882.1</td>
</tr>
<tr>
<td>Audenshaw</td>
<td>16418.9</td>
</tr>
<tr>
<td>Denton</td>
<td>41704.1</td>
</tr>
<tr>
<td>Droylsden</td>
<td>37989.9</td>
</tr>
<tr>
<td>Hyde</td>
<td>19519.4</td>
</tr>
<tr>
<td>Mossley</td>
<td>43309.5</td>
</tr>
<tr>
<td>Mottram / Broadbottom</td>
<td>38648.4</td>
</tr>
<tr>
<td>Stalybridge / Dukinfield</td>
<td>72895.9</td>
</tr>
</tbody>
</table>

**Total Length:** 86.5

**Total Length:** 179.2
### Appendix 2

Decision Matrix Guide of the Well Maintained Highways code of Practice

Table H9 – Sample Precautionary Treatment Decision Guide

<table>
<thead>
<tr>
<th>Road Surface Temperature</th>
<th>Precipitation</th>
<th>Predicted Road Conditions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Wet</td>
</tr>
<tr>
<td>May fall below 1°C</td>
<td>No rain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No fog</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Salt before frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No rain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No fog</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expected hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expected fog</td>
<td></td>
</tr>
<tr>
<td>Expected to fall below 1°C</td>
<td>No rain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No fog</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expected rain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>BEFORE freezing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Expected rain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DURING freezing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Possible rain</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Possible hoar frost</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Possible fog</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Salt after rain stops</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(see note c)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Salt before frost, as required during rain and after rain stops (see note d and H11.35)</td>
<td></td>
</tr>
<tr>
<td>Expected snow (See H11.35)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Salt before snow fall</td>
<td></td>
</tr>
</tbody>
</table>

The decision to undertake precautionary treatments should be, if appropriate, adjusted to take account of residual salt.

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

Decision on treatment timing should account for traffic and road surface wetness at time of treatment and after, as well as forecast conditions.
An example of a fair dry salt distribution is given below:

**Plan view of distribution**

- Spreader
- Wastage

**Cross-section of salt distribution**

- Left Verge
- Lane 1
- Lane 2
- Lane 3
- Right Verge

**Figure H1 – Dry Salt Distribution Diagram**
Appendix 3

Gate Settings and Route Lengths

<table>
<thead>
<tr>
<th>ROUTE NUMBER</th>
<th>GATE SETTINGS AND TONNAGE</th>
<th>LENGTH OF TREATED ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10</td>
<td>15</td>
</tr>
<tr>
<td>P1</td>
<td>4.0</td>
<td>6.00</td>
</tr>
<tr>
<td>P2</td>
<td>4.0</td>
<td>6.00</td>
</tr>
<tr>
<td>P3</td>
<td>4.0</td>
<td>6.00</td>
</tr>
<tr>
<td>P4</td>
<td>4.0</td>
<td>6.00</td>
</tr>
<tr>
<td>P5</td>
<td>4.0</td>
<td>6.00</td>
</tr>
<tr>
<td>P6 MIDI</td>
<td>2.50</td>
<td>3.75</td>
</tr>
<tr>
<td>P7 MIDI</td>
<td>2.50</td>
<td>3.75</td>
</tr>
<tr>
<td>TOTAL</td>
<td>25.00</td>
<td>37.50</td>
</tr>
</tbody>
</table>