

Report to	Scrutiny Committee for Transport and Environment
Date	10 March 2010
Report By	Director of Transport and Environment
Title of Report	Winter Maintenance (main report)
Purpose of Report	This report summarises a review of recent winter operations and winter maintenance policies; and accompanies a presentation to the Transport and Environment Scrutiny Committee.

RECOMMENDATION: The Committee is recommended to consider and discuss the contents of this report and accompanying presentation.

1. Financial Appraisal

1.1 The annual budget for winter maintenance is £1.42M with £189k held in reserves. The annual budget has been set at this level through the Reconciling Policy and Resources process and is effectively ring fenced; any over-spend or under-spend is balanced from reserves. The current forecast of the cost of winter maintenance in this financial year is approximately £1.58M, but this will largely depend on the continuing winter weather.

2. Summary of the existing Winter Maintenance Policy

2.1 The existing winter maintenance policies have been formulated to ensure the authority complies with both legislation and good practice. A number of Committee reports containing the key policy decisions are described in Appendix 5.

2.2 A summary of the legal position and current winter maintenance policies are contained in Appendix 1. In addition a number of facts, figures and myths relating to winter maintenance are described in Appendix 2.

3. Review of Winter Operations

3.1 The winter of 2009/10 is recognised as one of the worst for nearly 30 years resulting in extreme temperatures and two prolonged periods of snowfall between the 17 to 23 of December and between the 7 to 12 of January. On both occasions the weather forecast service provider gave reasonable warning that snow was expected, and prompt action was taken on each occasion, in line with the winter maintenance policy. A summary of winter maintenance operations from the 1 December 2009 to the 28 February 2010 is described in Appendix 3.

3.2 Through its highway maintenance contractor, ESCC operates a fleet of 25 gritters. These have been deployed on over 70 occasions since the beginning of the winter, spreading over 9,500 tonnes of salt. (An average winter would expect to use 6,000 tonnes of salt)

3.3 Ordinarily in the event of snowfall, salt is applied to both 'standard' gritting routes and 'snow' routes in accordance with the policy; over 50% of the county's road network. In the three weeks before Christmas some 5,000 tonnes of salt were used, over 80% of an average years usage.

3.4 However, because weather forecasts indicated a continuation of the cold weather into January, and with the onset of more snowfalls in early January it was necessary to conserve salt reserves and confine gritting to only 'standard' routes. This was a prudent decision that

was later justified by the prolonged cold period; the introduction of the Government Salt Cell; and the resultant control of national salt distributions. Regrettably it wasn't possible to treat pavements or to provide salt to District and Borough Councils. Grit bins were re-filled on two or three occasions, but it wasn't possible to re-fill bins after each snowfall in line with Council policy. The introduction of the Salt Cell placed severe restrictions on the use of salt, but careful and prudent use of salt, ensured the majority of the county's roads remained open.

4. Areas of Concerns and Lessons Learned

4.1 The main areas of concern expressed by members of the public and by District/ Borough and County Councillors were as follows:

- The treatment of minor urban and rural roads and numerous requests for additional gritting totalling an additional 72 miles (8%) of highway (Appendix 4);
- Lack of treatment of pavements and pedestrian areas in urban centres;
- Grit bins not being re-filled or running out of salt;
- Requests for new or additional grit bins;
- Requests for bus routes, steep slopes and strategic routes to be routinely treated as 'standard' routes rather than 'snow' routes;

4.2 The main lessons learned from the extreme weather conditions experienced were as follows:

- The need for better communications; in particular details of gritting routes on the website and a means of providing Members with updates and situation reports;
- The provision of salt to enable Parish, Town and District Councils to instigate local action to assist their local populations;
- The need for an operations control room to coordinate activities and improve communications during extreme winter weather;
- The importance of media campaigns and otherwise to promote safe driving in winter conditions;
- The huge desire amongst local residents, traders and local authorities for 'self help' initiatives;

5. Conclusion

5.1 In terms of heavy snowfall and extreme cold temperatures, the County experienced some of the worst winter conditions for more than three decades, but the Transport and Environment Department responded well, working around the clock and in accordance with the currently adopted policy;

5.2 As a result the major road network across the county remained open and available to traffic in line with the County Council's policy; and the wider community continued to function;

5.3 Improvements to the information supplied to the public and to Councillors have been identified and will be implemented by next winter;

5.4 The requests for additional gritting will be reviewed as part of a wider optimisation of winter maintenance routes along with the request for scheduled bus routes to be included on 'standard' gritting routes.

