



**Winter Service  
and  
Weather Emergency  
Plan  
2018 – 2019**

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

The document will remain live for the Winter Period:

October 2018 to April 2019;

Any amendments will be dated and issued as necessary.

The master document can be found:

<O:\SCS\WG Asset Maintenance\WG Environmental\WG Winter Maintenance\2017 2018\Winter Guide Book\Winter Service and Weather Emergency Guide 2018 2019.doc>

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Approved

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

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## **1. INTRODUCTION**

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

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

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

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

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

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

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

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

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



## 2. POLICY STATEMENT

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

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

## 3. ORGANISATION AND RESPONSIBILITY

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

### *Précis of Winter Service Responsibilities*

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

For planning and operational purposes, the Winter Period for the 2018/2019 season is defined as 08 October 2018 to 07 April 2019. This period is hereafter referred to as the Winter Period and may be extended to accord with climatic conditions.

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

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

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

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

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

#### **4. ROUTE PLANNING FOR CARRIAGEWAYS, FOOTWAYS AND CYCLE ROUTES**

##### **Precautionary Salting Network: Carriageways**

The primary precautionary salting network consists of all A classification roads, some B and C classification roads and bus routes. The total length of carriageway treated is 333km which represents 41% of the network. The routes are split into 7 individual routes, East Swindon, North Swindon, West Swindon and Central and South Swindon being identified as urban routes; North Rural, East Rural and South Rural being identified as rural routes.

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

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

Precautionary Salting Route Plans are shown in Appendix A.

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

### **Precautionary Salting: Footbridges**

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

### **Precautionary Salting: Pedestrian Areas**

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

### **Precautionary Salting: Footways and Cycle Routes**

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

### **Post Treatment and Snow Clearance: Carriageways**

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

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

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

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

### **Post Treatment and Snow Clearance: Footbridges**

Footbridges have been identified as either A or B priority dependant on their level of use and history of problems. Footbridges are treated with a

proprietary de-icing material by Highway Operations Operatives at times as directed by the Senior Support Officer. Should significant snow be present, a path width of not less than 1m width shall be cleared by shovel/broom or available plant and treated with a proprietary de-icing material. Additional care must be taken to ensure snow and ice is not pushed onto the carriageway beneath. Treatment times will be dependent upon available resources and prevailing conditions. The list of Priority A and B Footbridges is shown in Appendix A

*Post Treatment and Snow Clearance: Pedestrian Areas and Priority Footways*

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

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

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

**Provision of Additional Resources by Service Delivery Directorate**

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

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

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

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

**Grit Bins/ Self Help**

Grit bins for use by members of the public have been provided at over 460 locations around the Borough. Grit bins are filled with a gritsand/salt mix at a ratio of 1:3. Each grit bin is inspected for condition and content during the

summer months and identified bins are replaced or filled before the commencement of the Winter Period. Grit bins are refilled upon request throughout the Winter Period when resources permit. The list of grit bin locations as of 21/09/18 is shown in Appendix A.

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

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

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

Swindon Borough Council does not provide salt heaps.

## **5. WEATHER PREDICTION AND INFORMATION**

### *Icelert System*

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

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

### ***Weather Forecasts***

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

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

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

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

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

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

- A morning Summary of minimum overnight road surface temperatures.

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

## **Outstations**

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

Programmed maintenance and calibration is carried out by Findlay Irvine staff. Wherever possible, major maintenance and calibration is carried out outside the Winter Period. Minor maintenance can be carried out as necessary.

Road surface temperature/salination detectors are be cleaned regularly throughout the Winter Period, generally between weather fronts.

### **Operational Use of Icelert**

The Senior Support Officer will interrogate the Icelert system after 1300hrs for the detailed forecast. The Senior Support Officer will decide upon the Action and will transmit his/her decision via the Icelert message system. The Action (or No Action) shall also be entered on the Senior Support Log Sheet (Appendix B), telephoned to the Duty Highway Inspector and the Borough's Control Room and e-mailed to the Forecaster. If Action is to occur, Swindon Police Control Room is also informed by telephone.

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

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

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

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

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

### **Thermal Mapping**

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

## 6. ORGANISATIONAL ARRANGEMENTS AND PERSONNEL

### Command, Control and operational organisation

Position	Responsible for: -
Head of Highways and Transportation	<ul style="list-style-type: none"> <li>Overall provision of Winter Service</li> </ul>
Head of Highways and Transportation	<ul style="list-style-type: none"> <li>Winter Service Plan</li> <li>Routes</li> <li>Procedures</li> <li>Procurement (operational service, forecasting service and Icelert system)</li> <li>Duty Rotas</li> </ul>
Senior Support Officers (3 posts on a weekly duty rota, 24 hours a day) Trainee Senior Support Officers (3 posts on a weekly rota, 24 hours a day)	<ul style="list-style-type: none"> <li>Interrogation of forecasts</li> <li>Monitoring conditions</li> <li>Liaison with Forecaster</li> <li>Decision making</li> <li>Recording of Actions</li> <li>Dissemination of notifications of Actions</li> <li>Liaison with Highway Inspector</li> </ul>
Highway Inspector (4 posts on a weekly duty rota, 24 hours a day)	<ul style="list-style-type: none"> <li>Monitoring operations</li> <li>Monitoring conditions</li> <li>Reacting to incoming intelligence</li> <li>Recording operations</li> <li>Recording conditions</li> <li>Overseeing Operations (out of hours)</li> </ul>
Highway Maintenance Operations Manager	<ul style="list-style-type: none"> <li>Driver training</li> <li>Driver rotas</li> <li>Driver hours management</li> <li>Salt storage, management and procurement</li> </ul>
Highway Supervisor	<ul style="list-style-type: none"> <li>Supervising operations (normal working hours)</li> <li>Grit bin procurement, placement and filling</li> </ul>
Depot Operations Manager	<ul style="list-style-type: none"> <li>Vehicle procurement, operation and maintenance</li> <li>Vehicle calibration</li> </ul>
Vehicle Drivers	<ul style="list-style-type: none"> <li>Treatment of Precautionary Salting Routes</li> <li>Treatment of Hill Batches</li> <li>Ploughing</li> <li>Grit Bin Filling</li> <li>Spot treatment of areas of seepage</li> </ul>

### Arrangements with other Authorities

Cross border arrangements are agreed annually with Wiltshire County and Gloucester County Council where reciprocal arrangements are made on



strategic routes. It has been agreed that the cross border agreement does not alter each authorities' legal responsibilities as Highway Authorities. Each has a legal obligation to maintain and inspect the highway network within its own boundaries in accordance with Section 41 of the Highways Act 1980. No such agreements are necessary with Swindon Borough's other neighbour, Oxfordshire.

### **Arrangements with Local Contractors**

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

### **Arrangements with other Public Services**

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

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

### **Operational Record Keeping and Reporting**

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

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

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

Examples of all Logs can be found in Appendix B.

### **Training and Development**

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

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

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

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

## **7. FACILITIES, PLANT, VEHICLES AND EQUIPMENT**

### **Winter Service Compounds and Facilities**

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

### **Calibration Procedures**

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

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

### **Fleet Inventory**

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

- 9 No demountable gritters
- 7 No snow ploughs
- 1 No loading shovels
- 2 No 4x4 vehicles

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

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

### **Fuel Stocks and Locations**

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

## **8. SALT AND OTHER DE-ICING MATERIALS**

### **Specification**

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

There are numerous benefits to using Safecote, including:

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

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

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

### **Location and Capacity of Stocks for Salt and Other Materials**

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

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

The procurement and management of salt stocks, including all deliveries and stock rotation is the responsibility of Highway Maintenance Operations Manager.

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

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

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

### **Procurement of Icemelt**

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

### **Stock Level Monitoring**

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

### **Recommended Rates of Salt Spread**

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

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

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

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

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

It is Swindon Borough Council's policy, when practical to rely on residual salt. It is recommended however that residual salt is not relied upon when lower spread rates are used. It has therefore been decided that the minimum spread rate used in any circumstance will be 10g/m<sup>2</sup>

Routes have been designed such that a vehicle can complete a route without refilling at spread rates of 20g/m<sup>2</sup> or less, therefore when spread rates above 20g/m<sup>2</sup> are required, additional runs will be necessary as illustrated in the following tables. These tables have been prepared using the 2018 recommendations from the NWSRG.

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

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

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

### **Grit Sand**

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

## **9 OPERATIONAL COMMUNICATIONS**

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

## **10 CONTINGENCY PLANS**

### **Arrangements for Implementing Minimum Winter Networks**

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

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

## **11 INFORMATION AND PUBLICITY**

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

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

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



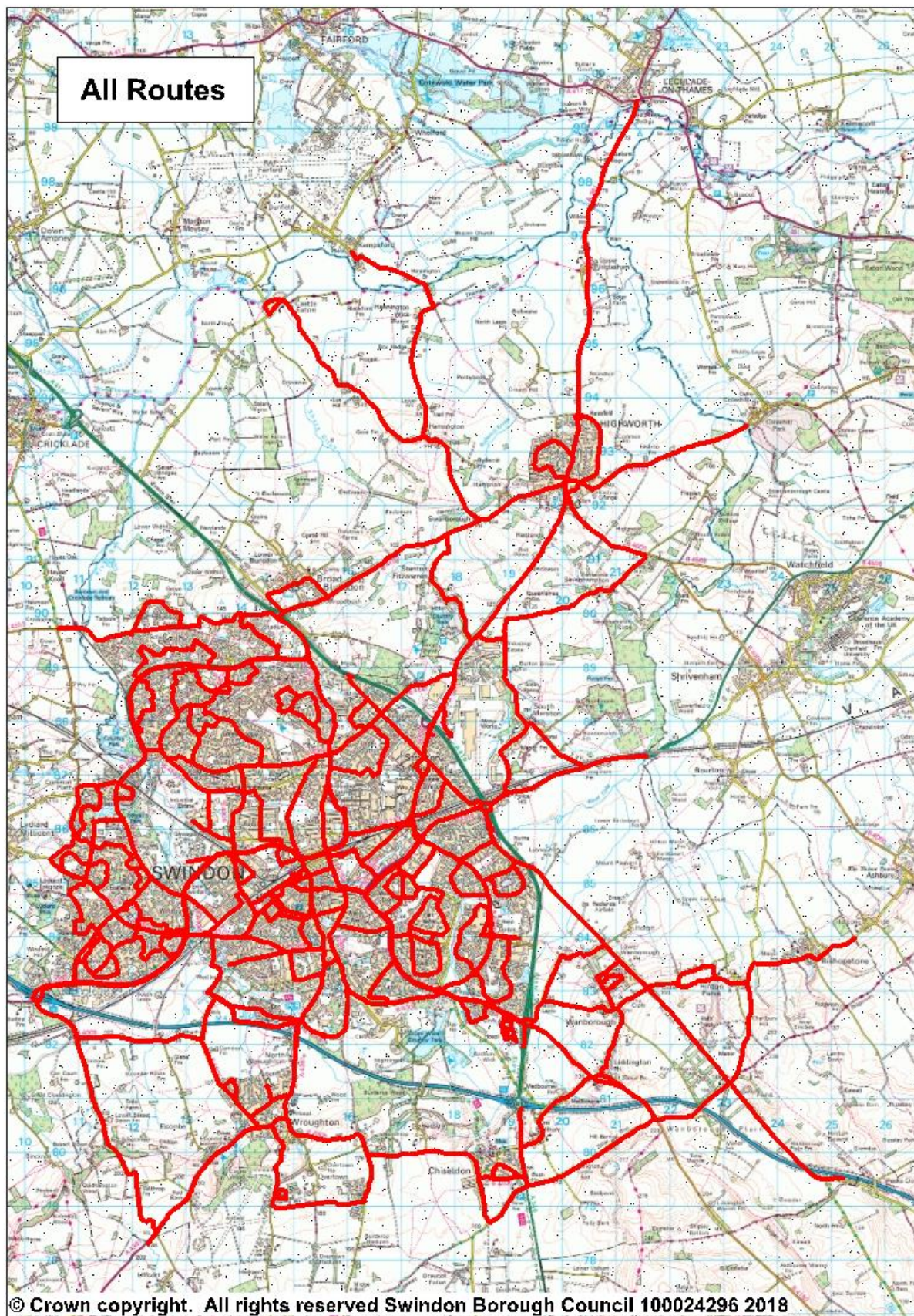


## **Appendix A**

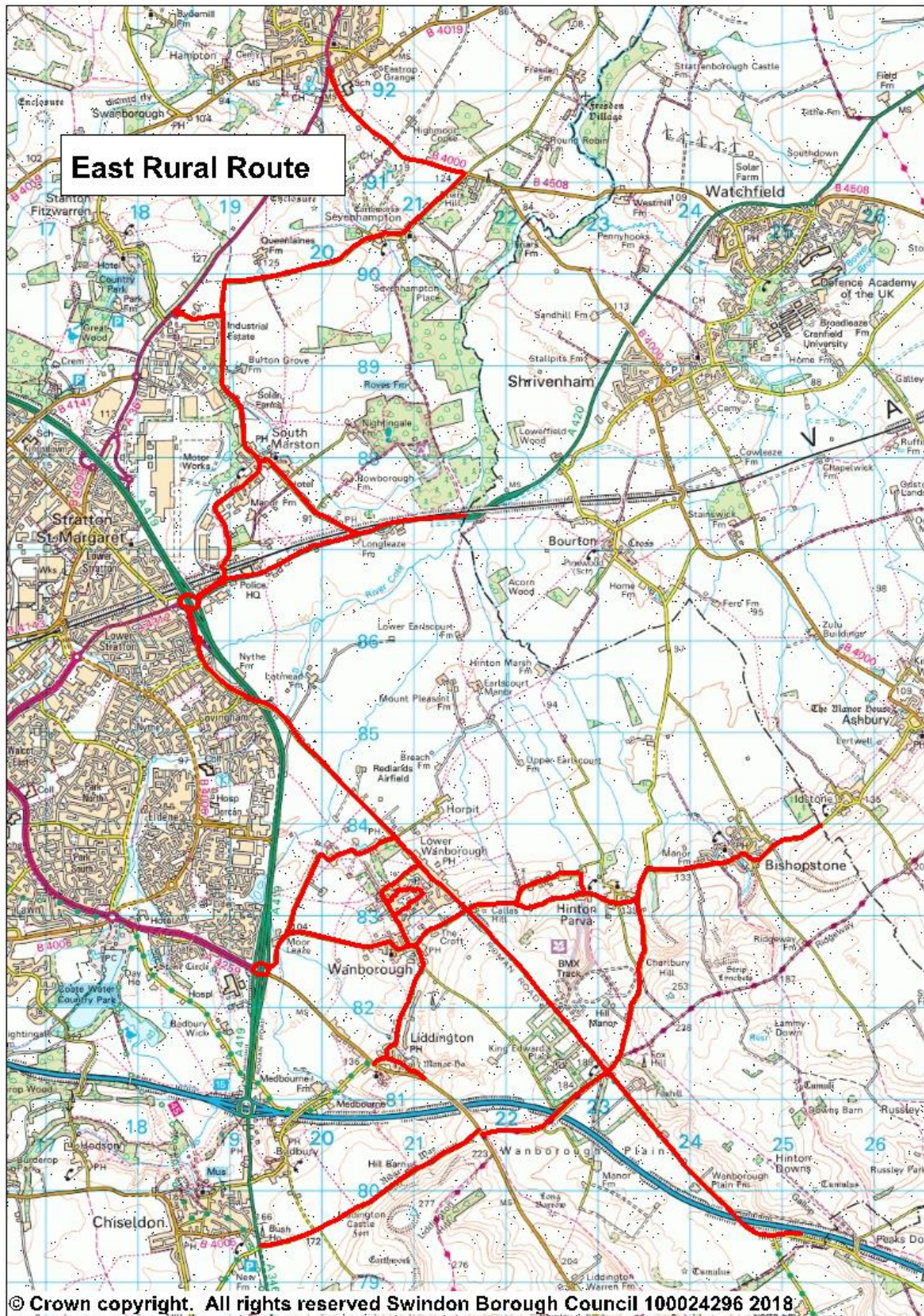
### **Routes**

22	Plan of Precautionary Gritting Routes - Overview
23	Plans of Precautionary Gritting Routes – Individual Routes
29	Plan of Resilient Network - Overview
30	Plans of Plough Routes – Individual Routes
36	Plans of Hill Batches – Overview in Areas
41	Table of Grit Bin Locations
55	Plans of Footbridge Locations and Priorities
57	Plan of Town Centre Pedestrian Area Treatment Routes - Overview

