

TELFORD & WREKIN COUNCIL

CABINET - 14 SEPTEMBER 2010

HIGHWAYS MAINTENANCE – WINTER SERVICE REVIEW

REPORT OF THE HEAD OF ENVIRONMENTAL SERVICES

1.0 PURPOSE

- 1.1 Review the operation and effectiveness of the Winter Service with regard to operational issues encountered during the 2009/10 winter season due to the prolonged cold spell and national shortage of road salt.

2.0 RECOMMENDATIONS

- 2.1 That the recommended changes to the Winter Service outlined in Appendix 3 of the report be adopted, namely:
- Existing Priority routes to remain for 2010/11.
 - Existing Grit Bin Policy to remain for 2010/11 but with a greater emphasis on working with Parishes to add value locally
 - In order to provide greater resilience it is recommended that salt storage should be increased from 1700 tonnes to 2700 tonnes
 - Seek to improve communication channels and access to information for residents and businesses within the Borough through a “one Council” approach.

3.0 SUMMARY

- 3.1 This report provides an update on the effectiveness of the Winter Service policy that had previously been revised and adopted in July 2009 and looks at further improvements as a result of the national problems encountered during the 2009/10 season.

4.0 PREVIOUS MINUTES

- 4.1 Cabinet – 21st July 2009

5.0 BACKGROUND

- 5.1 In October 2003 the Government introduced an amendment to the Highway Act 1980 which placed a duty on Local Authorities to ensure, so as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.
- 5.2 In light of this legislation change the Council acknowledged that the

previous policy fell short of the new Code of Practice and in September 2006 approved a new Policy for the forthcoming winter maintenance season. This policy extended precautionary salting routes to include schools, transport interchanges, industrial estates and strategic footways and cycle ways. The Policy was further amended and strengthened in July 2009 and was regarded as of a higher standard than the majority of authorities.

- 5.3 The winter weather season experienced by England and Wales during 2009/10 was the coldest since 1978/79 with an average temperature of 1.51 deg C. **Appendix 1** illustrates local and national weather data for the 2009/10 winter period.

6.0 WINTER SERVICE PERFORMANCE

- 6.1 Although the 2009/10 winter was the coldest for 21 years we were able to maintain all the gritting routes with a near normal service. Even though our salt stock was under significant pressure only one weekend was affected by a reduced service. However, Members will recall the requirement of a 3:1 salt/grit mix took effect in January as we were forced by the Government to conserve up to 50% of our salt usage. **Appendix 2** highlights the number of turnouts compared to recent years.

- 6.2 A more detailed performance review of the 2009/10 Winter Maintenance season is summarised in **Appendix 3** and identifies a series of service strands and conclusions, including:
- Salting Operations
 - Salt Bins
 - Storage.
 - Communication and advice and guidance

Each service strand element carries a **service improvement recommendation**.

7.0 EQUAL OPPORTUNITIES

- 7.1 The affordable salting operations on the road and footway network facilitate greater access for all to key services (e.g. shops, jobs, health care, leisure and tourism and education)

8.0 ENVIRONMENTAL IMPACT

- 8.1 There is a slight risk of pollution from surface water runoff from an uncovered salt store. The salt will be covered with Dry Store supplied by Salt Union which is an approved covering for salt.

9.0 **OPPORTUNITIES & RISKS**

- 9.1 In proposing this action/decision, the Corporate Risk Management Methodology has been complied with.

The following service specific key risks and opportunities have been identified and assessed and arrangements will be put in place to manage them.

9.2 *Risks*

The Winter Service Policy (**Appendix 4**) aims to reduce the likelihood of accidents and injury for users of the Borough highway network during wintry conditions. For practical/cost reasons not all of the Borough's road, cycleway and footway network will receive treatment during these conditions. In developing the policy the extent of the operation has been determined by the recommendations of the Code of Practise for Highways Maintenance – "Well Maintained Highways" dated July 2005.