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Director of Transport and Environment

Contact	Karl Taylor	Tel. No: 01273 482207
Officers:	Dale Foden	Tel. No: 01273 482976
	Tony Pike	Tel. No: 01273 482130
Local Member:	All	

Summary of Legal Position

The Current legislation regarding the removal of ice and snow from roads is contained in Section 41(1A) of the 1980 highways Act, this was introduced by Section 111 of the Railways and Transport Safety Act, 2003, which indicates that:-

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

This does not create an absolute duty on East Sussex to remove snow or ice, the duty is only to ensure that users of the highway are not endangered by snow or ice “so far as is reasonably practicable.” Policies have therefore been developed to try and ensure that we act in a reasonably practical manner.

(see also Appendix 2 to the overview report for a more comprehensive legal and risk description).

Summary of ESCC Winter Maintenance Policy

The County Councils Winter Maintenance Policy defines four levels of treatment of the county highways:

1.0 Precautionary Salting

- To prevent the formation of ice on carriageways;
- Precautionary salting routes currently covers 840 miles of road, representing 42% of the road network;
- 25 predetermined ‘standard’ routes (25 gritters with 3 spares);
- The amount of salt spread on the road will be appropriate to the forecasted conditions, which will generally range from 10g/m² to 20g/m² (½ ounce to 1 ounce);
- The timing of the application is determined by the weather forecast and expected time of frost / ice formation;
- Generally each route takes between 2 to 3 hours to cover;
- No footways, pedestrian precincts or cycle ways are included.

2.0 Preventative Salting on a Forecast of Snow

- Further preventative salting is undertaken to prevent the formation of ice and to facilitate the removal of snow from carriageways by encouraging the formation of ‘slush’;
- Takes place following Precautionary Salting of and upon receipt of a forecast of snow
- Snow routes consist of an additional 200 miles of road;
- General criteria: Scheduled Bus Routes; Exceptional seepage; Every village/hamlet/urban estate to have at least one road connecting it to the main salted network; feeder road to hospitals;
- The amount of salt applied ranges from 10 g/m² to 40 g/m² (½ ounce to 2 ounces);
- No footways, pedestrian precincts or cycle ways are included.

3.0 Snow Clearance

- The removal of snow from standard routes first followed by snow routes until clear;
- Once these routes are clear, operations will then move to other roads in priority order: hospitals, fire, ambulance and police stations; stations and other public transport interchanges; difficult sites (steep hills etc.); shopping areas, schools etc;
- Hand salting of footways shall only be instigated where resources become available;

- Snow clearance on some minor rural roads will be carried out by local farmers;
- Some minor roads will have to be left to thaw naturally.

5.0 Roadside Salt Bins

- These have been provided throughout the County to motorists and pedestrians as a means of self-help to enable the salting of small areas of carriageway or footway, that would not normally be covered by salting operations;
- We continue to maintain these existing salt bins across the County but not to provide new ones;
- New grit bins can be provided by Parish Council's or Resident's Associations at their cost.