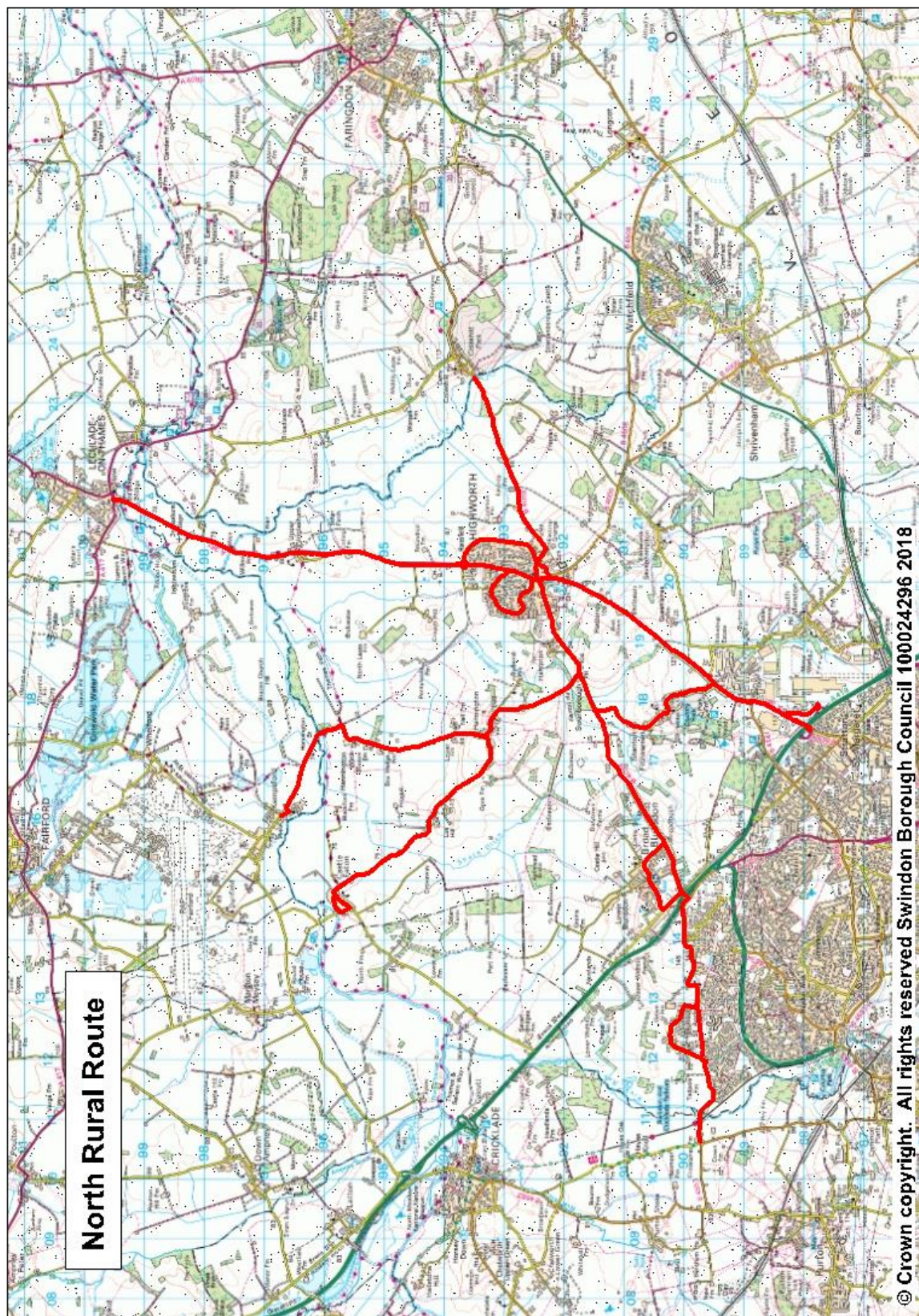




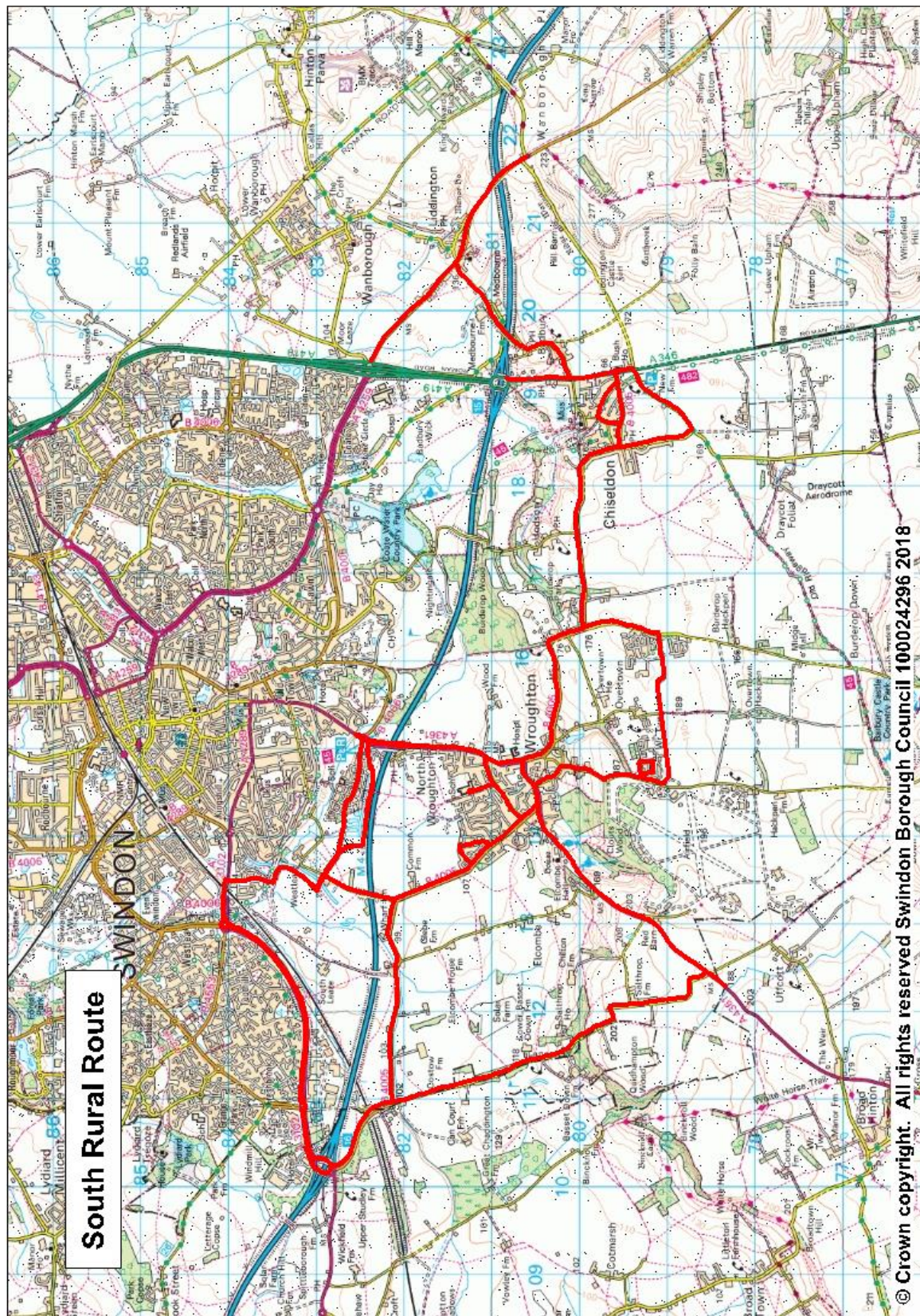




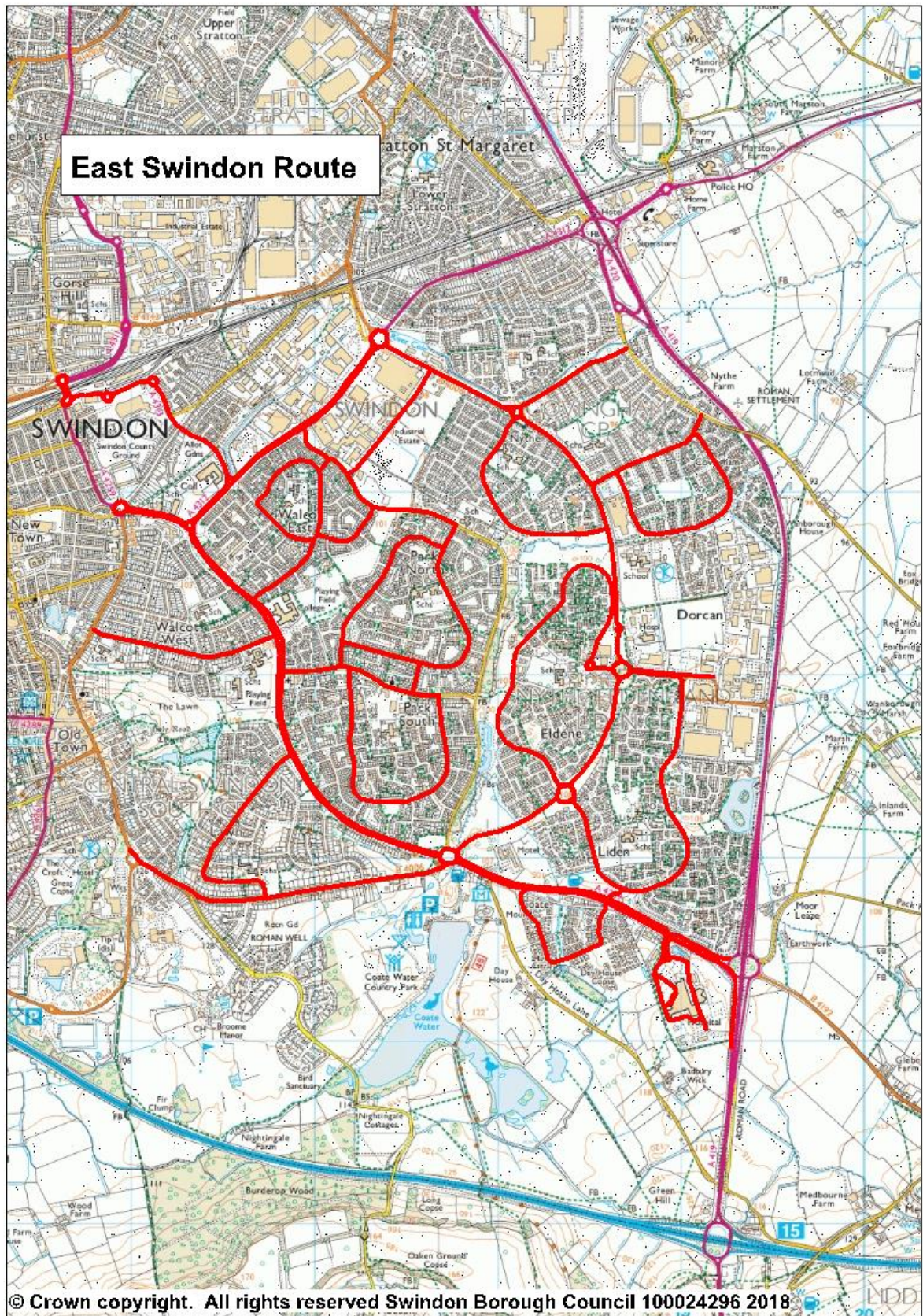




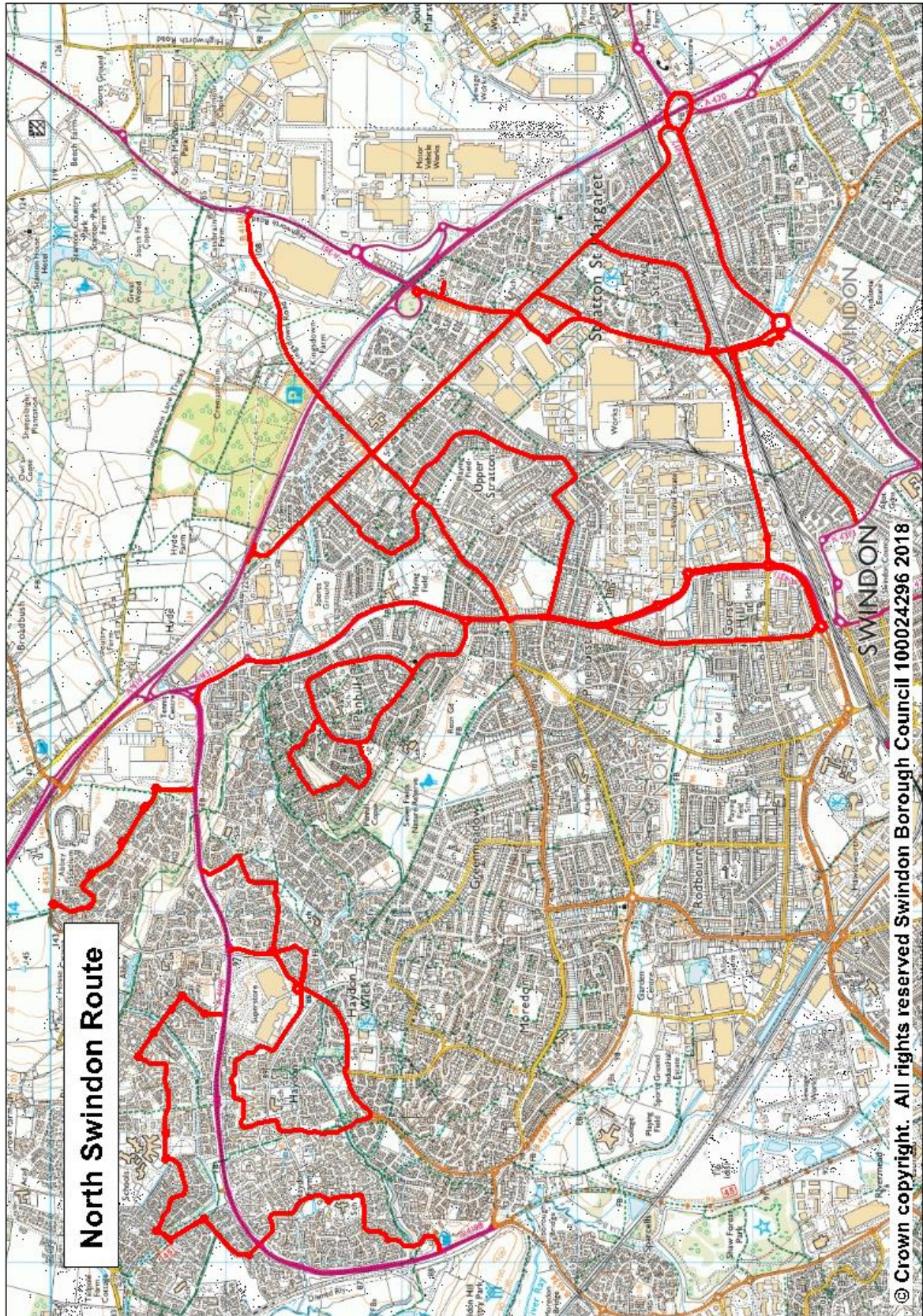




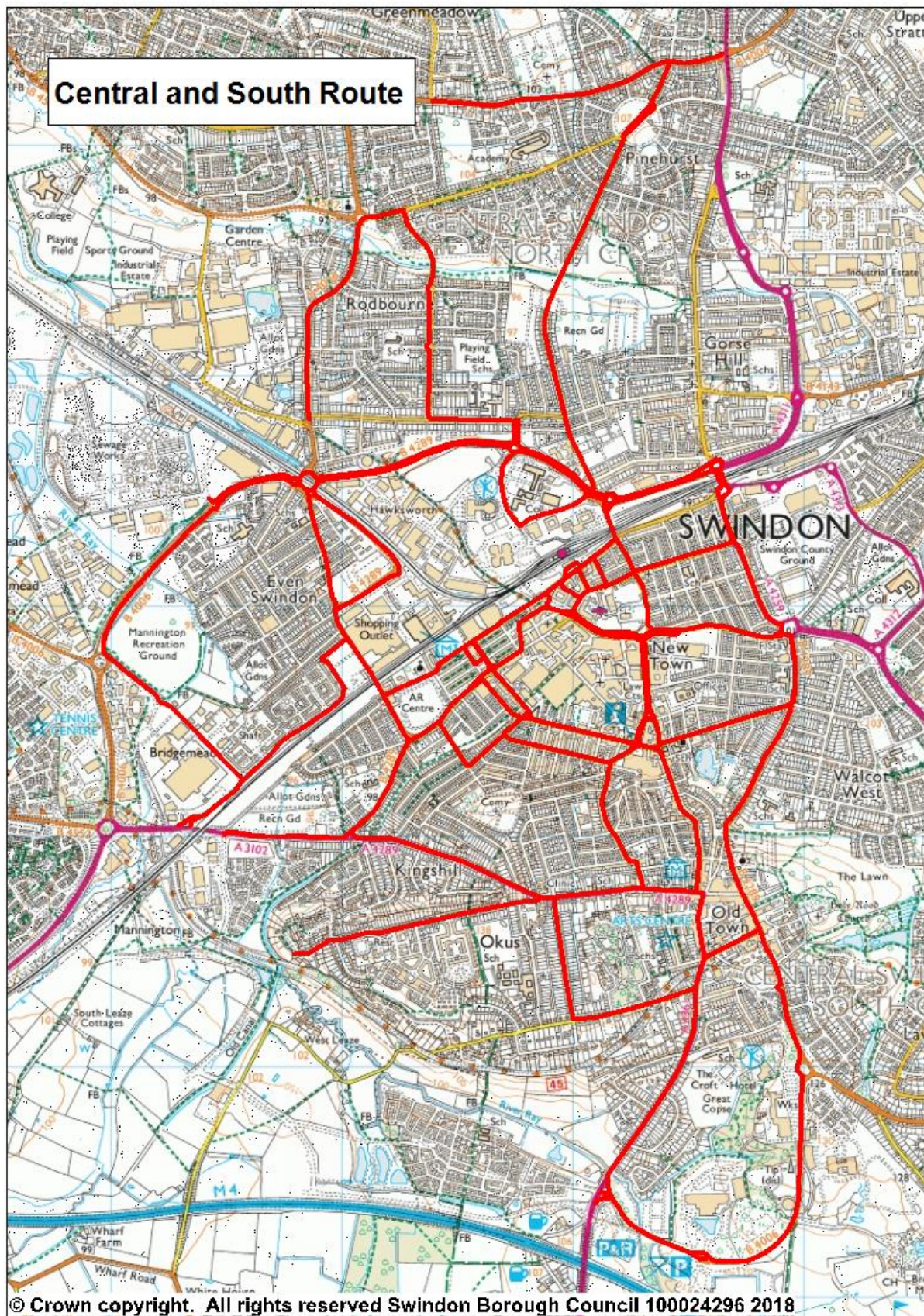




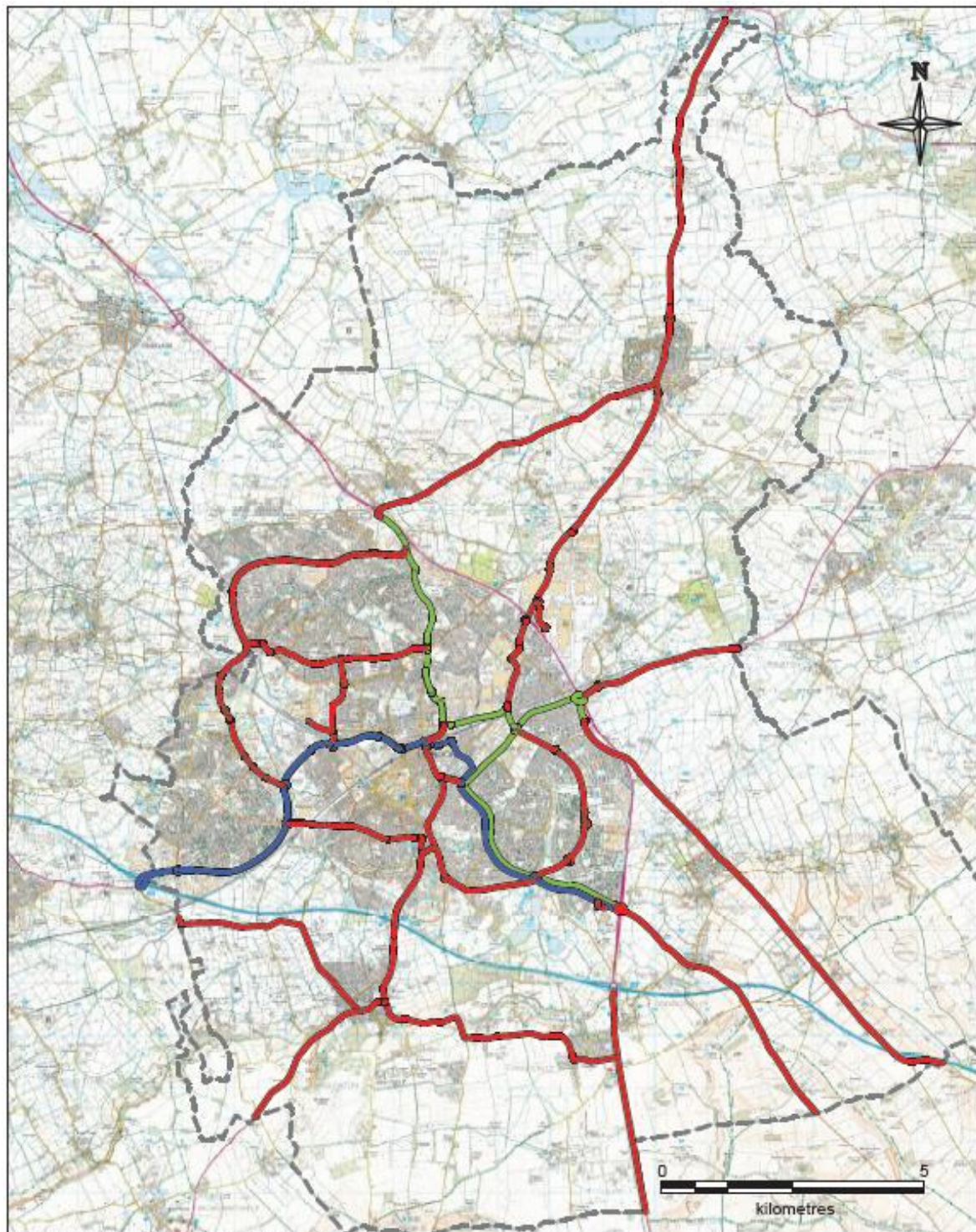








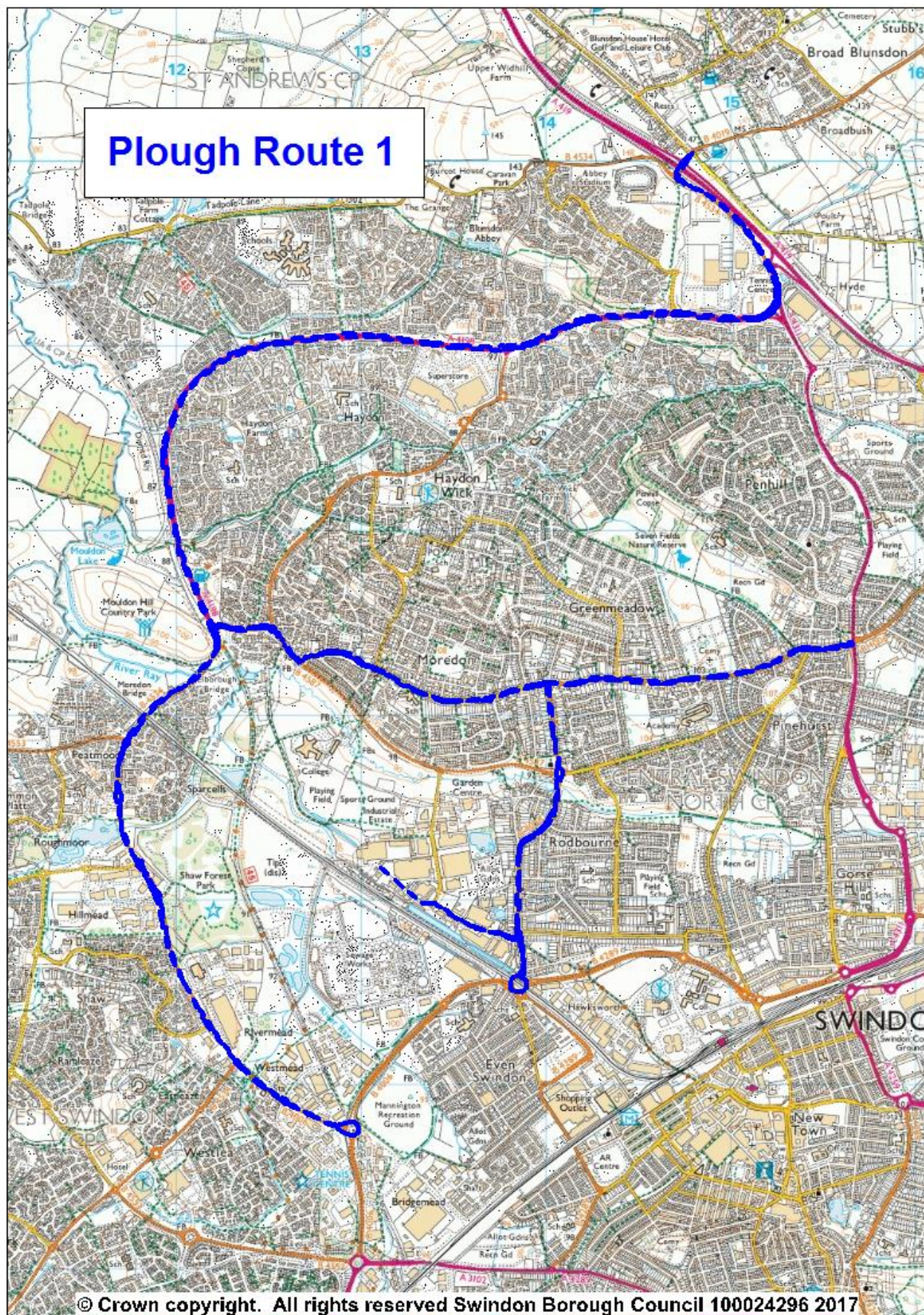




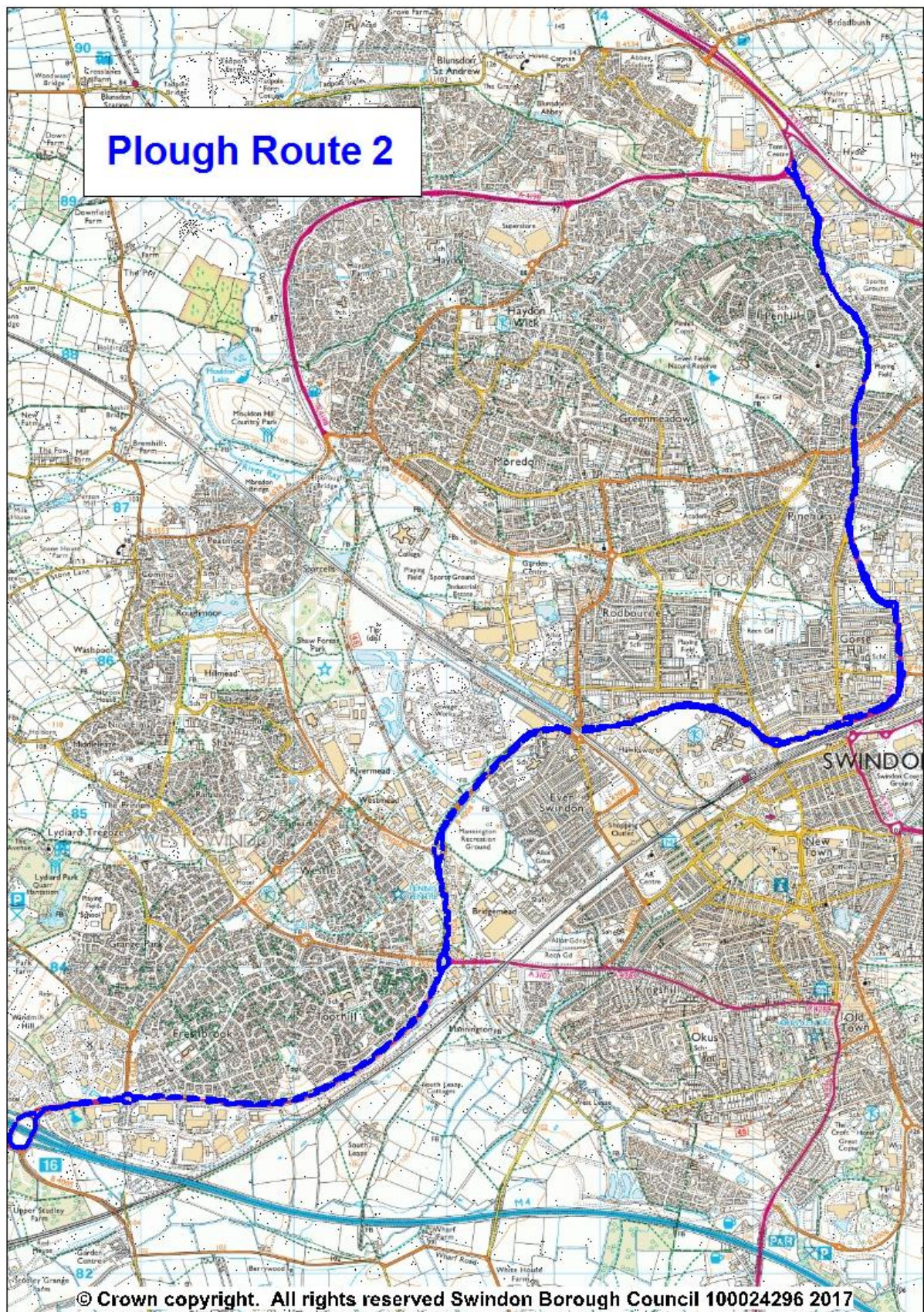
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 <p><b>Swindon</b> BOROUGH COUNCIL</p>	<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 30px; height: 5px; background-color: red; margin-right: 5px;"></span> Other Resilient Network Routes</li> <li><span style="display: inline-block; width: 30px; height: 5px; background-color: blue; margin-right: 5px;"></span> M4 Diversion Route</li> <li><span style="display: inline-block; width: 30px; height: 5px; background-color: green; margin-right: 5px;"></span> A419 Diversion Route</li> <li><span style="display: inline-block; width: 30px; border-top: 1px dashed black; margin-right: 5px;"></span> Swindon Borough Council Boundary</li> </ul>	<p><b>Resilient Network of Swindon Borough Council</b></p> <p>Highways &amp; Transport Wal Tyler House Beckhampton Street Swindon SN1 2JG</p>
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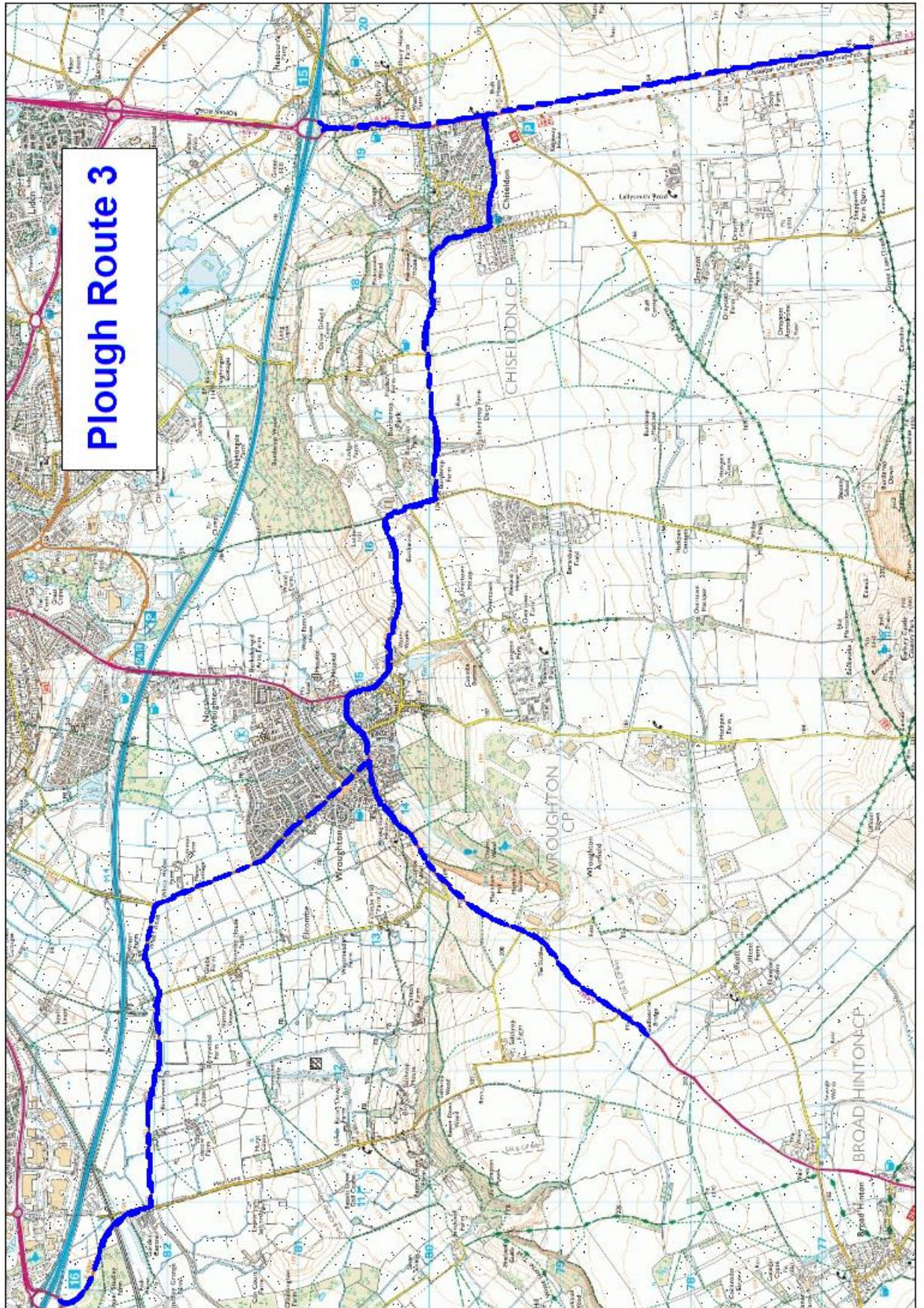