- 9.3 Giving consideration to **Appendix 5** identified in 13.4. All Highway Authorities are very rigorous in applying consistent policy. If we are to consider deviating from our current policy (which in financial terms is already 50% above the national average) and are to allow extra roads to be added, it will be extremely difficult to manage further requests in this instance. The Council will run a high risk of having inconsistencies with the policy and with this carries a high probability in the Council having difficulty in defending its actions in Court.

9.4 *Opportunities*

The Policy seeks to ensure that access to key facilities that are essential to the livelihood of residents of the Borough are maintained during wintry conditions. These include schools, public transport, town and district centres and main employment centres.

10.0 LEGAL COMMENT

The Council is under a general statutory duty to maintain those highways in the Borough which are not trunk roads. The Council's duty in respect of snow and ice on the highway has been clarified in its Winter Service Policy in that a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

In any action against the Council in respect of damage resulting from its failure to maintain a publicly maintainable highway (including addressing snow and ice), it is a defence to prove that the Council took such care as in all the circumstances was reasonably required to secure that the part of the highway to which the action relates was not dangerous for traffic.

Review, amendment and proper implementation of policies for winter highways maintenance is an essential element of the Council's response to its statutory duties and would be referred to in any action against the Council.

11.0 LINK WITH CORPORATE PRIORITIES

11.1 Improved Highway Maintenance has a positive impact upon all of the Council key priorities and is a main component of the Council Environment and Rural Priority Plan

12.0 FINANCIAL IMPLICATIONS

12.1 Expenditure on winter maintenance in 2009/10 was £676,500. This was an overspend of £268,900 against budget and reflects the additional salt, grit and call out costs associated with the extreme winter weather conditions. This overspend was funded from specific service reserves and corporate contingency.

12.2 This report recommends the continuation of existing policies in relation to winter maintenance regimes, which can be met from existing budgetary provision in normal winter weather conditions. There may be increased costs due to extreme and/or prolonged winter weather conditions in future which cannot be met from within the existing budget of £425,440 and these would have to be met from corporate contingencies or from service underspends in other areas of the budget.

- 12.3 In order to mitigate the risk of salt supplies running out, and the consequent financial impact of purchasing salt at inflated prices, this report recommends increasing salt stocks by 1000 tonnes. This will enable the Authority to maximise the amount of salt which can be purchased at summer prices, which will save £4.27 per tonne against average winter prices. In addition, the cost in 2009/10 of purchasing emergency salt stocks from alternative suppliers was £18.30 per tonne more than the winter rate paid to our normal suppliers. The increased salt storage should mitigate the risk of having to make emergency salt purchases in future. The savings on 1000 tonnes equate to:
- Savings - purchasing at Summer rates £ 4,270 pa
 - Costs avoided – emergency supplies £ 18,300 pa
- 12.4 The additional 1000 tonnes cannot be accommodated within the existing salt store at Granville Depot. It will be necessary, therefore, to lease additional storage capacity from a third party at a site in Redhill at a cost of £10,050 per annum. There is no budget provision for the cost of leasing additional salt storage facilities. The costs will be met through the re-prioritisation of existing budgets in 2010/11 and will be considered by the service area alongside other budget pressures and savings requirements when balancing their budget for 2011/12 and future years.

13.0 WARD & PARISH IMPLICATIONS

- 13.1 Borough wide implications.
- 13.2 Parish Charter: Parishes will be informed of any changes to treatment routes and other changes that affect their areas. During the winter season contact will be via the nominated Parish Council snow liaison representatives.
- 13.3 The grit bin inventory has been shared with Parishes to consider 'added value' grit bin locations. Any Parish can choose to provide additional grit bins if they should require them for local sites other than those provided for by Telford & Wrekin Council. Parishes will be expected to pay for the provision and salt replenishment of any additional bins.
- 13.4 During the 2009/10 winter period several Parishes had identified local roads not on the defined road network as having wintery condition issues during prolonged cold spells. These roads are identified in **Appendix 5** .