Winter Maintenance Facts, Figures & Myths

- We don't use grit, but rock salt which is industry best practice;
- This year we have used approximately 9,500 tonnes of salt between 1st December and 28th February;
- In an average year we would expect to use 6,000 tonnes of salt;
- We started the winter season with 7,190 tonnes of salt in our depots, and an additional 1000 tonnes in Shoreham Harbour;
- ESCC doesn't buy the salt directly, it is purchased and owned by May Gurney. We pay for it to be spread on the highway. Typically salt costs between £30 to £35 per tonne;
- There are two main suppliers of rock salt in the UK; Cleveland Potash and Salt Union, there is a further supplier in Ireland;
- May Gurney buy the majority of their salt from Cleveland potash combining their ESCC buying with several of their major highways contracts across the UK
- Salt is delivered to Shoreham harbour by boat and then distributed by road to our depots;
- We operate a fleet of 25 gritters, (retaining 3 spare);
- Each gritter operates on a predetermined route that takes approx 2-3hrs to drive;
- Generally gritters are deployed when the forecast or conditions dictate. This can be in the evening or early morning, where possible avoiding peak traffic flows, to try limit the likelihood of frost / ice forming in the road and therefore most gritting operations go largely un-noticed;
- So far this year (until end of February) we have deployed our gritters on 70 occasions
- We incur a number of fixed costs in providing the winter maintenance service, these are

Leasing of vehicles	£480k
Maintenance of vehicles (servicing etc)	£164k
Basic facility (i.e. standby, depot management etc)	£168k
Weather forecast/Bureau/Ice detection costs	£ 30k
Snow fence (A259 East Dean)	£ 10k
Total fixed costs	£852k

- The winter maintenance budget for 2009-2010 was provisionally set at £1.42m
- When we salt, we pay the contractor on the basis of the length of road each individual gritters covers when treating a Scheduled Route or Snow route. This has to be funded from the remaining winter maintenance budget after deducting the fixed costs.
- The gritters are driven by May Gurney operatives, who need to have been NVQ trained and possess an HGV license;

- Gritters are specialist pieces of plant but for 8 or 9 months of the year are largely unused;
- They operate from 6 depots: Ringmer, Sidley, Heathfield, Maresfield (Mill Pond), Polegate (Mileoak) and Cripps Corner;
- Salt is stored under cover and we have capacity to store 10,000 tonnes at our six depots;
- Rock salt provides no friction / abrasion, it simply prevents the formation of ice on the carriageway and aids the melting of snow and ice;
- Salt alone doesn't remove / melt snow, it relies on traffic action to 'churn' the snow;
- Rock Salt becomes less effective at temperatures below -5deg C;
- Rock salt is distributed at the rate of between 10g/m² and 40g/m² depending on the forecast and severity of the weather conditions;
- We treat 840 miles of highway; a mixture of A, B, C and Unclassified roads; some 42% of the total road network;
- In addition, we treat an extra 200 miles of highway during snow equating to a total coverage of over 50% of our road network;
- The majority of scheduled bus routes are cover by our 'snow' routes and are treated upon the forecast of snow;
- This is one of the highest percentages of road network for a highway authority in the South East:

East Sussex	42% (50% incl snow routes)
West Sussex	40%
Surrey	37%
Hampshire	26%
Kent	30%

- Grit Bins – there are approximately 750 of these distributed across the county;
- 99% of these grit bins are owned by ESCC, the remainder are the responsibility of Parish Councils;
- Eastbourne BC and Hastings BC are responsible for winter maintenance salting decisions in their respective boroughs (on behalf of ESCC) under their Highways Agency Agreements. The decisions are taken based on ESCC policy and usually in consultation with their County colleagues.
- During snow fall, snow ploughs are fitted to all gritters; but snow ploughs do not clear all snow from the highway, rather snow ploughs operate approx 75-100mm above the carriageway to avoid damaging the road surface and the plough. When driven with ploughs attached, the vehicles have to be manned by two persons;
- We have 30 local farmers who can be called upon to clear snow from rural roads;
- The decision to deploy gritters is made on the basis of detailed weather forecasts, which has been formulated using data collected from our local weather stations at four locations across the county: Ashcombe (nr Lewes), Guestling, Mark Cross, and Golden Cross.