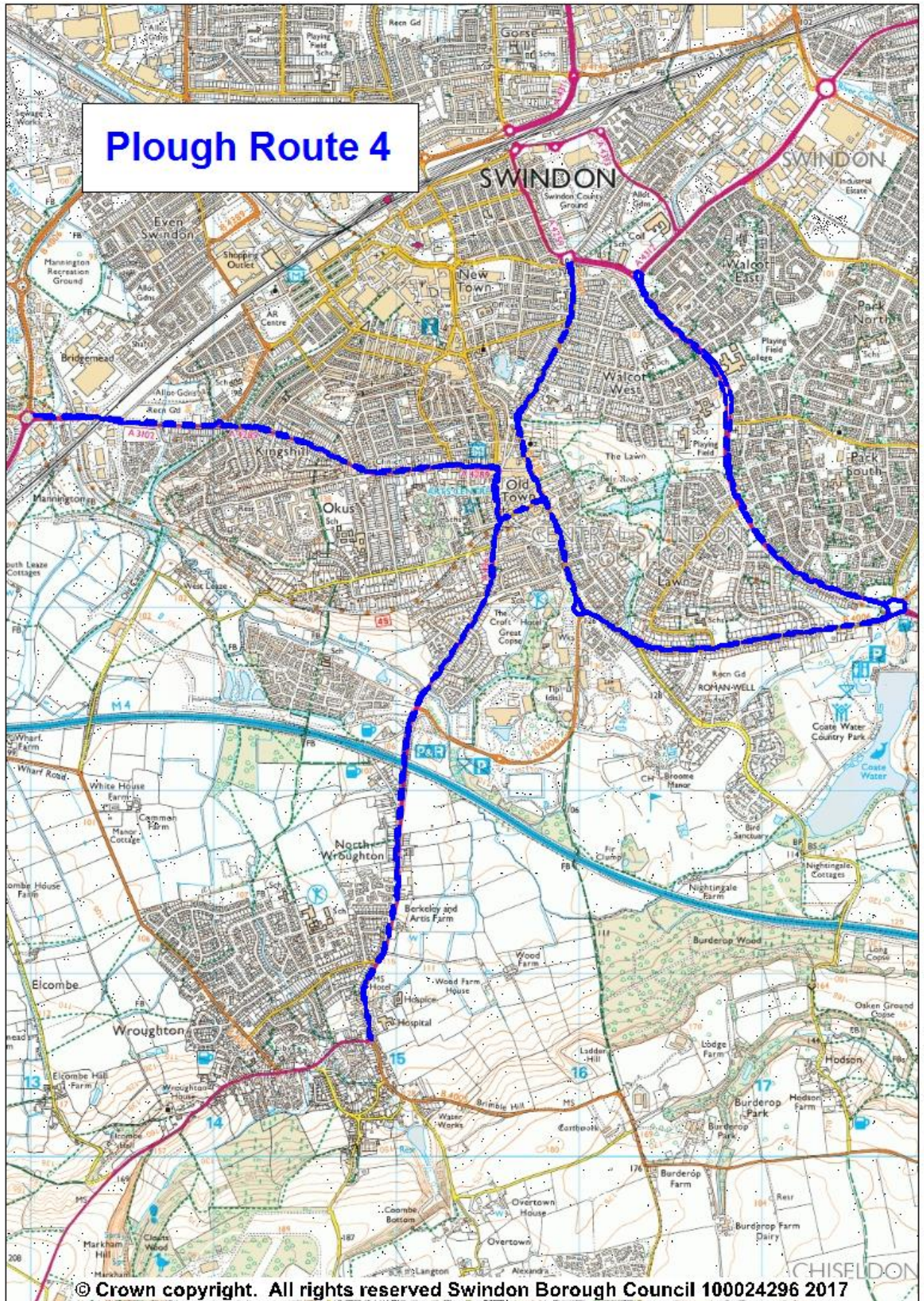




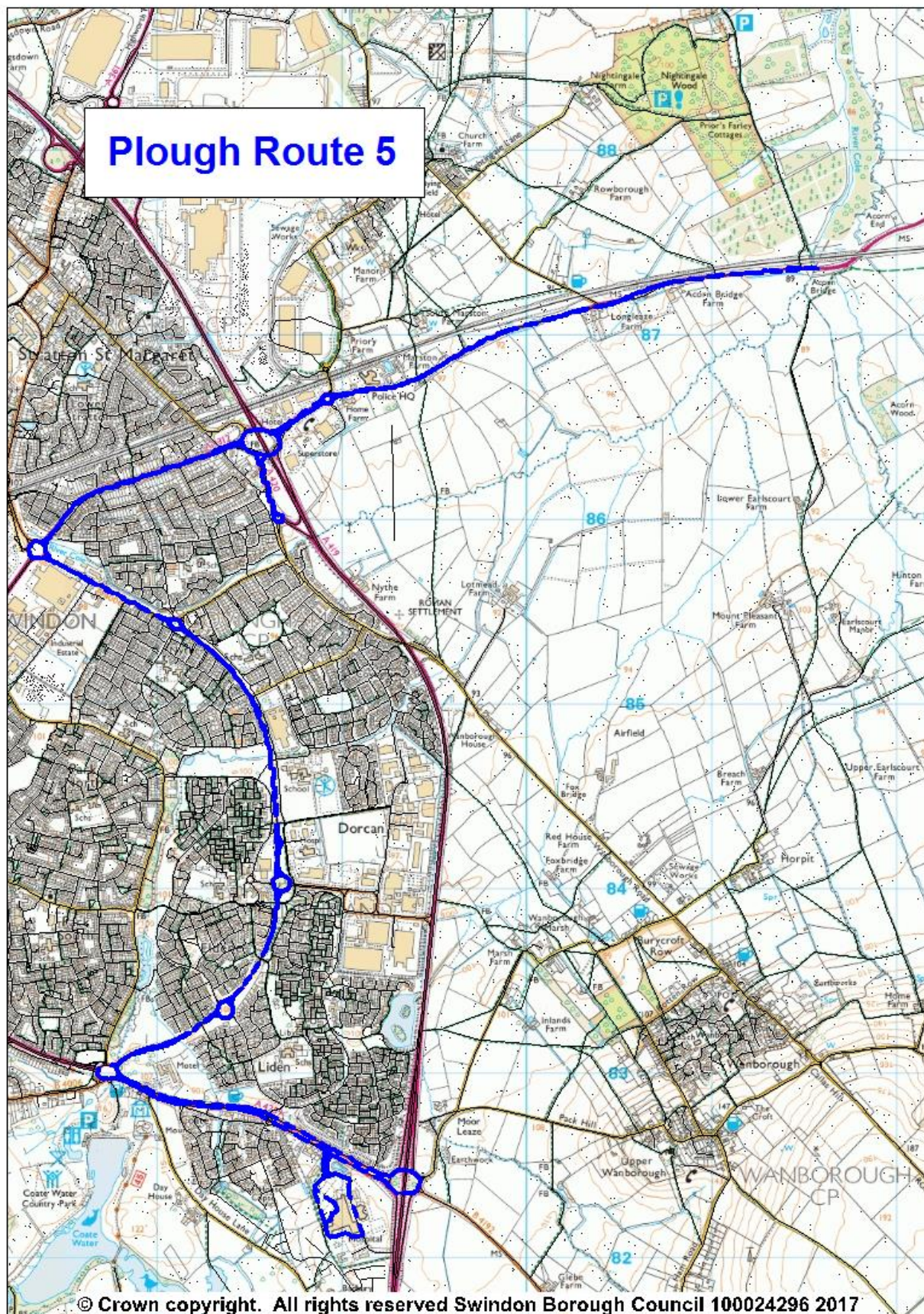








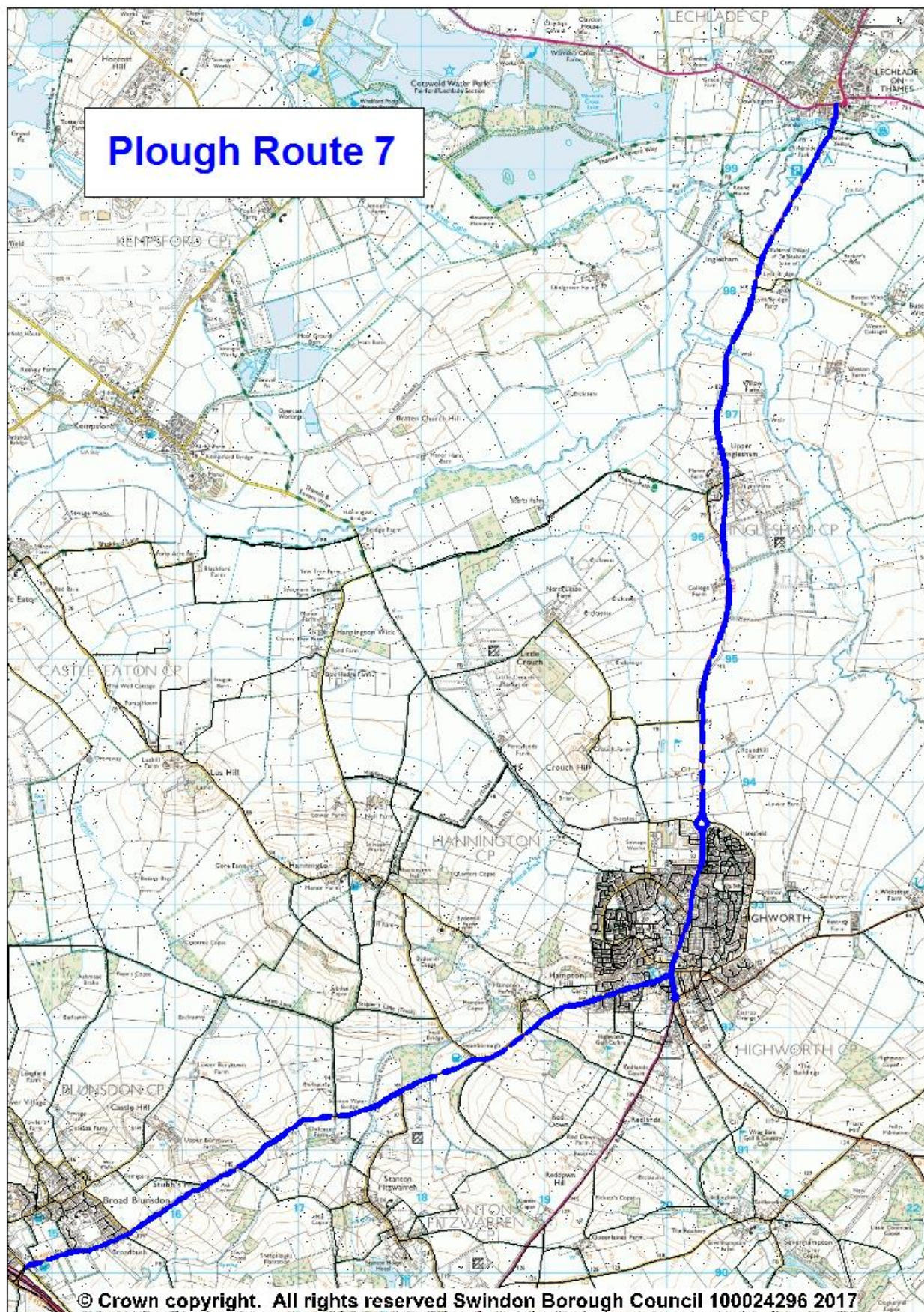








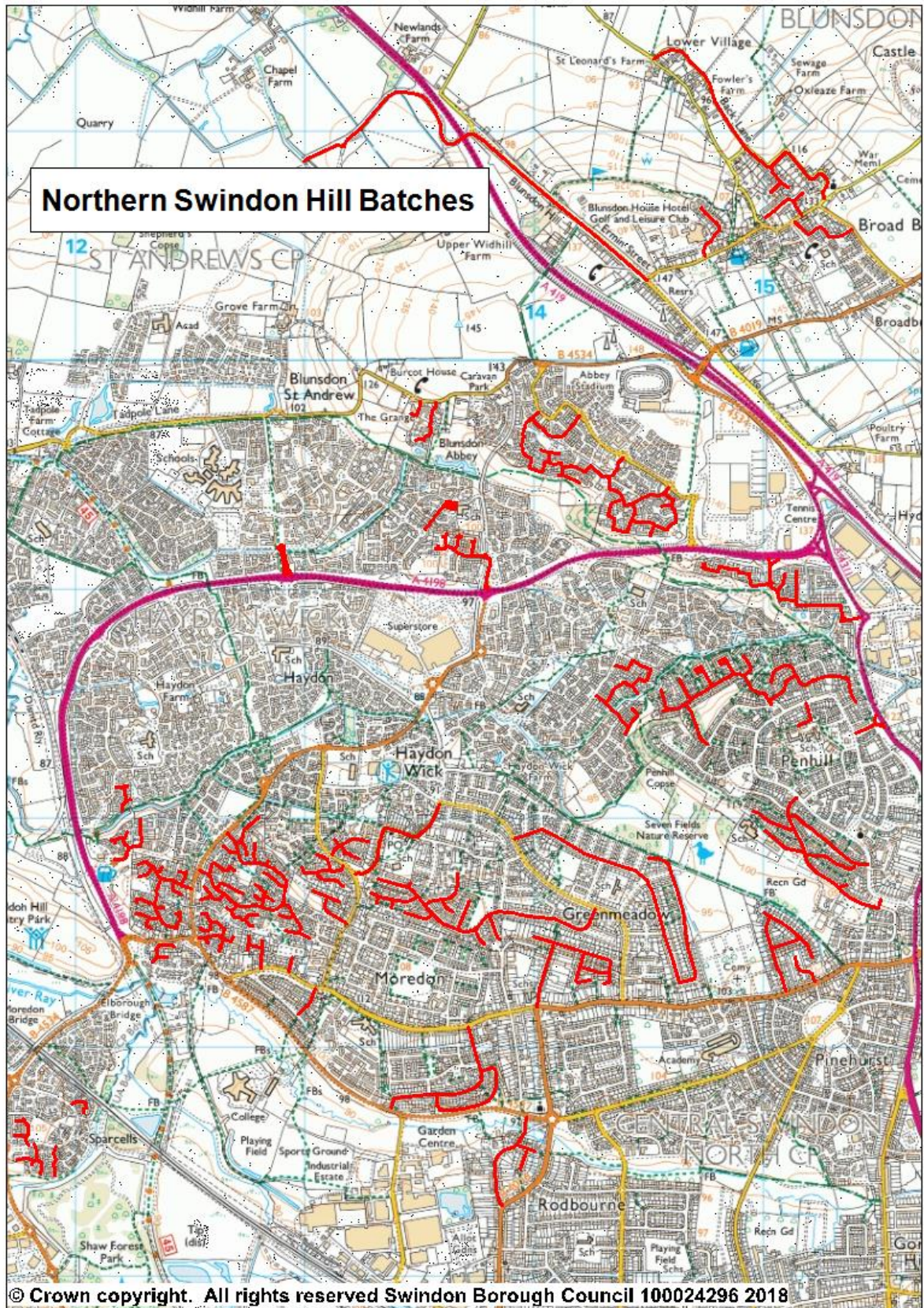




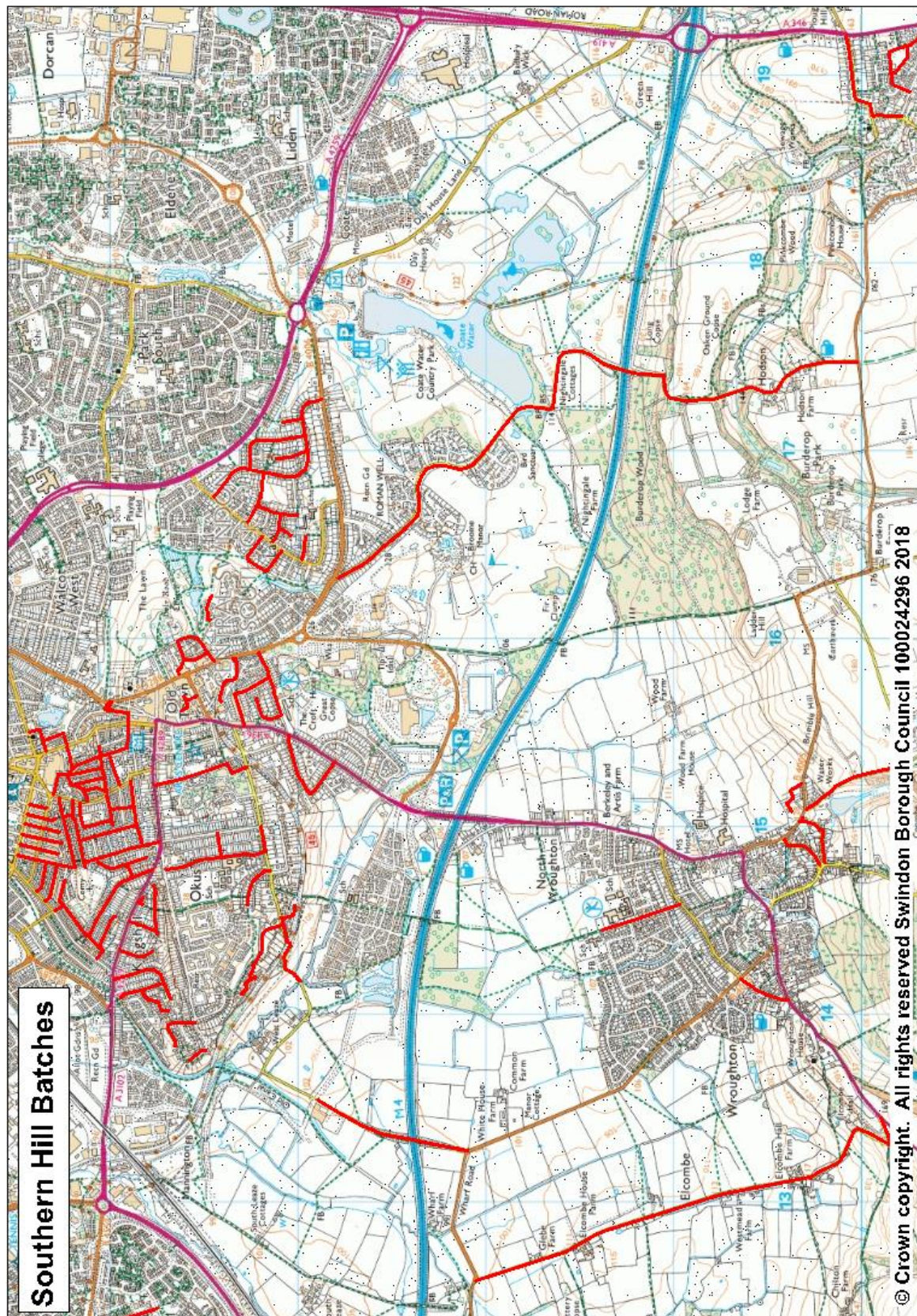








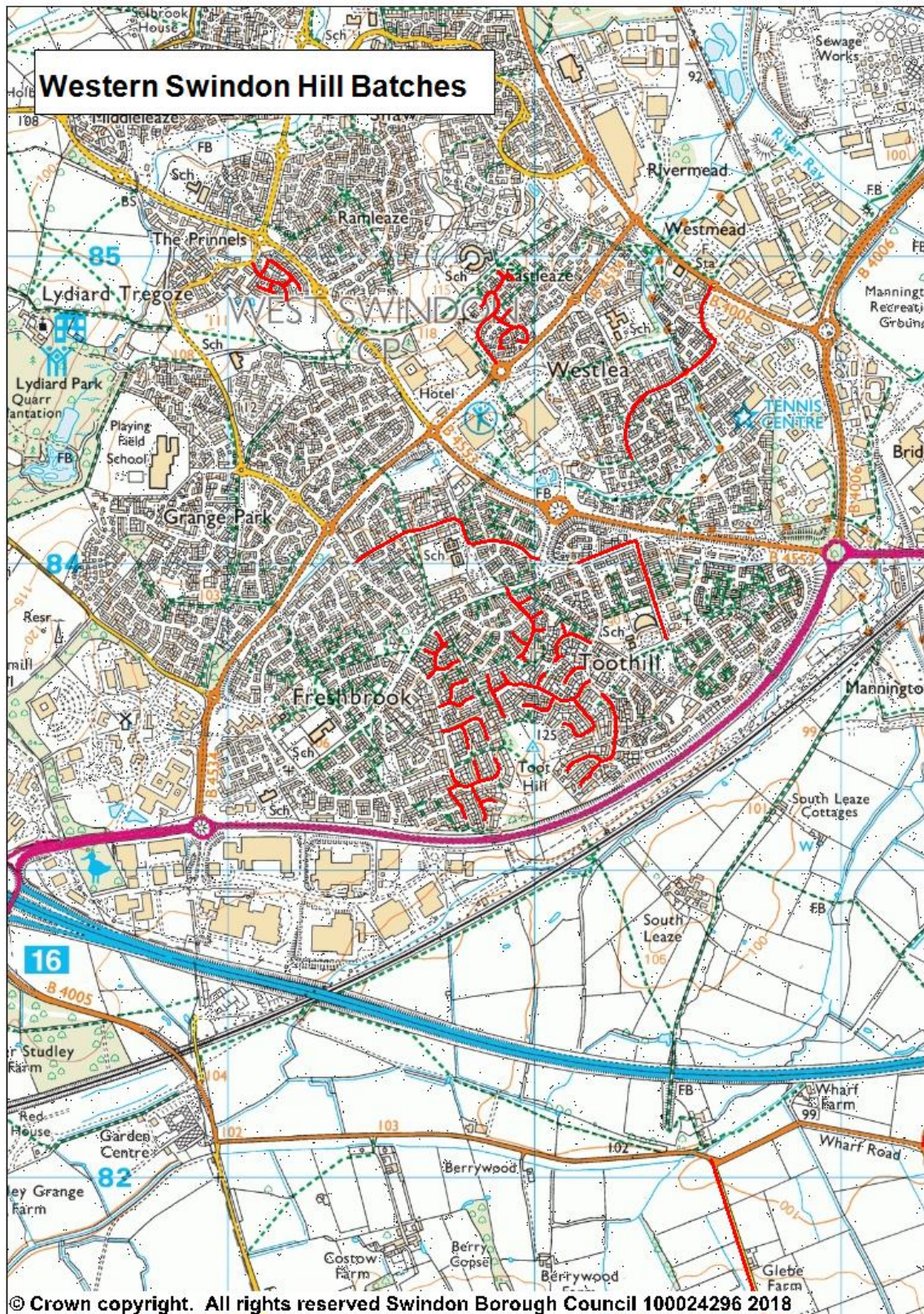




**Southern Hill Batches**

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### Grit Bin List

Site Name	Location	Ward
ABBEY VIEW ROAD	(Off Church Walk North by L/C 1)	Rodbourne Cheney
ABBOTSBURY WAY	In central garden near 44	St Andrews
ACORN CLOSE	O/Ps 4	Liden.Eldene Park South
AKERS WAY	O/S School	Rodbourne Cheney
ALBA CLOSE	O/S 2	Rodbourne Cheney
ALNWICK	O/S 37	Lydiard and Freshbrook
ANGUS CLOSE	S/O 37	Shaw
ASHDOWN WAY	Opposite Waterdown Close junction	Priory Vale
ASHEN COPSE ROAD	On grass O/S 14	Wroughton and Wichelstowe
ASHFORD ROAD	O/Ps 24a	Eastcott
ASHFORD ROAD	Junction Clifton Street on hill	Eastcott
ATBARA CLOSE	s/o 15	Rodbourne Cheney
AVENS CLOSE	Junction Bryony Way	Haydon Wick
AVONMEAD	O/S 1 Lyddon Way	Haydon Wick
AVONMEAD	O/S 160	Haydon Wick
AVONMEAD	O/Ps Junction Medway Road	Haydon Wick
AVONMEAD	Junction Sherford	Haydon Wick
BANKSIDE	O/S 24	Old Town
BANKSIDE	S/O 5	Old Town
BARKSTEAD CLOSE	O/S 1	Lydiard and Freshbrook
BARLOW CLOSE	Against brick wall at No. 10	St Andrews
BARRA CLOSE	S/O 7	Blunsdon and Highworth
BASIL CLOSE	O/Ps 43	Haydon Wick
BAYLEAF AVENUE	O/S 17	Haydon Wick
BEAUFORT ROAD	Junction Stirling Close	Wroughton and Wichelstowe
BEDWYN CLOSE		Gorsehill and Pinehurst
BELLE VUE ROAD	Junction Hunts Street on roundabout	Old Town
BELLINGHAM LANE	In Sevenhampton Lane near junction with Bellingham Lane, by red phone box	Blunsdon and Highworth
BELSAY	S/O 37	Lydiard and Freshbrook
BERKELEY LAWNS	S/O 16 Hereford Lawn	Chiseldon and Lawn
BERKELEY ROAD	O/S 53	Wroughton and Wichelstowe
BERRICOT LANE	1/2 down hill by sewerage works	Ridgeway
BERRICOT LANE	Junction High Street	Ridgeway
BERTON CLOSE	o/s 56	Blunsdon and Highworth