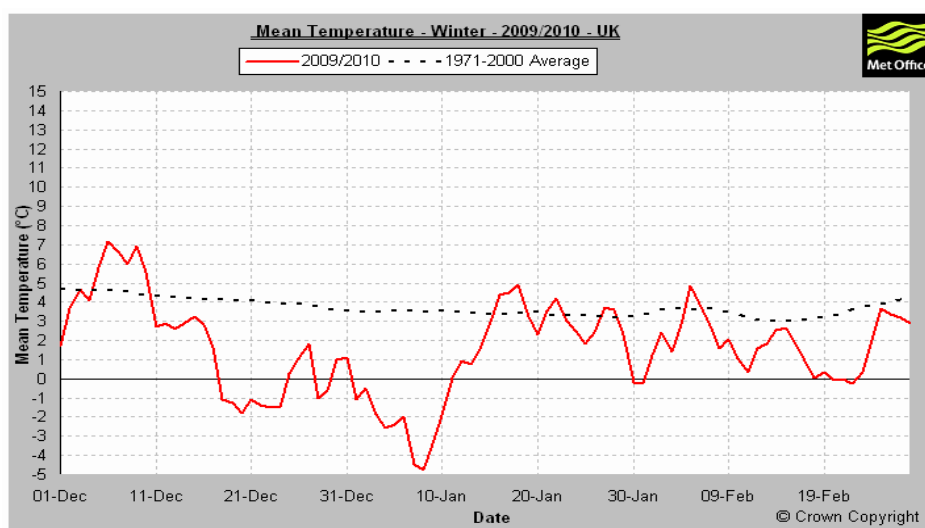
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Appendix 1 – Winter Weather 2009/10

Shropshire Winter Statistics (Dec-Feb)	
Max Temp	4.8 degC
Min Temp	-0.9 degC
Mean Temp	2.0 degC
Rainfall	81% of average
Air Frost	51 days (16 days above average)

The graph below shows the mean temperatures for England and Wales compared to the 1971 to 2000 average.



Current Trends

Whilst the anticipated general trend is that mean temperatures are going to be warmer (i.e. Climate Change) the last two winters have been colder resulting in significantly more turnouts than the preceding 5 years

Globally, December and January saw temperatures above the long-term average – MET Office

Appendix 2 - Winter Service: Record of turnouts

	2003/4	2004/5	2005/6	2006/7	2007/8	Ave over past 5 years	2008/9	2009/10	Comments
Normal gritting 15gms	43	53	58	32	53	48	83	105	
Double gritting 30gms	13	8	17	6	6	10	19	16	Salting for snow is at double the spread rate on all routes
Wet spots e.g. drainage problem	27	8	15	3	11	13	18	33	Reduced gritting operation to known wet areas 2 routes
Total turnouts for roads	83	69	90	41	70	71	111	154	
Footpaths	0	0	22	14	20	12	32	38	Salting of Town & District Centre footpaths (not included until 2005 when a new Code of practice was published)
Salt used in tonnes		2376	3991	2074	3008	2862	5160	5345	

Appendix 3 - WINTER SERVICE PERFORMANCE:

1. Salting operations

- **Current winter service policy – salting**

The main activities of the Winter Maintenance Service are treating the highway to:

1. Try to prevent ice forming known as “pre-salting”
2. Melt ice and snow already formed, “post-salting”
3. Remove snow

- **Roads:**

The service aims to prevent ice forming (precautionary treatment) on the “defined network” which consists of main through roads and those serving centres of activity such as commercial, retail, employment, administrative and leisure (which in the main are serviced as part of school sites or district centres. Tourism tends to be seasonal though Ironbridge is serviced as a Borough Town / district centre). These are known as the “frost routes”.

Defined network:

Primary Routes:

- A & B roads
- Roads serving fire, ambulance, police establishments
- Main bus routes in the following centres: Telford Town Centre, Dawley, Madeley, Newport, Oakengates, Wellington and Ironbridge.
- Access roads to transport interchanges

Secondary Routes:

- Other regular bus routes (The regular bus routes are defined as Monday to Friday routes with a minimum of one bus per hour during the main part of the day).
- Feeder roads to schools (roads linking main salting routes to main school entrances)
- Main access roads on industrial estates (Halesfield, Stafford Park, Hortonwood)
- One access route to main villages and minor sections of road for continuity.