**Summary of Winter Maintenance Operations
1st December 2009 to 28th February 2010**

- Highway gritting commenced on 1st December following the onset of winter weather
- Since 1st December we have used over 9500 tones of salt in the following proportions:
 - 1st to 16th December - 850 tonnes
 - 17th to 23rd December - 4100 tonnes
 - 24th December to 6th January - 950 tonnes
 - 7th to 12th January - 1000 tonnes
 - 13th January 28 February - 2600 tonnes
- Grit bins were re-filled week commencing 4th January
- We have adhered strictly to the Council Winter Maintenance Policy (Appendix 1) carrying our precautionary salting of 'standard' routes first, followed by salting of 'snow' routes and finally snow clearance
- We have refrained from salting pavements and footways in accordance with the policy
- We have declined numerous requests from Members, Boroughs, Districts and general public to treat additional roads
- We have not been able to supply any salt to Boroughs and Districts in a bid to preserve our stocks, but have agreed that Boroughs may hand-treat footpaths with sand
- At the start of the snow occurrence in January we reduced our salting in line with Government Office of the South East (GOSE) recommendations, by salting only our standard routes and then only a light application of 10g/m² (½ ounce)
- In January supplies of sharp sand were purchased so that this could be mixed in with our remaining salt supplies should the need arise.
- Various updates were issued to Members on the winter situation and on the national situation following the introduction of the Salt Cell
- At the end of February the salt stocks stood at approximately 1800 tonnes.
- Where we need to apply a light covering then we use approximately 100 tonnes per salting operation.

Key Winter Maintenance Policy Decisions

The following Committee reports describe the key policy decisions relating to the formulation of the current winter maintenance policies:

- The criteria for the standard salting routes, the provision of grit bins and the utilisation of farmers was agreed by the then Transport & Environment Committee on 30 September 1997.
- To allow optimisation of the length of road that could be gritted, the Lead Member for Transport & Environment agreed on the 4 February 2002 to increase the time taken to salt the standard routes.
- Lead Member for Transport & Environment on the 12 July 2004 agreed that category one footways and 'walking bus routes to schools' should not be routinely salted due to implications on resources.