Site Name	Location	Ward
BERTON CLOSE	S/O 26	Blunsdon and Highworth
BEVAN CLOSE	On verge near substation	Penhill and Upper Stratton
BEVERLEY	S/O 16	Mannington and Western
BEVISLAND	Junction Eldene Drive	Liden, Eldene and Park South
BEVISLAND	Next to post box near 58	Liden, Eldene and Park South
BIDDEL SPRINGS	S/O 2	Blunsdon and Highworth
BIRCHWOOD ROAD	O/Ps 44	St Margaret and South Marston
BLACKSTONE AVENUE	R/O 25	Liden, Eldene and Park South
BODIAM DRIVE	On approach to subway near to slip road onto A3102	Mannington and Western
BONESS ROAD	O/S 84	Wroughton and Wichelstowe
BOSWORTH ROAD	R/O 28 Brandon Close	Lydiard and Freshbrook
BOTANY	Junction B4019	Blunsdon and Highworth
BOURNE ROAD	Junction Bolingbroke Road	Rodbourne Cheney
BOWOOD ROAD	O/S 23	Eastcott
BOWOOD ROAD	O/S 43	Eastcott
BRAMWELL CLOSE	Junction Hyde Road	St Margaret and South Marston
BRANKSOME ROAD	Side of 28	Rodbourne Cheney
BREMHILL CLOSE	O/S 8	Penhill and Upper Stratton
BREWERY STREET	R/O Public Toilets	Blunsdon and Highworth
BRIDGE END ROAD	"New Inn" roundabout, O/S The Dockle Farmhouse	St Margaret and South Marston
BRITTEN ROAD	O/S 62	St Andrews
BRITTEN ROAD	(Opp 20 behind no parking sign)	St Andrews
BROOKDENE	O/Ps 8	Haydon Wick
BROOKFIELD	S/O 22	Blunsdon and Highworth
BROOKS CLOSE	Opposite No 26	Penhill and Upper Stratton
BRYANT ROAD	Cul-de-sac end	Priory Vale
BRYONY WAY	Near to Buckthorn Close	Haydon Wick
BRYONY WAY	Junction Hylder Close	Haydon Wick
BRYONY WAY	S/O 43 Hylder Close	Haydon Wick
BRYONY WAY	Opp Ramsthorn Close	Haydon Wick
BUCKINGHAM ROAD	S/O 23	Chiseldon and Lawn
BURYTOWN LANE	Near Junction High Street	Blunsdon and Highworth
BUTTERMERE	Opp Elderly persons group dwelling	Liden, Eldene Park South

Site Name	Location	Ward
BUTTS ROAD	O/S The Rectory	Chiseldon and Lawn
BYDEMILL GARDENS	O/S 4	Blunsdon and Highworth
CABOT DRIVE	O/Ps 18	Lydiard and Freshbrook
Cagney Drive	O/Ps 28	Haydon Wick
CALLAS RISE	Junction Callas Hill	Ridgeway
CANTELO CLOSE	O/Ps 4	St Andrews
CARAWAY DRIVE	O/S 49	Haydon Wick
CAREY CLOSE	S/O 1	Lydiard and Freshbrook
CARRONBRIDGE ROAD	S/O 2 Frampton Close	Shaw
CARTER CLOSE	S/O 19	St Andrews
CASSON ROAD	By Shaplands	St Margaret and South Marston
CASSON ROAD	Junction Swindon Road	St Margaret and South Marston
CASTLE VIEW ROAD	Junction School Close	Chiseldon and Lawn
CASTLEFIELD CLOSE	R/O 34	Shaw
CATMINT CLOSE	O/Ps 10	Haydon Wick
CAYENNE PARK	S/O 20 Carraway Drive	Haydon Wick
CHANDLER CLOSE	On grass on left hand side as you enter close	Old Town
CHAPEL HILL	Bottom of hill	Blunsdon and Highworth
CHAPEL HILL	Top of hill	Blunsdon and Highworth
CHAPEL LANE	Junction High Street	Ridgeway
CHARLTON CLOSE	S/O 24	Penhill and Upper Stratton
CHARTWELL ROAD	In central seating area	St Andrews
CHENEY MANOR ROAD	Junction Harvey Grove	Rodbourn Cheney
CHERRY ORCHARD	O/Ps Glebe Close	Blunsdon and Highworth
CHERVIL CLOSE	O/S 4	Haydon Wick
CHERVIL CLOSE	Junction Southernwood Drive	Haydon Wick
CHICORY CLOSE	O/Ps 1	Priory Vale
CHIVES WAY	Junction Bryony	Haydon Wick
CHURCH HILL	Opposite No 3 (just up hill from Fox and Hounds)	Wroughton and Wichelstowe
CHURCH LANE		Ridgeway
CHURCH ROAD	Junction B4192	Ridgeway
CHURCH VIEW	By Main Building	Blunsdon and Highworth
CHURCHFIELD	on cycleway at end of cul-de-sac	Haydon Wick
CHURCHILL AVENUE	O/S 17	Blunsdon and Highworth
CHURCHWAY	On verge O/S No 4	Blunsdon and Highworth
CHURCHWAY	On verge O/S No 21	Blunsdon and Highworth
CHURCHWAY	On verge Opp Akers Court	Blunsdon and



Site Name	Location	Ward
		Highworth
CLIFTON STREET	S/O 14	Old Town
CLOVERLANDS	Junction leading to 44	Haydon Wick
CLOVERLANDS	O/Ps 43	Haydon Wick
CLOVERLANDS	S/O 37	Haydon Wick
CLOVERLANDS	S/O 11	Haydon Wick
COBBET CLOSE	S/O 24	Haydon Wick
CONAN DOYLE WALK	S/O 33	Covingham and Dorcan
COPPICE CLOSE	O/Ps 1	Haydon Wick
CORFE ROAD	Junction Tintagel Close	Lydiard and Freshbrook
CORNFLOWER ROAD	s/o 59	Haydon Wick
COVINGHAM SQUARE	Near Post Box	Covingham and Dorcan
CRANE FURLONG	Side of No 29	Blunsdon and Highworth
CUES LANE	Between Thatchers View and Waylands	Ridgeway
CUES LANE	O/S Cues Farm	Ridgeway
CULPEPPER CLOSE	Near junction Hanbury Road	Liden, Eldene and Park South
CYPRESS GROVE	O/S 62	Rodbourne Cheney
DARCEY CLOSE	O/Ps 18	Lydiard and Freshbrook
DARCEY CLOSE	Junction Hampton Drive	Lydiard and Freshbrook
DEACON STREET	S/O 44	Eastcott
DENBIGH CLOSE	Near 8	Chiseldon and Lawn
DOVER STREET	Junction North Street	Eastcott
DOWLING STREET	Top of hill by pedestrian barrier	Eastcott
DOWNLAND ROAD	O/Ps 18	Haydon Wick
DOWN ROAD	Near No 44	Chiseldon and Lawn
DRAYCOT LANE	Next to bus stop	Chiseldon and Lawn
DUMBARTON TERRACE	Junction Belgrave Street	Eastcott
DUMBARTON TERRACE	Opp 1	Eastcott
DUNSFORD CLOSE	O/Ps 59	Eastcott
DUNSFORD CLOSE	On wide verge at the junction with Sunnyside Avenue	Eastcott
DUNSFORD CLOSE	On verge between 30 and 31 near parking area	Eastcott
DUNWICH DRIVE	Junction Colchester Close	Mannington and Western
EASTCOTT HILL	Junction Stafford Street	Eastcott
EASTCOTT HILL	Junction Pembroke Street	Eastcott
EASTROP	On Hill	Blunsdon and Highworth
EASTVILLE ROAD	O/S 26	Gorse Hill and Pinehurst
EDGEHILL	Junction Liskeard Way	Lydiard and Freshbrook
EDGEHILL	S/O 18	Lydiard and

Site Name	Location	Ward
		Freshbrook
ELBOROUGH ROAD	s/o 65	Rodbourne Cheney
ELCOMBE AVENUE	Junction with Wharf Road	Wroughton and Wichelstowe
ELDENE CENTRE	Eldene shopping precinct 3 grit bins	Liden, Eldene and Park South
ELDENE DRIVE	Junction Thorne Road	Liden, Eldene and Park South
ELLENDUNE CENTRE	Ellendune Centre car park	Wroughton and Wichelstowe
ENSOR CLOSE	O/Ps S/O 9	St Andrews
ERMIN WAY	Shepherds Rest crossroads	Ridgeway
EVELYN STREET	Opp 2	Old Town
FALKLANDS ROAD	S/O 6 Normandy Road	Wroughton and Wichelstowe
FALMOUTH GROVE	S/O L/C 6	Walcot and Park North
FARMAN CLOSE	Near park entrance	Liden, Eldene and Park South
FARMER CRESCENT	O/S 19 next to L/C	St Andrews
FIELD RISE	Near sub station	Old Town
FITZROY ROAD	Junction Pleydell	Old Town
FOLLY CLOSE	Junction Folly Drive	Blunsdon and Highworth
FRESHBROOK VILLAGE CENTRE	Freshbrook Village Centre S/O Pharmacy	Lydiard and Freshbrook
FRESHBROOK VILLAGE CENTRE	Side of Tescos	Lydiard and Freshbrook
GABLE CLOSE	S/O 10	Haydon Wick
GABLE CLOSE	s/o 25	Haydon Wick
GAYNOR CLOSE	O/Ps 10/11	Haydon Wick
GLOBE STREET	S/O 49 Brunswick Street	Old Town
GOLDSBOROUGH CLOSE	Junction Frampton Road	Shaw
GRANGE CLOSE	Eastrop Road at top of hill	Blunsdon and Highworth
GRANGE CLOSE	Opposite No 7	Blunsdon and Highworth
GRANGE DRIVE	Outside shops	St Margaret and South Marston
GRANTHAM CLOSE	O/Ps 2	Lydiard and Freshbrook
GREAT WESTERN WAY	Junction with Galton Way	Mannington and Western
GREENAWAY	Top of Close	Ridgeway
GREENS LANE	Near No. 9	Wroughton and Wichelstowe
GREENS LANE	Junction with B4005	Wroughton and Wichelstowe
GROSVENOR ROAD	Junction Sunnyside	Eastcott
GROVE HILL	O/Ps Junction Brookfield	Blunsdon and Highworth
GROVE ORCHARD	Cul-de-sac end	Blunsdon and Highworth
GROVELANDS AVENUE	O/S 2	Old Town
GUILDFORD AVENUE	Junction Sandringham	Chiseldon and Lawn

Site Name	Location	Ward
	Road	
GUILDFORD AVENUE	Shopping Area	Chiseldon and Lawn
HACKPEN LANE	4 Grit bins on road	Wroughton and Wichelstowe
HACKPEN LANE	By Information Centre	Wroughton and Wichelstowe
HAIG CLOSE	O/S 12	Penhill and Upper Stratton
HAMPTON LANE	At triangle	Blunsdon and Highworth
HARBOUR MEADOW	On slab area near top of hill	Rodbourne Cheney
HAY LANE TRAVELLER SITE ACCESS ROAD	Grit Bin	Wroughton and Wichelstowe
HAYDON VIEW ROAD	Junction Eastville Road	Gorse Hill and Pinehurst
HAYDON VIEW ROAD	Junction Whitworth Road	Gorse Hill and Pinehurst
HEADLEY CLOSE	O/Ps 1	Wroughton and Wichelstowe
HELMSDALE	O/Ps 19	Haydon Wick
HENLEY DRIVE	Junction Folly Crescent	Blunsdon and Highworth
HESKETH CRESCENT	O/S 47	Old Town
HICKS CLOSE	O/S 2	Wroughton and Wichelstowe
HIGH STREET	Junction Hatchers Crescent	Blunsdon and Highworth
HIGH STREET	Junction Hunts Hill	Blunsdon and Highworth
HIGHDOWN WAY	O/Ps 52	St Andrews
HIGHWORTH ROAD	O/S 33/35	St Margaret and South Marston
HIGHWORTH ROAD	Greenfields Junction	St Margaret and South Marston
HILLSIDE AVENUE	O/S 31/32	Eastcott
HILLSIDE WAY	O/Ps 111	Blunsdon and Highworth
HILLSIDE WAY	Junction Widhill Lane (A419 Verge)	Blunsdon and Highworth
HODSON LANE	Outside No 31	Chiseldon and Lawn
HOLDCROFT CLOSE	O/S 2	Blunsdon and Highworth
HOLLY CLOSE	s/o 1	Rodbourne Cheney
HOLMLEIGH	S/O 25	Haydon Wick
HOLMLEIGH	Top of side road (Opp Holmleigh side road)	Haydon Wick
HOLMLEIGH	O/Ps 35	Haydon Wick
HOME CLOSE	O/Ps 52/53 & O/Ps access to 58 to 64	Chiseldon and Lawn
HOME FARM	Flats O/S 137	Blunsdon and Highworth
HORNSEY GARDENS	O/Ps 3	St Margaret and South Marston
Hudson Way	O/Ps 14	Haydon Wick
HUNTS HILL	O/Ps Fern Cottage	Blunsdon and

Site Name	Location	Ward
		Highworth
INGLESHAM ROAD	Junction Newton Way	Penhill and Upper Stratton
INVERARY ROAD	Junction Perry's Lane	Wroughton and Wichelstowe
ISLAY CRESCENT	O/Ps 33	Blunsdon and Highworth
ISLAY CRESCENT	Junction Bute Close	Blunsdon and Highworth
IVY LANE	Junction Front Lane	Blunsdon and Highworth
JASMINE CLOSE		Haydon Wick
JEFFERIES AVENUE		Penhill and Upper Stratton
KENDAL	O/Ps L/C 10	Lydiard and Freshbrook
KENNET AVENUE	Junction Severn Avenue	Haydon Wick
KILDA ROAD	Junction Arran Way	Blunsdon and Highworth
KINGSDOWN ROAD	Kingsdown Caravan Park 2 grit bins	Penhill and Upper Stratton
KINGSHILL ROAD	Junction Clifton Street	Eastcott
KINGSHILL ROAD	Cul-de-sac O/S 115	Eastcott
Kite hills	Top of hill	Ridgeway
KNOWLANDS	O/S 127-140	Blunsdon and Highworth
KNOWLANDS	O/S 73	Blunsdon and Highworth
KNOWLANDS	O/Ps 87	Blunsdon and Highworth
KNOWLANDS	S/O 28	Blunsdon and Highworth
LAMORA CLOSE	O/Ps 8	Shaw
LANAC ROAD	o/s 7 Stevens Road	St Margaret and South Marston
LANDOR ROAD	R/O 11	St Andrews
LANGDALE DRIVE	Junction Roundway Down	Lydiard and Freshbrook
LANGDALE DRIVE	O/Ps 36	Lydiard and Freshbrook
LECHLADE ROAD	Junction Vicarage Lane	Blunsdon and Highworth
LEIGH ROAD	Junction Inglesham Road	Penhill and Upper Stratton
LESLIE CLOSE	S/O 43	Lydiard and Freshbrook
LETHBRIDGE ROAD	Junction Avenue Road	Old Town
LIDENBROOK	O/S 4	Ridgeway
LINLEY CLOSE	o/s 5	Old Town
LISMORE ROAD	O/Ps 21/22	Blunsdon and Highworth
LOCKSGREEN CRESCENT	o/s 31/32	Rodbourne Cheney
LOCKSGREEN CRESCENT	Junction The Street S/O Park Farm	Rodbourne Cheney
LUDDSDOWN ROAD	S/O Victoria Court	Lydiard and Freshbrook