It is recognised that our current Winter Maintenance Service Policy is to a higher standard than that of other Councils and is 50% above the national average in terms of expenditure.

As a local comparator - we service 39% of our total network whereas Shropshire Council service 28%

- **Consultation and Feedback from stakeholders**

Feeder roads to schools: Education Service

Despite the prolonged period of cold weather conditions during the 2009/10 winter season, the salting of feeder roads to schools has been successful in ensuring that the vast majority of schools have remained open.

Comments by the Capital & Facilities Manager, Children & Young People's Service were:

"The Telford & Wrekin winter gritting programme ran very successfully and helped keep school closures resulting from adverse snow and ice conditions to a minimum."

Access roads to transport interchanges: Bus companies

Discussion with the Transport Service provider concluded

Comments by the Area Business Manager, Midland Arriva were:

"I would have to highly commend the efforts of the council and say that we were very pleased with all your hard work in keeping roads open. Comparing it to neighbouring towns in which we operate, we had far fewer problems in Telford and Wrekin"

Main access roads on industrial estates

Halesfield, Stafford Park, Hortonwood – all routes were kept open during the frost and snow events.

- **Turnouts in 2009/10**

Roads:

The total number of turnouts in 2009/10 was 154 with 111 in 2008/9. This compares with the 5 yearly averages for previous years of 71.

Footways:

The total number of turnouts in 2009/10 was 38 with 32 in 2008/9. This compares with the 5 yearly averages for previous years of 12.

It is clear that the last two cold winters have seen a significant increase in the number of turnouts resulting in a significant increase in the year end costs for the Winter Service. This increase has been met from corporate funds given the service priority.

- **General Comment**

It has been noted that a few council's were involved in the pilot 'Total Place' an initiative launched by the previous Government whereby a whole area approach to public services sets out a new direction for local public services. In turn allowed significant new freedoms from central control and they have been able to work more closely together with other public sector organisations in order to improve resilience to severe weather/winter maintenance.

One large County Council has received a PCT contribution of a million pounds over two years to cover revenue and capital costs of treating additional routes as health bodies recognised they are getting more casualties and can save money by contributing to councils winter maintenance service.

Although we are not in a position to progress given the current economic climate, this is an approach we may want to investigate further as we move forward with our local partners when considering a more joined up approach.

- **Conclusion: salting operations**

Feedback from key stakeholders suggested that the gritting routes used in 2009/10 provided a satisfactory level of protection to road users although in meeting the national instruction referred to in 3 below, a 75:25 salt/grit mix was introduced. This was an enforced deviation from policy and the Code of Practice and one which should not be seen as a sustainable efficiency as the council will be culpable. It is however encouraging to confirm there were minimal reported accidents as a result of wintry conditions on the road network and formal complaints had not increased compared with previous years. Between 1 November 2009 and 31 March 2010 we received one compliment and two formal complaints.

Feedback would suggest that a mixture of national & local media coverage including a series of radio & television interviews, public understanding and the excellent service delivery from the council and contractor throughout the prolonged period all helped to ensure accidents and public frustration were contained to a relative minimum.

Recommendation: Defined network

Given the overall effectiveness of the service performance, the risk highlighted in 9.3, the current policy standards and level expenditure compared to the national average, it is prudent for the routes to remain unchanged.

2. Grit Bins

- **Current grit bin policy**

The Council continues to provide 460 grit bins on non-treated roads that are considered high risk locations. These sites have been subject to a risk assessment criteria or they remain in situ due to historical placement reasons. The number of grit bins we currently provide far exceeds the average compared to other Councils.

We believe all high risk sites are now accommodated, however future requests for grit bins for community/pubic use provision can be on the basis of financial contributions from community groups such as Parish Councils which the Council will assist in relation to purchasing and replenishing on their behalf.