RECORD OF REQUEST FOR ROADS TO BE ADDED TO GRITTING SCHEDULE - 2010

							Total Requested	115.89	km
								72.43	miles
Area	Town / Village	Road no	Road Name	Requestor	Reason for Inclusion	Length	Comments		
							km		
West	Barcombe	C659	Church Road	Councillor & Parish		1.70	Narrow - gritter would have problem accessing lane		
East	Battle	C96	Netherfield Rd /hill			1.60	Full length steep hills		
East	Battle	U6327	Bowmans Drive	Resident	Steep hill - Elderly residents	0.65	PEM 5264 Mr Jamieson, Dale Foden requested info to be put on wish list		
East	Bexhill	U6728	Seabourne road (bottom section)	Resident	Doctors surgery	0.02	doctors surgery		
West	Buxted	U7460	Eight Bells Close			0.23			
West	Buxted	U7471	Gordon Road			1.11			
West	Buxted	U7853/U7500	Fairwarp Village			1.50			
West	Buxted	U7853/U7500	Royal Oak Lane High Hurstwood			1.32			
West	Chelwood Gate	C5	Stone Quarry Road/School hill	Resident & Parish	Elderly and vulnerable	1.62	Narrow - gritter would have problem accessing lane		
West	Crowborough	U7157	Fermor Way			0.85			
West	Crowborough	U7256	School Lane			0.10			
West	Crowborough	U7476	Eridge Drive			0.11			
West	Crowborough	U7476	Sefton Chase			0.09			
West	Crowborough	U7476	Sefton Way			0.07			
West	Crowborough	U7478	Alderbrook Close and Cottages			0.22			
West	Crowborough	U7480	The Farthings			0.22			
West	Crowborough	U7614	Medway road/Hillrise	Resident	Elderly and vulnerable	1.92			
West	Crowborough	U7614	Medway Estate			1.91			
West	Crowborough	U7790	High Cross Fields			0.28			
West	Crowborough	U7812	Elim Court Gardens			0.37			
West	Crowborough	U7849	Hoadleys Lane			1.49			
West	Crowborough	U7875	Pleasant View			0.43			
West	Crowborough	U7798	Wellesley Close	Resident	Elderly and vulnerable	0.21			
West	Crowborough	U7875	Jeffries Way			0.30			
West	East Dean	C37	Birling Gap/Beachy Head Road	Resident	Alternative route for A259	2.78			
Eastbourne	Eastbourne	U2000	Rowsley Road	School	Steep with school children & vulnerable	0.21	Gradient issues with access to school		
Eastbourne	Eastbourne	U2000	Edensor Road	Residents	Gradient issue	0.20	Gradient		
Eastbourne	Eastbourne	U2021	Cranbourne Avenue	Residents	Elderly and vulnerable	0.74	Link to cul de sacs in higher part of Meads		
Eastbourne	Eastbourne	U2021	Salisbury Road	Residents	Elderly and vulnerable	0.44	Link road for cul de sacs with gradients		
Eastbourne	Eastbourne	U2032	Uplands Road	Residents	Gradient issue	0.33	Gradient issues		
Eastbourne	Eastbourne	U2035	Borough Lane	Residents	Steep gradient serving other roads	0.16	Steep gradient leading to other roads elderly and vulnerable		
Eastbourne	Eastbourne	U2048	Ascot close	Residents	Very steep gradient, elderly and vulnerable	0.17	Very steep gradient		
Eastbourne	Eastbourne	U2068	Peppercombe Road	Residents	Very steep gradient, elderly and vulnerable	0.32	Very steep gradient		
Eastbourne	Eastbourne	U2069	Hill Road (part)	Residents	Very steep gradient, elderly and vulnerable	0.41	Very steep gradient		
Eastbourne	Eastbourne	U2070	Colwood Crescent	Residents	Elderly and vulnerable	0.30	Link road with gradients at both ends		
Eastbourne	Eastbourne	U2070	Downs Avenue	Residents, elderly and vulnerable	Gradient, elderly and vulnerable residents	0.26	Access road with gradient serving roads beyond		
Eastbourne	Eastbourne	U2070	Beachy Avenue	Residents and parents of school children	Gradient issues and access to special needs school and infant school	0.00	Gradient with access to special needs school and infant school		
Eastbourne	Eastbourne	U2071	Greenway	Residents	Only road to a number of blocks of flats	0.42	Elderly and vulnerable residents		
Eastbourne	Eastbourne	U2071	Rockhurst Drive	Residents	Gradient issues elderly vulnerable residents	0.36	Elderly and vulnerable residents		
Eastbourne	Eastbourne	U2074	Old Mansion Close	Residents	Elderly and vulnerable	0.22	Steep gradient		
Eastbourne	Eastbourne	U2075	Melvill Lane	Residents	Elderly and vulnerable	0.47	Link road for cul de sacs with gradients		
Eastbourne	Eastbourne	U2075	Angus Close	Residents	Elderly and vulnerable	0.20	Steep gradient		
Eastbourne	Eastbourne	U2075	Butts Lane	Residents- elderly and vulnerable	Very steep gradient, elderly and vulnerable	0.19	Very steep gradient serving roads beyond		
Eastbourne	Eastbourne	U2075	Babylon Way	Residents	Steep gradient serving other roads	0.24	Steep gradient leading to other roads elderly and vulnerable		
Eastbourne	Eastbourne	U2082	Erridge Road	Residents	Steep at both ends elderly & vulnerable	0.41	Steep gradients at both ends of road		
Eastbourne	Eastbourne	U2104	Burton Road	Residents	Elderly and vulnerable	1.28	Link road for cul de sacs with gradients		
Eastbourne	Eastbourne	U2115	Ashburnham Road	Residents	Gradient, elderly and vulnerable residents	0.35	Link road with gradient		