Site Name	Location	Ward
LYNWOOD GROVE	Junction Purton Road	Rodbourne Cheney
MAJESTIC CLOSE	Near 14	Shaw
MALLOW CLOSE	s/o 15	Haydon Wick
MANOR GARDENS	Junction with Cheney Manor Road	Rodbourne Cheney
MARIGOLD CLOSE	Next to Street Name Plate O/S 45	Haydon Wick
MARKET PLACE		Blunsdon and Highworth
MARKHAM ROAD	O/S Fox and Hounds	Wroughton and Wichelstowe
MARKHAM ROAD	Opp Poppy Cottage at entrance to green lane	Wroughton and Wichelstowe
MARNEY ROAD	S/O 33	Lydiard and Freshbrook
MATLEY MOOR	On verge, next to parking bay, s/o 38	Covingham and Dorcan
MAYFIELD	Opposite No 1	Ridgeway
MAYS LANE	O/Ps Shop	Chiseldon and Lawn
MAYS LANE	Junction 4005	Chiseldon and Lawn
MEADOWCROFT	Junction Addison Crescent	Penhill and Upper Stratton
MEDBOURNE LANE	Junction with B4192	Ridgeway
MEDGBURY ROAD	Near 6	Central
MELFORT CLOSE	Junction Sparcells Drive	Shaw
MELROSE CLOSE	Junction Eastleaze Road	Shaw
MENDIP CLOSE	Opposite No 29	Gorse Hill and Pinehurst
MERRIVALE GROVE	Outside No 12	Walcot and Park North
MILL LANE	Junction Field Rise	Old Town
MILL LANE	O/Ps 3 Westleaze	Old Town
MILL LANE	West of railway line	Old Town
MILL LANE	On bridleway off Mill Lane just beyond Belmont Crescent	Old Town
MILL LANE	3 Near stream	Blunsdon and Highworth
MILLGROVE STREET	Junction with Eastbury Way	St Andrews
MINETY ROAD	S/O 1	Penhill and Upper Stratton
MONET CLOSE	Opp 9/10	Haydon Wick
MONTGOMERY AVENUE	Junction Pound Road	Rodbourne Cheney
MOREDON PARK	S/O No 60	Rodbourne Cheney
MORIE CLOSE	o/s 9	Shaw
MORRIS STREET	o/s 29	Mannington and Western
MULBERRY GROVE	Between 63/71	Rodbourne Cheney
MULBERRY GROVE	Junction Rowan Road	Rodbourne Cheney
NELL HILL	Near junction with Queens Road	Blunsdon and Highworth
NELL HILL	Junction Icknield Way	Ridgeway
NEW ROAD	Outside Patriot Arms Farm House	Chiseldon and Lawn

Site Name	Location	Ward
NEWBURGH PLACE	Newburgh House	Blunsdon and Highworth
NEWBURGH PLACE	O/S Westrop Primary School	Blunsdon and Highworth
NORMANDY ROAD	Diagonally O/Ps 27	Wroughton and Wichelstowe
NORTHBOURNE ROAD	Near O/Ps 24	St Andrews
NUTMEG CLOSE	O/Ps 5	Haydon Wick
NYTHE ROAD	O/S Shops	St Margaret and South Marston
NYTHE ROAD	Junction Towcester Road	St Margaret and South Marston
Oakie Close		Haydon Wick
OKUS ROAD	Junction Kings Hill	Old Town
OKUS ROAD	Junction St. Helens 3 Grit Bins	Old Town
OKUS ROAD	Junction with Tythe Barn Crescent	Old Town
OLD SHAW LANE	O/S Pendlebury	Shaw
OLD SHAW LANE	O/S 12a	Shaw
OLIVE GROVE	Junction Whitworth Road	Rodbourne Cheney
OLIVER CLOSE	O/Ps 20	Shaw
OLIVER CLOSE	Junction Tregoze Way	Shaw
OLIVIER ROAD	Near No 1	Haydon Wick
ORCHID CLOSE	End of cycleway	Gorse Hill and Pinehurst
OVERTOWN HILL ROAD	Near water works	Wroughton and Wichelstowe
PARK AVENUE	(on verge behind Brewery St Car Park)	Blunsdon and Highworth
PARKLANDS ROAD	On bend	Chiseldon and Lawn
PARSLOES CLOSE	S/O 16 Whittington Drive	Wroughton and Wichelstowe
PERRYS LANE	2 Grit bins on footpath	Wroughton and Wichelstowe
PICKWICK CLOSE	Junction Kingsdown	Penhill and Upper Stratton
PLEYDELL ROAD	Junction Croft Road	Old Town
POACHERS WAY	Near junction with Cantello Close	St Andrews
PONTINGS CLOSE	Junction High Street	Blunsdon and Highworth
PORTMORE CLOSE	Next to Lamp Column 2	Shaw
POUND ROAD	Near 36	Blunsdon and Highworth
PRIORS HILL	Near Swan PH	Wroughton and Wichelstowe
PRIORS HILL	O/S 90	Wroughton and Wichelstowe
PRIORY GREEN	Junction Roundhills Mead	Blunsdon and Highworth
PRIORY GREEN	O/S 41/42	Blunsdon and Highworth
PROSPECT HILL	Junction Cross Street	Eastcott
PUMP HOUSE LANE	Towards bottom of hill	Ridgeway

Site Name	Location	Ward
PURLEY ROAD	Hillside Cottages Junction	Ridgeway
QUEEN ELIZABETH DRIVE	O/S PH	Priory Vale
QUEEN ELIZABETH DRIVE	Near Play Area	Priory Vale
QUEEN ELIZABETH DRIVE	O/Ps 44	Priory Vale
QUEEN ELIZABETH DRIVE	Roundabout junction Thetford Way	Priory Vale
QUEENS AVENUE	O/S 49	Blunsdon and Highworth
QUEENS ROAD	S/O Jolly Tar Pub	Blunsdon and Highworth
RADNOR STREET	O/S Cemetery	Eastcott
RADNOR STREET	Junction Shelly Street	Eastcott
RADNOR STREET	Side of 64 Exmouth Street	Eastcott
RAMLEAZE DRIVE	Opposite junction with Angus Close	Shaw
RAMLEAZE DRIVE	Junction Orkney Close	Shaw
RAMSBURY AVENUE	Junction Minety Road	Penhill and Upper Stratton
RAMSBURY AVENUE	Opposite Hannington Close	Penhill and Upper Stratton
RAMSTHORN CLOSE	O/Ps 39	Haydon Wick
RANNOCH CLOSE	O/S 14	Shaw
REGENT PLACE	On concrete step near in front if railings by rear disabled access area.	Central
RETINGHAM WAY	Opp 2	St Margaret and South Marston
REYNOLDS WAY	On footway on the corner O/S 30	St Andrews
RHUDDLAN	On main road S/O 2	Lydiard and Freshbrook
RINSDALE CLOSE	O/S 4	Shaw
RIVERS WAY	O/S 2	Blunsdon and Highworth
RODWAY	Between houses 21 & 22, near L/C 6	Ridgeway
ROUNDWAY DOWN	O/Ps 7/8	Lydiard and Freshbrook
SAMBRE ROAD	Junction Ladysmith Road	Chiseldon and Lawn
SAMS LANE	Junction High Steet	Blunsdon and Highworth
SANDSTONE ROAD	By L/C 9	St Andrews
SANDWOOD CLOSE	Junction Sparcells Drive	Shaw
SARSEN CLOSE	S/O 23	Old Town
SAVERNAKE STREET	Top of slope behind PH	Eascott
SCHOOL CLOSE	Grit bin near Dewey Close	Chiseldon and Lawn
SEVENHAMPTON LANE	Opposite Sevenhampton Place Lane	Blunsdon and Highworth
SEVENHAMPTON LANE	By Phone box opp Chalfont House	Blunsdon and Highworth
SEVENHAMPTON LANE	Near Roves Lane	Blunsdon and Highworth
SHANKLIN ROAD	Junction Ventnor Close	Rodbourn Cheney

Site Name	Location	Ward
SHEERWOLD CLOSE	s/o 13	St Margaret and South Marston
SHELLEY STREET	o/s 27	Eastcott
SHERFORD ROAD	O/S 13	Haydon Wick
SHROPSHIRE CLOSE	Opp 1	Shaw
SIGNAL WAY	Near junction with Strouds Close	Old Town
SIGNAL WAY	Near junction with Queintin Close	Old Town
SILBURY MEWS	S/O 5	Rodbourn Cheney
SKINNERS CLOSE	Junction Queens Road	Blunsdon and Highworth
SOUTHERNWOOD DRIVE	S/O 33	Haydon Wick
SOUTHERNWOOD DRIVE	Junction Caraway Drive	Haydon Wick
SOUTHERNWOOD DRIVE	Junction Anuse Close	Haydon Wick
SPINNEY CLOSE		Ridgeway
SPRINGLINES	o/s 4	Ridgeway
SPRINGLINES	Junction Badgers Close	Ridgeway
ST ANDREWS CLOSE	S/O 29	Wroughton and Wichelstowe
ST AUSTELL WAY	Exit to road	Mannington and Western
ST JOHN ROAD	O/Ps News Agents	Wroughton and Wichelstowe
ST MICHAELS AVENUE	Junction Windrush	Blunsdon and Highworth
ST MICHAELS AVENUE	Junction Newburgh Place	Blunsdon and Highworth
STAFFORD STREET	O/S 65 by cemetery wall	Eastcott
STAMFORD CLOSE	At T junction	Lydiard and Freshbrook
STANLEY HONEY COURT	O/Ps 1	Walcot and Park North
STANMORE STREET	S/O 62 William Street	Eastcott
STENNESS CLOSE	S/O 22	Shaw
STOKESAY DRIVE	O/S School	Mannington and Western
SUNNINGDALE ROAD	On roundabout	Gorse Hill and Pinehurst
SWINDON ROAD	Junction North Street	Eastcott
SWINDON ROAD	By entrance to Wood Farm	Wroughton and Wichelstowe
TADPOLE LANE	Cottage on right hand side	Blunsdon and Highworth
TADPOLE LANE	Junction with Lyall Close	Blunsdon and Highworth
TARRAGON CLOSE	S/O 15	Haydon Wick
TARRAGON CLOSE	In garden of No 18	Haydon Wick
TATTERSHALL	S/O 70	Mannington and Western
TATTERSHALL	O/S 35	Mannington and Western
TENBY CLOSE	S/O 1	Chiseldon and Lawn
THAMES AVENUE	O/S Shops	Haydon Wick
THAMES AVENUE	Near junction with	Haydon Wick

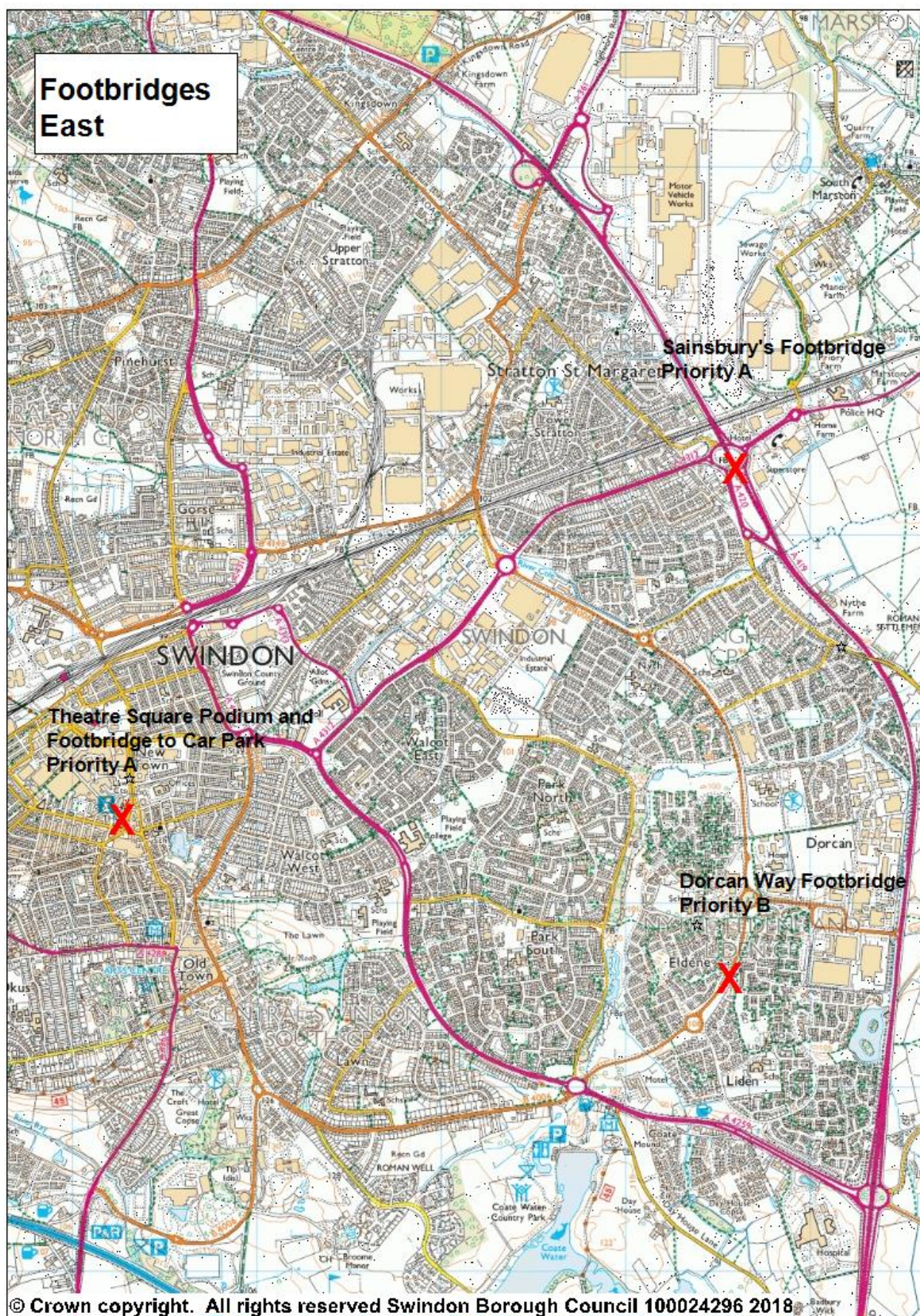


Site Name	Location	Ward
	Larchmore Close	
THE AVENUE	Cul-de-sac O/Ps 8	Blunsdon and Highworth
THE AVENUE	Junction Trenchard Close	Blunsdon and Highworth
THE BEANLANDS	O/S School	Ridgeway
THE BROADWAY	Opposite No 34	Rodbourn Cheney
THE CULLERNS	Next to car park	Blunsdon and Highworth
THE CULLERNS	O/S 304	Blunsdon and Highworth
THE DORMERS	o/s Northview Primary School	Blunsdon and Highworth
THE DORMERS	O/Ps 136	Blunsdon and Highworth
THE DORMERS	S/O 29	Blunsdon and Highworth
THE DRIVE	O/S Shops	Covington and Dorcan
THE FORTY	Near junction with New Town Lane	Ridgeway
THE MALL	Just past the driveway to the School by l/c 3	Old Town
THE MALL	O/S School	Old Town
THE NURSERIES	By tall wall O/S 6	Eastcott
THE RIDGE	Between Hotel Entrances	Blunsdon and Highworth
THE STREET	Junction B4192 south east end	Ridgeway
THE THATCHERS	O/S 6	St Andrews
THE WEAVERS	Junction Old Mill Lane	Old Town
THE WILLOWS	By parking area S/O 18	Blunsdon and Highworth
THE WILLOWS	O/S 4	Blunsdon and Highworth
THE WILLOWS	S/O 27	Blunsdon and Highworth
THE WYNCIES	Near junction with High Street	Ridgeway
THORNEY PARK	O/Ps 43	Wroughton and Wichelstowe
THORNHILL DRIVE	Junction Southy Close	St Andrews
THORNHILL DRIVE	O/Ps 17	St Andrews
THRESHER DRIVE	O/Ps 54	St Andrews
THRUSHEL CLOSE	O/S 25	Haydon Wick
TIMANDRA CLOSE	O/Ps 7	Haydon Wick
TORRIDGE CLOSE	Cul-de-sac end	Haydon Wick
Tracy Close	s/o 35	Haydon Wick
TUCKERS LANE	O/Ps Church	Ridgeway
TURNBALL	Junction Slipper Lane	Chiseldon and Lawn
TURNPIKE ROAD	Junction Kingsdown Lane	Blunsdon and Highworth
TURNPIKE ROAD	O/Ps 7	Blunsdon and Highworth
TYDEMAN STREET	By the Subway	Gorsehill and