- **General Comments:**

Grit bins are provided on the basis of self help by motorists for use on the public highway. There is evidence from community feedback that grit bins are sometimes requested and used for the gritting of private footpaths & driveways.

We also receive complaints from residents regarding the siting of them near their properties and Parishes need to be mindful of this.

During 2009/10 as in past years there continued to be a number of 'one off' requests for grit bins which were made generally during snow events where drivers experienced difficulties with traction on untreated estate roads.

Some Parish Councils have enquired about the locations of grit bins in their area so that they can review whether they are meeting the needs of the community. An inventory list and location maps have been circulated to all Parishes, A number of Parish Councils have also requested grit bins to be provided and replenished at their own expense.

- **Conclusion: Grit bins**

The number of grit bins installed and serviced is much higher than many other council's. Further consultations are progressing with Parishes on the locations of grit bins in their specific areas so they may consider local demand and provision.

Recommendation: grit bins

Given the current provision it is recommended that the Grit Bin Policy remain unchanged for 2010/11.

3. Salt storage

- **Effectiveness of changes to salt storage – action taken**

Members will recall the difficulties experienced during the 2008/9 season and as a result of a national shortage, additional salt storage of 350 tonnes was created at the Granville House depot prior to the start of the 2009/10 season. This extended the total storage of salt to 1700 tonnes.

The 2009/10 winter was the coldest for 21 years and as with every council in the country, we again experienced problems with salt deliveries similar to that encountered in 2008/9. The cold snap in late December and early January together with a number of snow events created a national shortage of salt requiring the reintroduction of the Government led Salt Cell.

This brought about significant actions being imposed on all councils to reduce salt usage by up to 50% but we were able to maintain a near normal service

without any reduction to the gritting routes by introducing a 75% salt: 25% grit mix.

Salt deliveries were severely restricted by the Salt Cell with priority being given to those authorities in a critical situation. This action resulted in this Council being creative and we sought deliveries from other sources.

- 300 tonnes Mutual Aid from Amey
- 1070 tonnes from JC Peacock (marine salt)

Further measures to preserve salt also included filling salt bins with grit and using grit for footways.

- **Impact of prolonged cold winters and the national salt shortage**

The last two winters has seen a significant increase in the amount of salt being used. In 2009/10 there were 5,345 tonnes used and 5,160 tonnes in 2008/9. This compares to the 5 yearly averages for previous years of 2,862 tonnes. There are currently only three main suppliers of road salt in the UK

Salt Union (current supplier)
Cleveland Potash
Irish Salt

The salt barn at the Granville House depot now has the facility to accommodate some 1700 tonnes of salt which is equivalent to approx 40 turnouts for frost and 20 for snow.

In normal circumstances this level of stock should be more than capable of providing resilience. The Government recommendation is not less than 6 days.

- **Conclusion: Salt storage**

In order to ensure that salt stocks did not become critical salt was purchased from alternative sources. J C Peacock supplied 1,070 tonnes of marine salt and Amey provided 300 tonnes. This was sufficient for salting operations to be maintained on all of the gritting routes throughout the season. Whilst this was successful from an operational point of view imported salt is much more expensive than that provide by our contracted supplier Salt Union. The additional cost was some £19,580.

Whilst the additional 350 tonnes storage assisted in prolonging the period before further supplies had to be sought from alternative suppliers it proved to be insufficient to deal with this once every 20 year situation.

Proposal to extend salt storage

In order to provide greater resilience salt storage could be increased from 1700 tonnes to 2700 tonnes. This would provide 64 days of turnouts for frost and 32 for snow and would be close to 100% of the stock required for an average winter and 50% for a severe winter.

This resilience would go some way to reducing our reliance on other suppliers such as JC Peacock and in turn avoid premium rates paid for salt during any future national shortage. In addition we will be able to purchase this additional salt at the discounted up to 30 September. The existing Granville House depot is too small to accommodate any further storage and discussions have taken place with a company who own a site on Redhill Way close to the depot.

