

# WASHINGTON AREA COMMITTEE

4 MARCH 2010

## FEEDBACK REPORT REGARDING GRITTING ROUTES

### REPORT OF THE EXECUTIVE DIRECTOR OF CITY SERVICES

#### 1.0 GRITTING ROUTES

The Council prioritises road gritting so that the most important routes are treated first, as a result some local roads are not treated. This policy is applied throughout the City including the Washington Area.

Priorities are as follows:-

##### 1<sup>st</sup> Priority

- Main arterial routes, (classified A roads).

##### 2<sup>nd</sup> Priority

- Distributory roads
- Local roads (bus routes)

##### Footpath Treatment

Again prioritised as follows:-

- City Centre
- Shopping Centres (not in private ownership)
- Schools, AP Homes
- Hospital perimeters
- Bus stops, metro stations, pedestrian crossings
- Footbridges, steps and ramps to underpasses

#### 2.0 SALT STOCKS

As a guide to the severity of this winter please see salt used.

2004/5 = 10,386 tonnes

2005/6 = 10,663 tonnes

2006/7 = 8,489 tonnes

2007/8 = 6,956 tonnes

2008/9 = 9,315 tonnes

This winter we have used around 15,000 tonnes of salt and in addition 3,500 tonnes of grit has been purchased to mix with the salt for filling salt bins and footpath treatment.

### 3.0 SALT BINS

These are provided throughout the City at locations of identified difficulty which includes Washington Area. Provision is currently prioritised as follows:-

- Significant incline providing access to a major road or adjacent to any other incline likely to be dangerous in icy conditions.
- Areas where ice may create hazardous conditions specific to an area, e.g. hospital or school.

The provision and use of salt bins is for use on surrounding roads, pavements, steps and ramps, it is not for use on private drives and car parks.

The service received numerous requests for additional salt bins during the recent prolonged spell of adverse weather, but as with all things the resource for both provision and refilling of the bins is limited.

Please see the following list of current locations within the Washington Area:-

- Dunlin Drive – Outside No. 23
- Greenfinch Close – Opposite No. 13
- Knoulberry – At Blackfell Bus Link
- Knoulberry Road – Between High Heath & Shield Close
- Lambton Court - Outside No. 32 – Ent. to sub station
- Mallard Close – Junction with Fulmar Drive
- Mendip Drive – Outside No. 57
- Lumley Close, Oxclose – No. 31 – 33
- Belsay Close – Top of Junction with Kielder
- Lapwing Close – Outside No. 1
- Garrigill, Fatfield – Lay-by adj No. 14
- Entrance to J.F.K. estate
- Autumn Close, Washington Village – Outside No. 4
- Newriggs, Mapledean
- Vigo Lane – Opposite St. Georges Church
- Wellbank Road – Opposite the Blue Bell Pub
- Wellburn Road, Donwell Village – On path adj No. 95
- Wormhill Terrace – Junction with Fallowfield Way
- Haydon, Fatfield – Lay-by opp. No. 14
- Fatfield Park – Opposite No. 49
- Valley View, Fatfield – L/post No. FD244
- Top of Valley Forge
- Aldsworth Close at Highworth Drive junction
- Beech Grove, S/well – On path between 52/54
- Beach Grove, S/well – Outside No. 25 on footpath
- Fairhaven Est, Springwell – Path between No. 24 & 26
- Stafford Villas, Springwell – Outside No. 7
- The Farthings – Path between No. 30 & 31
- Highbury Avenue – Junction with Peareth Hall Road

- Highworth Drive – Junction with Uplands Way
- Red Bungalows, Springwell Village
- Fell Place, Springwell
- Broom Court, Springwell
- Doncrest – Junction with Donridge
- Donvale Road – Outside No. 121
- Donvale Road- Outside No. 191
- Thornhope Close, Barmston – On corner
- Burnhope Road, Barmston – Side of No. 87
- Harland Way, Glebe
- Sherwood Close, Glebe – Opp. L/post GE 379
- Rear concrete planter outside
- Boots, Arndale Centre
- Laurens Court – Lay-by outside Nos 35 – 38
- Rear concrete planter outside
- Alldays, Victoria Road
- Woodland Terrace, Concord – Path opposite No. 14
- Birkdale Close, Usworth – Outside No. 8
- Concord Nursery, Concord – Outside in Bus Station
- Sunningdale Drive – Entrance next to GPO Box
- High Row, Concord – Incline onto Main Road
- London Avenue – Junction with St. Andrews
- Melrose – Junction with Parkway
- Bede Crescent

## **4.0 CONCLUSION**

- 4.1 a. Note the contents of the report.