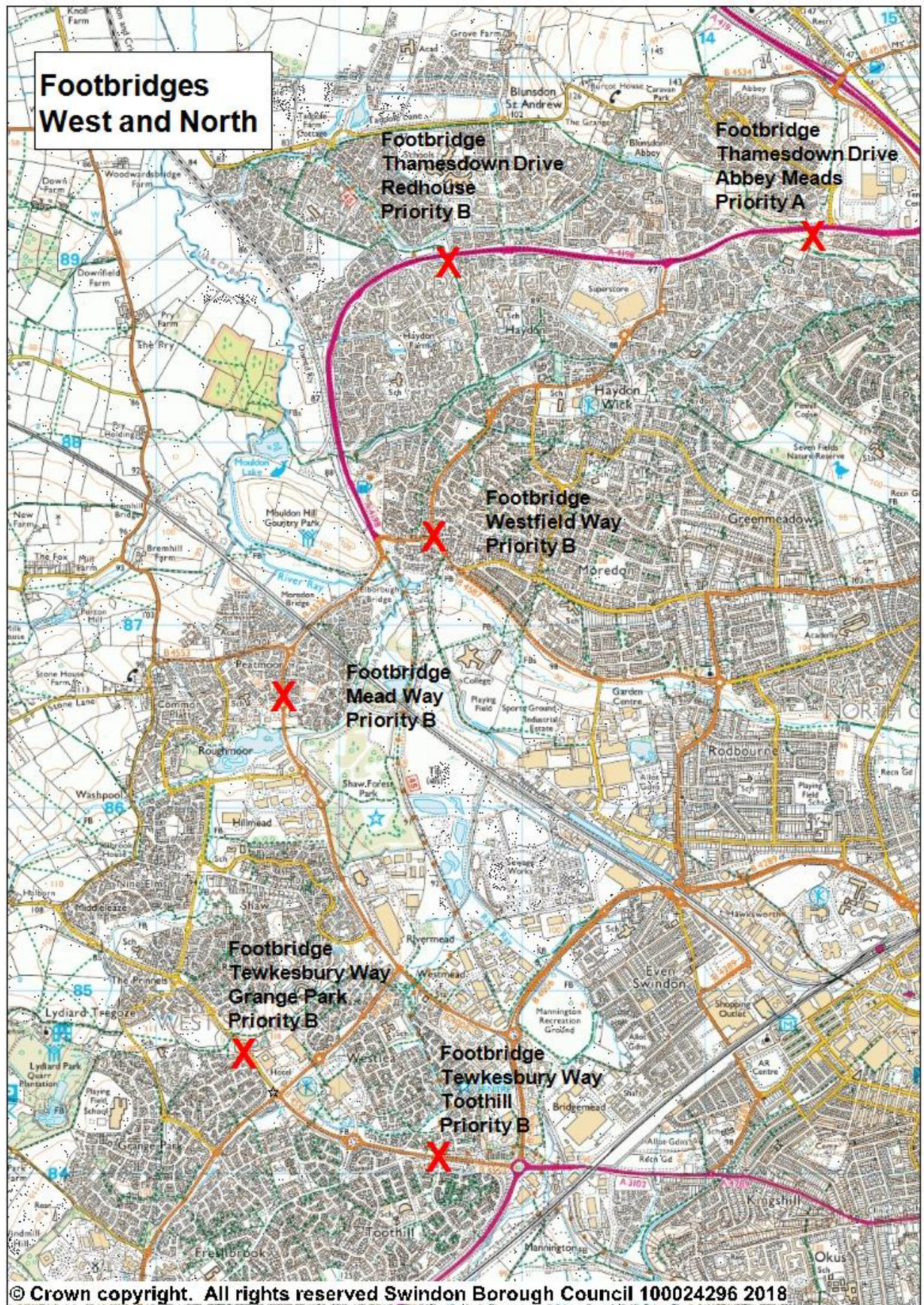
Site Name	Location	Ward
		Pinehurst
VALLEYSIDE	Top of cul-de-sac	Eastcott
VALLEYSIDE	On wide footway by footpath entrance to the side of 41	Eastcott
VICARAGE ROAD	O/S 284 by St Mary's Rbt	Rodbourne Cheney
VORDA ROAD	Opp 22	Blunsdon and Highworth
WAGGONER CLOSE	O/Ps 49	Haydon Wick
WALTER CLOSE	o/pS 90	Shaw
WALTER CLOSE	Junction Tregoze Way	Shaw
WANSHOT CLOSE	O/Ps 1	Wroughton and Wichelstowe
WARNEFORD CLOSE	Next to sub-station	Mannington and Western
WARRENER CLOSE	Opp 31	Haydon Wick
WATERDOWN CLOSE	S/O 3	Priory Vale
WEIRSIDE AVENUE	At the T junction within Weirside Avenue	Wroughton and Wichelstowe
WESSEX WAY	O/Ps 15	Blunsdon and Highworth
WEST HILL	O/Ps Malthouse Close	Blunsdon and Highworth
WESTERN STREET	Junction North Street	Eastcott
WESTLEA DRIVE	Junction Langstone Way	Shaw
WESTLECOT ROAD	Junction Belmont	Old Town
WESTMINSTER ROAD	Opp 62	Lydiard and Freshbrook
WESTROP	Opp Windyridge	Blunsdon and Highworth
WESTROP	Green Bin Inside Surgery	Blunsdon and Highworth
WHEATLANDS	S/O 7	Haydon Wick
WHEELER AVENUE	S/O 106	Penhill and Upper Stratton
WHITE EDGE MOOR	Junction Edale Moor	Liden, Eldene and Park South
WHITECASTLE	Opp 10	Lydiard and Freshbrook
WHITTINGHAM DRIVE	Near Falklands Road SNP and near O/Ps 40	Wroughton and Wichelstowe
WILLOW WALK	Entrance to group dwellings	Wroughton and Wichelstowe
WINDMILL PIECE	O/S 10	Chiseldon and Lawn
WINDRUSH	Top of hill	Blunsdon and Highworth
WINDRUSH ROAD	Junction Newland	Rodbourne Cheney
WINDRUSH ROAD	Near 28	Rodbourne Cheney
WINIFRED STREET	S/O 31 St Margarets Road	Old Town
WINLAW CLOSE	O/Ps 16	Shaw
WINTERSLOW ROAD	On footpath opposite No 5	Penhill and Upper Stratton
WINWICK ROAD	Bottom of hill	Lydiard and Freshbrook

<b>Site Name</b>	<b>Location</b>	<b>Ward</b>
WINWICK ROAD	O/Ps 34	Lydiard and Freshbrook
Woodsman Road	O/Ps 19	Haydon Wick
WYNNDAL CLOSE	To the side of No 4	St Margaret and South Marston
YONDER WAY	Junction Magdalen Road	Ridgeway

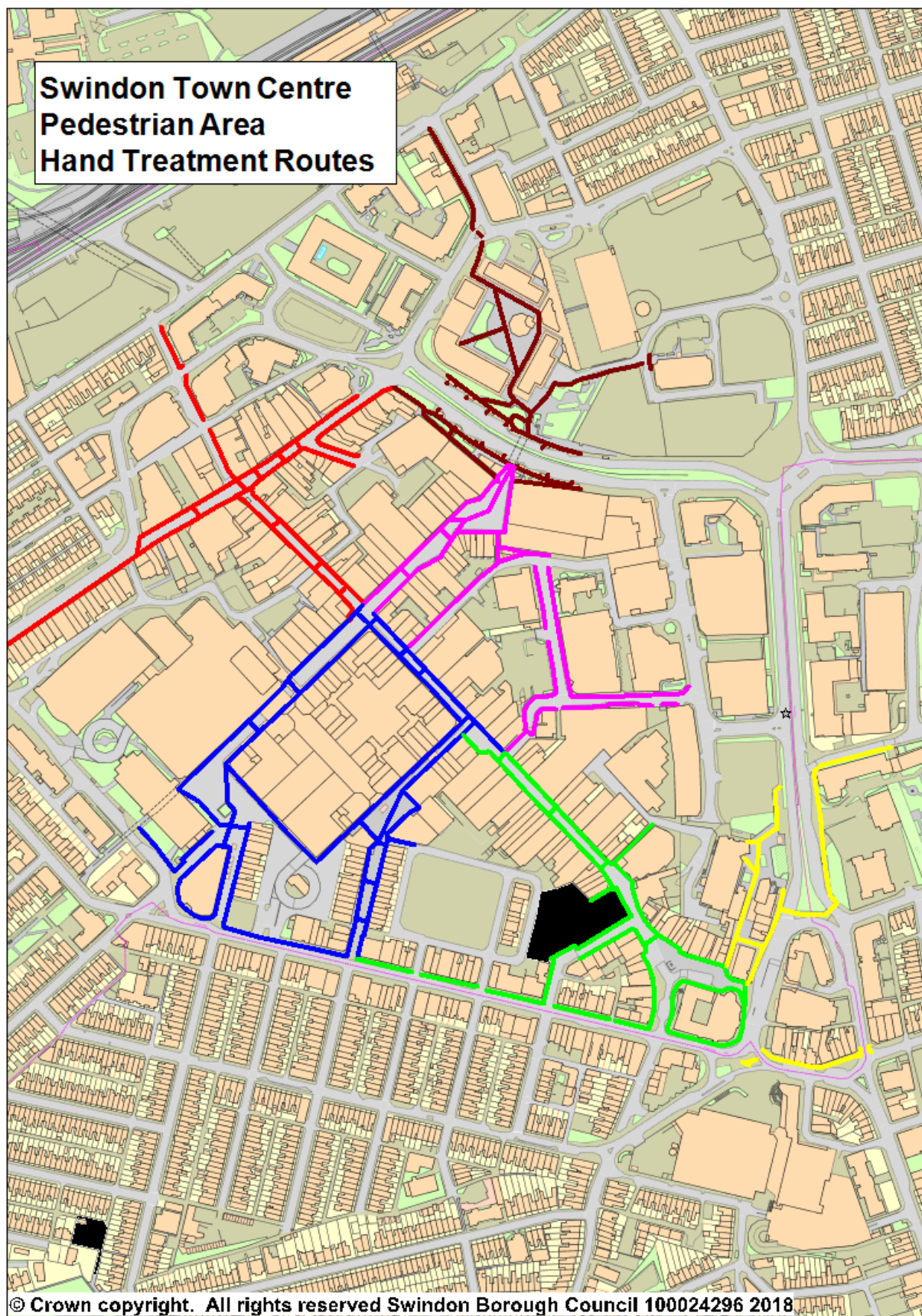












## **APPENDIX B**

### **RECORDS**

61	Senior Support Log Sheet
63	Inspectors Log Sheet
65	Driver Log Sheet



## Senior Support Log Sheet

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

# Senior Support Log Sheet (GMT/BST)

Date.....

Blagrove								Min Temp		
Time	Condition	Surface	Deep	Air	Dew	RH	Precip	Wind Speed	Wind Direction	Faults
Bush Cross								Min Temp		
Time	Condition	Surface	Deep	Air	Dew	RH	Precip	Wind Speed	Wind Direction	Faults

Signed.....



## Inspectors Log

Date	Inspector	Senior Support
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Action	
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Problems/Comments

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## Time

## Notes

## Time

## Notes

## Time

## Notes

\_\_\_\_\_

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

Signed (Inspector) ..... (Senior Support) .....



# Swindon Borough Council Highway Operations

## Winter Service Driver Log

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





**APPENDIX C**

**PROCEDURES**

69	Supervising Senior Support Procedure
71	Senior Support and Trainee Senior Support Procedure
75	Inspector Procedure
78	Control Room Procedure
80	Driver Procedure
82	Icelert Data Collection





## WINTER MAINTENANCE PROCEDURE

### SUPERVISING SENIOR SUPPORT

#### Duty Frequency

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

#### Overview of Responsibilities

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

#### Specific Duties: Lunchtime

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

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

#### Specific Duties: Evening Update

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

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

#### Specific Duties: Monitoring

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

#### Communication

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

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

### **Daytime Requirements**

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

### **Safety**

At all times promote safe working practices.

### **Record Keeping**

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

### **Outstation Maintenance**

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

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

## **WINTER MAINTENANCE PROCEDURE**

### **SENIOR SUPPORT AND TRAINEE SENIOR SUPPORT**

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

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

#### **Duty Frequency**

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

#### **Overview of Responsibilities**

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

#### **Specific Duties: Lunchtime**

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

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

- Inspector
- Control
- Place message on ICELERT (Message Type: Action Proposed) and e-mail Forecaster, RMS and Gloucester County Council and Communications via ICELERT
- Police (if pre-salt is proposed)

Detail on spread rates required in relation to forecast conditions can be found from page 17 of this document

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



**Specific Duties: Update**

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

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

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

Detail on spread rates required in relation to forecast conditions can be found from page 17 of this document

**Form of Communication to Inspector**

To the Inspector: *'Routes X and Y to be treated, on the road at ZZ.00hrs, spread rate to be  $x \text{ g/m}^2$ .'* It is the Inspector's duty contact Control in order to initiate the calling out of the Drivers. At least one hour must be allowed (preferably 1 hour 15 minutes) between the call to the Inspector and the on the road time to allow for all necessary Driver calls to be made by Control.

**Form of Communication to Police**

To the Police: *'A courtesy call to let you know that we are treating Routes X and Y commencing at ZZ.00hrs'*

**Specific Duties: Monitoring**

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

**Specific Duties: Morning**

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

**Patrols**

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

The Patrol Route is illustrated on the plan entitled Inspector Patrol Route. The TSS should instruct the Inspector to monitor conditions at the prearranged spots shown on the above named plan, or monitor rain/snow fall, hoar frost deposits or other conditions as appropriate. When the Patrol is complete or when a situation changes or becomes clear, the Inspector will telephone the TSS with an update. Generally

night-time telephone calls are made on mobile phones to avoid waking whole households; this should be agreed with the Inspector during the day.

### **Enquiries**

At any time Control may telephone you with details of enquiries regarding road conditions from the Police or the Public. Following consultation with the SSS, the TSS must decide whether to instruct the Inspector to inspect or take immediate action by gritting. Following any such decision the communications must take place as above.

### **Sweeping Suspension**

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

### **Daytime Requirements**

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

### **Safety**

At all times promote safe working practices.

### **Record Keeping**

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

### **Outstation Maintenance**

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

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

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



## WINTER MAINTENANCE PROCEDURE

### INSPECTOR

#### Duty Frequency

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

#### Reporting Lines

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

#### Overview of Responsibilities

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

#### Lunchtime

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

#### Update

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

#### Procedure if Action Proposed

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

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

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

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

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

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

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

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

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

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

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

### **Patrols**

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

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

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

### **Site Visits**

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

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

### **Wet Spots**

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

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

'Wet Spot' treatments are generally to be carried out by the 8<sup>th</sup> Driver. The Inspector is to accompany the driver in the lorry to assist in locating and identifying the areas to be treated. The treatment will consist of spot blasting with salt.

### **Day Time Requirements**

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

### **Record Keeping**

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

### **Safety**

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



## WINTER MAINTENANCE PROCEDURE

### CONTROL

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

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

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

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

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

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

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

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

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

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

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

## WINTER MAINTENANCE PROCEDURE

### DRIVERS

#### Duty Frequency

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

#### Overview of Responsibilities

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

#### Lunchtime

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

#### Procedure if Action Proposed

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

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

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

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

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



- Time Leaving Depot (24 hour clock)
- Odometer reading

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

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

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

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

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

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

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

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

## ICELERT DATA COLLECTION PROCEDURE

- Log onto [www.icecert.net](http://www.icecert.net) or http:213.131.108.195
- Enter your username and password
- Select **Forecasts – Area Forecast**
  - Select 'Current
  - Select '2 – 5 day forecast'
- Select **Outstation Details**
  - From the drop down menu select details for Blagrove
  - From the drop down menu select 'Forecast Graph' for Bush Cross
- Make any decision and select **MESSAGING on the Home Page**
  - Select 'Post a new message' and populate the fields. Ensure relevant e-mail groups are selected before sending

## APPENDIX D

### NOTES ON METEOROLOGICAL FORECASTS ISSUED BY THE FORECASTER

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



## 1 NOTES ON CERTAIN ROAD DANGERS DUE TO WEATHER

### Explanatory Notes

#### 1. The Forecaster issue Weather Warnings as follows:

- Flash Warnings of Extreme or Severe Weather

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

- Early Warnings of Extreme or Severe Weather

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

- Advisory of Extreme or Severe Weather

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

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

#### 2. Types of Warning

- Warnings of snow

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

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

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

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

- Warnings of Road Surface Temperatures below Freezing point

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

Wherever possible, warnings will be amplified as follows:

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

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

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

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

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

### 3. Notes on Conditions leading to Icy Roads:

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

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

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

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

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

## 2.0 SPECIFICATION FOR WEATHER FORECAST

### 2.1 24 Hour General Text Forecast

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

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

### 2.2 Evening Update

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

### 2.3 2-5 Day Forecast

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



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

#### 2.4 Telephone Advice Service

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

#### 2.5 Site Specific Forecasts

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

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

### 3.0 Confidence Levels

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

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

#### 3.1 Overall Confidence

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

#### 3.2 Confidence in Individual Elements

A confidence level is provided against each of the hazard types in the 24-hour text forecast and against an individual hazard that is at odds with the overall confidence

level. Such a 'conflict' should not be read as a mistake. In these circumstances the overall confidence level should be used to judge the appropriate action.

### 3.3 Text Forecast Low Confidence Alert

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

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

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

### 4.0 Readiness Colour

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

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

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

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

**APPENDIX E**

**COMMUNICATIONS**





## Winter Contacts

Contact	Office	Mobile
<b>Supervising Senior Support</b>		
Helen Viveash	01793466354	07740037425
Martin Roberts	01793466386	07717808955
Tim McGrady	01793464543	07717801812
<b>Trainee Senior Support</b>		
Zoe Moore	01793463415	07884733132
Mick Ashmore	01793464171	07795811502
Dave Molyneaux	01793464725	07486707958
<b>Inspectors</b>		
John McConnell		07867358790
Amanda Brown		07740037421
Chris Ball		07747763947
Dave Enstone		07585965729

<b>Service</b>	<b>Service Area</b>	<b>Phone Numbers</b>
British Telecom		0800 9173993
SBC Control		01793 466451 01793 466452
Environment Agency		0800 807060
Findley Irvine	Icelert Software Support	Office Hrs only: 01968 671200 24 hour Helpline 01968 671255
Fire Service		01793 401200 OOH: 01380 731100
Gloucester CC		08000514514
Highways England	M4 Junctions 15 – 16	0300 123 5000
Forecaster	Met Desk	01296 628373
Oxfordshire CC		08453101111 OOH: 01865 747795
Police		24 Hrs: 111
RMS	A419 and Wheatstone Rd, Dorcan	01285 640048 Emergency: 07623 943080
Scottish & Southern	Electricity	24 Hrs: 08457 708090
Thames Water	Freshwater leaks, public sewers	0911 506 5396 Council callers only 01793422097



Transco	Gas	24 Hrs: 0800 111999
Wiltshire County	Out of Hours Duty Emergency Number	01225 713377 07899 967458
David Newman	Snow Clearance Assistance:	Home: 01285 810985 Mobile: 07973 450117
Duty Fitter	Out of Hours	07760 164633
Imperial Tyres	Out of Hours	01793 531990



## **APPENDIX F**

### **NOTABLE DESTINATIONS**

<b>Page</b>	<b>Ward</b>	<b>Page</b>	<b>Ward</b>
97	Blunsdon and Highworth	108	Old Town
98	Central	109	Penhill and Upper Stratton
100	Chiseldon and Lawn	110	Priory Vale
101	Covingham and Dorcan	111	Ridgeway
102	Eastcott	111	Rodbourne Cheney
103	Gorse Hill and Pinehurst	112	Shaw
104	Haydon Wick	113	St Andrews
105	Liden, Eldene and Park South	114	St Margarets and South Marston
106	Lydiard and Freshbrook	115	Walcot and Park North
107	Mannington and Western	116	Wroughton and Wichelstowe





## Blunsdon and Highworth

**Key** Distance to Treated Route (Approx.)

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

Destination	Access Off	Nearest Treated Route	Key
Car Park			
St Michael's Cemetary	Cricklade Road	Cricklade Road adjacent	
Blunsdon Surgery	Berton Close	High Street 90m	
Westrop Surgery	Newburgh Place	St Michaels Avenue 140m	

## Central

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Robert Le Kyng Primary School	Westcott Street	Westcott Place 60m	
The Chalet School	Queens Drive	Queens Drive adjacent	
St Joseph's School	Ocotal Way	Ocotal Way adjacent	
County Ground Football and Cricket Pitches	County Road	County Road adjacent	
Hibbards Yard	Redposts Drive	Redposts Drive adjacent	
Swindon Town Centre	Various	Pedestrian area surrounded by treated roads	
Tesco	Ocotal Way	Ocotal Way adjacent	
Central Community Centre	Emlyn Square	Emlyn Square adjacent	
Ambulance Station	Queens Drive	Queens Drive adjacent	
Bus Station	Fleming Way/Milford Street	Fleming Way/Milford Street adjacent	