The cost for storage at this site is £10,050 per annum. However potential cost savings based on a severe winter event would be as follows:

Summer purchase of 1000 tonnes of salt saving: £4,270
Reduction in need for imported salt saving up to £18,000

To give the council opportunity to act decisively subject to the Cabinet decision, a provisional agreement is in place with the local company and approvals from the Environment Agency and other permissions such as Planning & Building Control are being finalised.

Recommendation: Salt storage

It is recommended that this option of extending the storage facility and Salt levels be adopted for the 2010/11 winter season.

4. Communication during the crisis period

• Positive Actions undertaken

In order to assist Elected Members, Parishes, the media and the community as a whole, the council provided access to a series of information channels which were available on the council website, in relevant customer services teams and electronically available to all Members & Parishes.

The information included:

- Borough wide maps indicating defined gritting routes
- Winter maintenance: Frequently Asked Questions
- Winter Maintenance – Facts and Figures
- Who to contact
- Daily service disruption information i.e. refuse & kerbside collections, schools, leisure sites etc.

There was also a series of meetings with Parish representatives which also assisted in developing the information above.

During the peak of the national salt shortage the council maintained daily contact with the media, GOWM Regional Resilience Team and a local 'virtual' Silver Command Group involving key emergency & public service representatives

Conclusion

Due to 'round the clock' monitoring and actions – the council maintained effective communication throughout the very testing set of circumstances and received praise for its actions and approach

Recommendation: Communication

It is recommended that in future the same “one council” approach is adopted and a more proactive style of communication is developed with a particular emphasis on the council website and information to Parishes. This is to include up to date records and plans highlighting local grit bins, gritting routes, contact information and advice and guidance.

Appendix 4

WINTER SERVICE POLICY STATEMENT

2010/11

INTRODUCTION

The Borough of Telford and Wrekin is the Highways Authority for all the adopted roads in the Borough except for the M54 Motorway and A5 Trunk road from the end of the M54 at Cluddley to Preston Roundabout.

The Highways Authority is responsible for work relating to snow, frost or ice on these roads. The aim of the Winter Service is to provide so far as is reasonably practicable for the safe movement of road users along the highway network during wintry conditions. The Service operates between the 1st October and the 30th April i.e. the Winter Season.

A review of Winter Service Operations is undertaken each year before the start of the next Winter Season.

FORECASTING & TREATMENT OF ROADS

Two weather monitoring stations operate in the Borough, which with information from surrounding areas' stations and forecasting from the Met Office are used to determine the most appropriate action delivered at the best possible time.

We employ the Vaisala weather monitoring and bureau service who advise our experienced staff on optimising the salting of the roads at the most effective and economic times. However with the variable conditions we experience in this maritime climate it is not always possible to complete salting before freezing starts but we endeavour to complete salting as soon as is practicable within the constraints of our resources.

ROADS TO BE TREATED

The main activities of the Winter Service are treating the highway to:

- 1 Try to prevent ice forming known as "precautionary salting"
- 2 Melt ice and snow already formed, "post-salting"
- 3 Remove snow

All the roads are divided into the "defined network" and the "non defined" roads dependent on their priority. The service aims to prevent ice forming (precautionary treatment) on the "defined network" which consists of main through roads and those serving centres of activity such as commercial, retail, employment, administrative and leisure. These are known as the "frost routes".

Frost Routes

The “frost routes” should be salted prior to the formation of frost by the fleet of gritters provided by Telford & Wrekin Services.

Primary Routes:

- A & B roads
- Roads serving fire, ambulance, police establishments
- Main bus routes in the following centres: Telford Town Centre, Dawley, Madeley, Newport, Oakengates, Wellington and Ironbridge.
- Access roads to transport interchanges

Secondary Routes:

- Other regular bus routes (The regular bus routes are defined as Monday to Friday routes with a minimum of one bus per hour during the main part of the day).
- Feeder roads to schools (roads linking main salting routes to main school entrances)
- Main access roads on industrial estates (Halesfield, Stafford Park, Hortonwood)
- One access route to main villages and minor sections of road for continuity.