<b>Destination</b>	<b>Access Off</b>	<b>Nearest Treated Proposed Route</b>	<b>Key</b>
Railway Station	Station Road	Station Road adjacent	
Brunel North Car Park	Carr Street	Farnsby Street 50m	
Brunel West Car Park	Farnsby Street	Farnsby Street adjacent	
Sheppard Street Car Park	Sheppard Street	Sheppard Street adjacent	
Harding Street Car Park	Harding Street	Holbrook Way 30m	
Catherine Street Car Park	Access Carr Street Egress Catherine Street	Farnsby Street 200m Faringdon Road 90m	
Queen Street Car Park	Access Carr Street Egress Catherine Street	Farnsby Street 200m Faringdon Road 90m	
Cheltenham Street Car Park	Cheltenham Street	Cheltenham Street adjacent	
Commercial Road Car Park	Davies Place	Commercial Road 20m	
Granville Street Car Park	Access Granville Street Egress Morley Street	Commercial Road 20m	
Morley Street Car Park	Access Granville Street Egress Morley Street	Commercial Road 230m Commercial Road 100m	
College Street Car Park	College Street, Islington Street	Fleming Way 330m	
County Ground Car Park	County Road	County Road adjacent	
Fleet Street Car	John Street	Holbrook Way 120m	



Destination	Access Off	Nearest Treated Proposed Route	Key
Park			
Fleming Way Car Park	College Street	Fleming Way 120m	
King Street Car Park	King Street	Holbrook Way 200m	
Princes Street	Islington Street	Princes Street 110m	
Wyvern Car Park	Regent Close	Princes Street 170m	
Whalebridge Practice	Carfax Street	Corporation Street 120m	
Park Lane Practice	Park Lane	Park Lane adjacent	
Great Western Surgery	Farriers Close	Ocotal Way 50m	

### Chiseldon and Lawn

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Chiseldon Primary	Castle View Road	New Road 310m	
Broom Manor Golf Club	Pipers Way	Pipers Way adjacent	
Coate Water	Marlborough Road	Marlborough Road adjacent	
Butts Business Centre	Butts Road	Marlborough Road 350m	
Lawn Community Centre	Guildford Avenue	Windsor Road 30m	
Lawn Medical Centre	Guildford Avenue	Windsor Road 70m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Cornerstone Practice	New Road	New Road adjacent	

### Covingham and Dorcan

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Nythe Primary School	Nyland Road	The Drive 110m	
Nyland Special School	Nyland Road	The Drive 110m	
Colebrook Infants School	Towcester Road – Sywell Road and Towcester Road – Nythe Road	Covingham Drive 580m  Oxford Road 640m	
Colebrook Junior School	Towcester Road – Sywell Road and Towcester Road – Nythe Road	Covingham Drive 580m  Oxford Road 640m	
Covingham Park Primary School	The Harriers – Terncliff	Covingham Drive 190m	
Dorcan Technology Colege	St Pauls Drive	St Pauls Drive adjacent	
Dorcan Recreation Complex	St Pauls Drive	St Pauls Drive adjacent	
Dorcan	Edison Road/Wheatstone	Edison Road Wheatstone Road adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
	Road		
St Paul's Drive	St Pauls Drive	St Paul's Drive adjacent	
Covingham Square	Covingham Drive	Covingham Drive adjacent	
Nythe Shops	The Drive	The Drive adjacent	
<b>Community Centre</b>			
Coleview Community Centre	Towcester Road	Covingham Drive 620m Oxford Road 580m	
Covingham Square Car Park	Covingham Drive	Covingham Drive adjacent	
St Pauls Car Park	St Pauls Drive	St Pauls Drive adjacent	
Victoria Cross Surgery	Keble Close	The Drive 80m	

### Eastcott

**Key** Distance to Treated Route (Approx.)

<b>0 – 200m</b>	<b>200m – 500m</b>	<b>&gt;500m</b>
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Destination	Access Off	Nearest Treated Proposed Route	Key
King William Street Primary	Union Row-Prospect Place- King William Street King William Street	Victoria Road 230m access Eastcott Road 70m egress	
Holy Rood Infant School	Durham Street  Durham Street – Lincoln Street	Victoria Road 70m access  Groundwell Road 120m egress	

Destination	Access Off	Nearest Treated Proposed Route	Key
Drove Primary School	York Road – Southampton Street Southampton Street	Groundwell Road 350m access  Drove Road 60m egress	
Queens Park	Drove Road	Drove Road adjacent	
Aldi	Drove Road	Drove Road adjacent	
Savernake Street Social Halls	Savenake Street	Eastcott Hill 220m	
Fire Station	Drove Road	Drove Road adjacent	
Bath Road Car Park	Eastcott Road	Eastcott Road adjacent	
Britannia Place Car Park	Hoopers Place	Newport Street 80m	
Clarence House Car Park	Euclid Street	Princes Street 50m	
Spring Gardens Car Park	Spring Gardens	Fleming Way 120m	
Civic Offices	Euclid Street/Beckhampton Street	Princes Street 150m	
Victoria Cross Surgery	Victoria Road	Victoria Road adjacent	

### Gorse Hill and Pinehurst

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Gorse Hill Infants and Junior Schools	Avening Street	Cricklade Road 140m	
Crowdy's Hill School	Jefferies Avenue	Headlands Grove 300m	



Kembrey Park	Kembrey Street	Cirencester Way 750m	
Elgin Industrial Estate	Elgin Drive	Cirencester Way 460m	
Headlands Trading Estate	Headlands Grove	Headlands Grove adjacent	
Gorse Hill Community Centre	Chapel Street	Cirencester Way 200m Cricklade Road 200m	
Pinetrees	The Circle	Pinehust Road 70m	
Punjabi Community Centre	Kembrey Street	Cirencester Way 60m	
Cricklade Road Shopping Area	Cricklade Road	Cricklade Road adjacent	
Chapel Street Car Park	Chapel Street	Cricklade Road 80m	
Crossroads Surgery	Cricklade Road	Cricklade Road adjacent	
Hawthorn Medical Centre	May Close	Cricklade Road 300m	

## Haydon Wick

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
<b>Education</b>			
Greenmeadow Primary School	Pen Close	Thames Avenue 100m	
Catherine Wayte Primary School	Elstree Way	Elstree Way 180m	
Haydonleigh Primary School	Haydon Court Drive	Haydonleigh Drive 100m	
Haydon Wick	The Brow	The Brow adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
Primary School			
<b>Retail</b>			
Morrisons	Thames Avenue	Thames Avenue adjacent	
<b>Other</b>			
Whitworth Road Cemetery	Whitworth Road	Whitworth Road adjacent	
<b>Doctor's Surgeries</b>			
North Swindon Practice	Thames Avenue	Thames Avenue adjacent	

### Liden, Eldene and Park South

**Key** Distance to Treated Route (Approx.)

<b>0 – 200m</b>	<b>200m – 500m</b>	<b>&gt;500m</b>
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Destination	Access Off	Nearest Treated Proposed Route	Key
Eldene Primary School	Collingsmead	Eldene Drive 280m	
Liden Primary School	Liden Drive	Liden Drive adjacent	
Oaktree Nursery and Primary School	Royston Road	Whitbourne Avenue 150m	
Liden Centre	Barrington Close	Liden Drive 190m	
Cavendish Square	Whitbourne Avenue	Whitbourne Avenue adjacent	
Morrisons	Dorcan Way	Dorcan Way adjacent	
Park South Community Centre	Cranmore Avenue	Cranmore Avenue adjacent	
Priory Road Medical Centre	Priory Road	Whitbourne Avenue 80m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Eldene Surgery	Collingsmead	Eldene Drive 150m	

### Lydiard and Freshbrook

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Tregoze Primary School	Sleaford Close	Hay Lane 110m	
Greendown Community School	Grange Park Way	Grange Park Way 60m	
Oliver Tomkins Infant and Primary Schools	Rowton Heath Way and Beaumaris Road	Rowton Heath Way 450m Freshbrook Way 260m	
Millbrook Primary School	Worsley Road	Worsley Road adjacent	
Lydiard Park	Tregoze Way	Tregoze Way adjacent	
Windmill Buisness Park	Whitehill Way/Great Western Way	Whitehill Way/Great Western Way adjacent	
Blagrove Industrial Estate	Frankland Road	Great Western Way 960m	
Freshbrook Village Centre	Worseley Road	Worseley Road adjacent	
Freshbrook Community Centre	Worsley Road	Worsley Road adjacent	
Freshbrook Surgery	Worsley Road	Worsley Road adjacent	

## Mannington and Western

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Westlea Primary School	Langstone Way	Whitehill Way 100m	
Toothill Primary School	Stokesay Drive	Flint Hill 60m Stokesay Drive 500m	
Even Swindon Infants School	Hughes Street	Rodbourne Road 50m	
Even Swindon Junior School	Pasture Close	Great Western Way 140m	
Delta Tennis Centre	Welton Road	Great Western Way 330m	
Steam Museum	Kemble Drive	Kemble Drive adjacent	
Westmead Industrial Estate	Westmead Drive	Mead Way 400m	
Kendrick Industrial Estate	Galton Way (SBC owned road, not public highway)	Great Western Way 550m	
Mannington Retail Park	Telford Way	Great Western Way/Wootton Bassett Road adjacent	
Toothill Village Centre	Dunwich Drive	Dunwich Drive adjacent	
Sainsbury's Bridgemoor	Paddington Drive	Paddington Drive adjacent	
Great Western Designer Outlet	Penzance Drive/Kemble Drive	Penzance Drive/Kemble Drive adjacent	
Toothill Community Centre	Dunwich Drive	Dunwich Drive adjacent	



Destination	Access Off	Nearest Treated Proposed Route	Key
Even Swindon Community Centre	Jennings Street	Rodbourne Road 280m	
Thamesdown Transport Bus Depot	Barnfield Road	Barnfield Road adjacent	
Fire Station	Mead Way	Mead Way adjacent	
Morris Street Car Park	Morris Street	Rodbourne Road 30m	
Phoenix Surgery	Dunwich Drive	Dunwich Drive adjacent	
Ashington House	Ashington Way	Ashington Way adjacent	

### Old Town

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
SDA Primary School 3	Staldon Road – Culbone Road	East Wichel Way 140m	
The Commonweal School	The Mall and Commonweal Road	Okus Road 320m Goddard Avenue 130m	
Lethbridge Primary School	Lethbridge Road – Avenue Road	Bath Road 390m	
The Croft Primary School	Sports Centre Access Road – Marlborough Lane	Marlborough Road 460m	
Croft Sports Centre	Sports Centre Access Road – Marlborough Lane	Marlborough Road 460m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Nationwide	Pipers Way	Pipers Way adjacent	
Wroughton Park and Ride	Pipers Way/Croft Road	Pipers Way/Croft Road adjacent	
Dammas Lane Car Park (Inc The Square)	Dammas Lane	High Street 40m	
The Planks Car Park	The Weavers	Marlborough Road 160m	
The Hermitage Surgery	Dammas Lane	High Street 160m	
Old Town Surgery	Curie Avenue	Okus Road 60m	

### Penhill and Upper Stratton

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Beechcroft Infants School	Beechcroft Road	Beechcroft Road adjacent	
St Luke's School	Cricklade Road	Cricklade Road adjacent	
Kingsdown School	Ermin Street	Ermin Street adjacent	
St Catherine's RC Primary School	Davenwood	Meadowcroft 210m	
Ruskin Junior School	Wordsworth Drive	Meadowcroft 160m	
Penhill Primary School	Alton Close	Penhill Drive 115m	
Uplands School	Leigh Road	Penhill Drive 410m	
Sevenfields Primary School	Leigh Road	Penhill Drive 490m	
Groundwell Industrial Estate	Arkwright Road	Cricklade Road 300m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Penhill Shops	Penhill Drive	Penhill Drive adjacent	
Meadowcroft Community Centre	Addison Crescent	Meadowcroft 70m	
St Phillips Car Park	Beechcroft Road	Beechcroft Road adjacent	
Kingsdown Crematorium	Kingsdown Road	Kingsdown Road adjacent	
Penhill Surgery	Penhill Drive	Penhill Drive adjacent	

### Priory Vale

**Key** Distance to Treated Route (Approx.)

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

## Ridgeway

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
<b>Education</b>			
Wanborough Primary School	The Beanlands	The Beanlands adjacent	
Bishopstone Primary School	Hocker Bench	Hocker Bench adjacent	
<b>Other</b>			
Great Western Hospital	Marlborough Road	All access roads treated and adjacent Marlborough Road	

## Rodbourne Cheney

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Swindon Academy	Beech Avenue	Beech Avenue Adjacent	
Rodbourne Cheney Primary School	Moredon Road	Moredon Road adjacent	
Moredon Primary School	Moredon Road	Moredon Road adjacent	
Nova Hreod School	Akers Way	Akers Way adjacent	
St Mary's Catholic Primary School	Bessemer Road East	Northern Road 100m	
Ferndale Primary and Nursery School	Wiltshire Avenue	Northern Road 160m	
Swindon College (North Star)	North Star Avenue	North Star Avenue adjacent	



Destination	Access Off	Nearest Treated Proposed Route	Key
Oasis Leisure Centre	Hawksworth Way	North Star Avenue 160m	
Cheney Manor Industrial Estate	Cheney Manor Industrial Estate Road	Cheney Manor Industrial Estate Road adjacent	
Hawksworth Industrial Estate	Hawksworth Way/Newcombe Drive	Great Western Way 370m, North Star Avenue 390m	
Moredon Road Shops	Moredon Road	Moredon Road adjacent	
Stagecoach Bus Depot	Cheney Manor Industrial Estate Road	Cheney Manor Industrial Estate Road adjacent	
North Star Car Park	North Star Avenue	North Star Avenue 120m	
Moredon Medical Centre	Moredon Road	Moredon Road adjacent	

### Shaw Ward

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Peatmoor Community Primary School	Pepperbox Hill/ Hook Close	Mead Way 130m  Swinley Drive 115m	
Brookfield Primary School	Maxey Close - Ransome Close	Cartwright Drive 160m	
Salt Way Primary School	Pearl Road	Middleleaze Drive 230m	
Shaw Ridge Primary School	Ridge Green	Shaw Road 310m	
Westlea Primary School	Langstone Way	Whitehill Way 100m	

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

## St Andrews

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Proposed Route	Key
Abbey Meads Primary School	Hugo Drive	Shepperton Way 80m	
Red Oak Primary	Redhouse Way	Redhouse Way adjacent	

Destination	Access Off	Nearest Treated Proposed Route	Key
School			
Isambard Community School	Redhouse Way	Redhouse Way adjacent	
Bridlewood Primary School	Hayburn Road	Eastbury Way 190m	
Abbey Stadium	Lady Lane	Lady Lane adjacent	
Aldi	Latham Road	Thamesdown Drive 120m	
Abbey Meads Village Centre	Elstree Way	Elstree Way 100m	
Abbey Meads Medical Practice	Elstree Way	Elstree Way 100m	

### St Margaret and South Marston

**Key** Distance to Treated Route (Approx.)

<b>0 – 200m</b>	<b>200m – 500m</b>	<b>&gt;500m</b>
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Destination	Access Off	Nearest Treated Proposed Route	Key
Grange Infants Community School	Delamere Drive	Highworth Road 110m	
Grange Junior School	Grange Drive	Grange Drive Adjacent	
South Marston CE Primary School	Old Vicarage Lane	Old Vicarage Lane adjacent	
Greenbridge Industrial Park	Greenbridge Road	Greenbridge Road adjacent	
BMW	Bridge End Road/Swindon Road	Bridge End Road/Swindon Road adjacent	
Stratton Industrial Estate	Radway Road	Hobley Drive 200m	

Destination	Access Off	Nearest Treated Proposed Route	Key
Parsonage Road Industrial Estate	Parsonage Road	Ermin Street 200m	
Keypoint	Thornhill Road	Thornhill Road adjacent	
Honda	Honda Way	Honda Way adjacent	
Greenbridge Retail Park	Drakes Way	Drakes Way adjacent	
Sainsbury's	Oxford Road	Oxford Road adjacent	
South Marston Park	Highworth Road	Highworth Road adjacent	
Grange Community Centre	Grange Drive	Grange Drive adjacent	
Gable Cross Police Station	Shrivenham Road	Shrivenham Road adjacent	
St Margaret's Cemetary	Church Street	Ermin Street 190m	
Merchiston Surgery	Highworth Road	Highworth Road adjacent	

### Walcot and Park North

**Key** Distance to Treated Route (Approx.)

<b>0 – 200m</b>	<b>200m – 500m</b>	<b>&gt;500m</b>
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Destination	Access Off	Nearest Treated Proposed Route	Key
Mountford Manor Primary	Bothwell Road	Frobisher Drive 140m	
Holy Family Primary School	Marlowe Avenue – Welcome Avenue and Marlowe Avenue – Marlowe Avenue	Welcombe Avenue 210m  Marlowe Avenue 780m	



Destination	Access Off	Nearest Treated Proposed Route	Key
Goddard Park Primary School	Buckland Close – Lyndhurst Crescent	Kingswood Avenue 290m	
Brimble Hill Special School	Buckland Close – Lyndhurst Crescent	Kingswood Avenue 290m	
New College	Bilborough Drive (not adopted)	Queens Drive 70m	
Churchfields School	Salcombe Grove	Upham Road 100m	
Lainesmead Primary School	South View Avenue	Upham Road 250m	
Holy Rood Junior School	Upham Road	Upham Road adjacent	
Kingswood Surgery	Kingswood Avenue	Kingswood Avenue adjacent	

### Wroughton and Wichelstowe

**Key** Distance to Treated Route (Approx.)

0 – 200m	200m – 500m	>500m
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Destination	Access Off	Nearest Treated Route	Key
The Ridgeway School	Inverary Road – Perry's Lane	Inverary Road adjacent	
Wroughton Junior School	Inverary Road – Perry's Lane	Inverary Road adjacent	
Wroughton Infants School	School Lane – Markam Road	Wharf Road 180m access High Street 250m egress	
Barbury Shooting School	Hackpen Lane	Burderop 2640m	
Barbury Castle	Hackpen Lane	Burderop 3120m	

<b>Destination</b>	<b>Access Off</b>	<b>Nearest Treated Route</b>	<b>Key</b>
Ellendune Centre	Barrett Way	Wharf Road 110m	
Waitrose Supermarket	Mill Lane	Foxham Way 90m	
Ellendune Community Centre	Barrett Way	Devizes Road 90m	
Prospect Hospice	Moormead Road	Moormead Road adjacent	
Wroughton Health Centre	Barratt Way	Devizes Road 110m	