Priority will always be given to ensuring that the Primary routes are treated before the Secondary routes.

The remainder of the roads are “non defined” and are not treated for a forecast of frost. However grit bins are provided at high risk sites such as steep hills, severe bends, etc.

Snow and ice routes

Roads to be treated at times of snowfall or prolonged icy periods following snow (post-treatment) are known as the “snow and ice routes”. The “snow and ice routes” consist of the “frost routes, the remaining main and secondary distributor roads and high risk sections of the local network.

In times of snow and prolonged icy conditions the “snow and ice routes” are ploughed, cleared or salted with the frost routes being treated as priority. This work is undertaken under our instruction by Telford & Wrekin Services, farmer operated snowploughs and if necessary local contractors. These activities are aimed at providing safe movement around the Borough between major centres and at least one access route to each hamlet.

When resources allow they will then be deployed onto the “non defined” routes dealing with problems in priority order.

TREATMENT OF FOOTWAYS AND CYCLETRACKS & BOROUGH TOWN CENTRES

Frost Routes

Footpaths/cycletracks and Borough Towns / district centres that will be treated when frost is forecast are the “defined footway routes” at the following locations:

- 1) Adopted footpaths in Telford Town centre.
- 2) Footpaths serving the main shopping areas of:
 - a) Wellington
 - b) Dawley
 - c) Madeley
 - d) Newport
 - e) Ironbridge
 - f) Oakengates

Snow & ice

In the event of prolonged snow or ice strategic footway/cycletracks will be treated in a priority order. The order starts with town centres, local district centres etc. It is not possible to clear all the footpaths within the Borough during these wintry conditions.

Grit Bins

Grit bins in general are only provided on “non-defined” roads at high risk sites such as steep hills, severe bends, etc. Their provision is determined by on-site risk assessments using a standardised set of criteria and then prioritised based on available resources. Grit bins are provided on the basis of self-help by the public and the service is limited to refilling the bins with salt and replacing damaged bins.

A limited number of grit bins are provided at key locations on the footway/cycleway network defined as routes promoted as Safe Routes to Schools.

Requests for new grit bin locations are considered only from Ward members, Parish & Town Councils or community organisations and contributions will be sought from these groups for provision and maintenance.

Grit bins are only provided on the adopted highway

Appendix 5

Local roads which have been highlighted for consideration for adding to the gritting routes and assessed against our policy and **do not** comply are:

Location	Comments
Ellerdine Heath to A442	This is a C Road and therefore does not fall within the Policy. It was suggested that Shropshire Council grit their section of this road. Having investigated the matter further – it is confirmed that it is not on their defined gritting routes and if there has been any gritting it has been on an ad-hoc basis.
A41 to Puleston	This is a C Road and therefore does not fall within the Policy. It was suggested that Staffordshire County Council grit their section of this road. It is not on their defined gritting routes and if there has been any gritting it has been on an ad-hoc basis.
Rodington to B5063	This is a C Road and therefore does not fall within the Policy. The main bus routes are from the B5062 through Rodington to the B4394 at Walcot. The 822 only uses the road from Rodington to the B5063
Cherry Tree Hill	This is a C Road and therefore does not fall within the Policy. This is used as a short cut by drivers which is why traffic speed is restricted with traffic calming measures e.g. speed humps. The defined route is the Queensway and Jiggers bank.
Salthouse Road	This is a U Road. There is no justification for this road being included on the gritting routes.

Roads which have been highlighted for consideration for adding to the gritting routes and assessed against our policy and **comply** are:

Location	Comments
High Street Madeley	significant borough town centre – changes are from salting as a pedestrianised area to salting as a carriageway open to traffic
Park Avenue Madeley	bus route and serves the new Tesco store
Southfield/Southgate Sutton Hill	1. Southfield is already salted as a route to school. Southgate which will join up with Southfield is being added for salting continuity.