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Area	Town / Village	Road no	Road Name	Requestor	Reason for Inclusion	Length	Comments		
							km		
Eastbourne	Eastbourne	U2119	Le Brun Road	Resident & parents	Steep and drop off road for local school children	0.40	Road with steep incline used by parents to drop off children to nearby school.		
Eastbourne	Eastbourne	U2128	Gorringe Road	Resident & parents	Steep and access for dropping off school children to school	0.44	Access road with gradient school and nursing home		
Eastbourne	Eastbourne	U2222	Sorrel Drive	Residents & Disabled children cent	elderly and vulnerable	0.93	Link road with gradients serving several cul de sacs		
Eastbourne	Eastbourne	U2229	Bodium Crescent	Residents	disabled housing	0.16	Disabled housing		
Eastbourne	Eastbourne	U2235	Percival Road	Residents	bus route, elderly & vulnerable	0.98	Bus route serving considerable number of residents		
Eastbourne	Eastbourne	U2259	Terminus Road Precinct	Businesses and shoppers	town centre pedestrianised precinct	0.18	Main thoroughfare		
Eastbourne	Eastbourne	U2275	Rotherfield Avenue	Residents	only road to housing estate with gradient issue	0.31	Access road to housing estate with gradient to lower level		
Eastbourne	Eastbourne	U2330	Saffrons Park	Residents	gradient issues elderly vulnerable residents	0.50	Isolated development on incline		
Eastbourne	Eastbourne	U5149	Helvelyn Drive	Residents	gradient and serves other roads on estate	0.26	Link road to cul de sacs		
West	Eridge	U7420	Sandhill Lane	Resident/farmer	Access to farms and Bowles outdoor centre	0.92	measured from junction A26 to junction of Private Road leading to Bowles outdoor centre		
East	Etchingham	C213	Church hill	County Councillor	Link road	1.40	Weight limit & narrow road gritter unable to turn		
East	Ewhurst	C620	Dagg Lane	Resident	Bus route	0.63	No 349 main Hastings to Tunbridge Wells service		
West	Forest Row	P8628	School Lane			0.15	Private road		
West	Forest Row	U7464	Freshfield Bank			0.72			
West	Forest Row	U7521	Post Horn Lane			0.36			
West	Forest Row	U7528	Upper Close			0.54			
West	Groombridge	U7467	Eridge road/Groombridge road	Resident	Elderly and vulnerable	2.98	Narrow - gritter would have problem accessing lane		
East	Hailsham	U7193	Anglesey Avenue	Resident	Bus route	0.65	Eastbourne to Hailsham service, PEM id 4349		
West	Hartfield	U7847	Chuck Hatch Lane	Resident	Elderly and vulnerable	2.02			
Hastings	Hastings	/	Town centre	Borough Councillors	Pedestrianised shopping area	2.00	Pedestrian areas		
Hastings	Hastings	U3038	Beaufort road	Borough Councillors	Access to bus depot	0.40			
Hastings	Hastings	U3038	Strood road	Borough Councillors	Access to bus depot	0.18			
Hastings	Hastings	U3038	Chatham road	Borough Councillors	Access to bus depot	0.07			
Hastings	Hastings	U3065	Drury lane	Trader & County Councillor	Industrial estate - large goods vehicles	0.43			
Hastings	Hastings	U3065	Theaklen drive	Trader & County Councillor	Industrial estate - large goods vehicles	0.07			
Hastings	Hastings	U3065	Menzies road	Trader & County Councillor	Industrial estate - large goods vehicles	0.41			
Hastings	Hastings	U3065	Windmill road	Trader & County Councillor	Industrial estate - large goods vehicles	0.12			
Hastings	Hastings	U3065	Elizabeth road	Trader & County Councillor	Industrial estate - large goods vehicles	0.41			
Hastings	Hastings	U3102	Edinburgh road	Resident	School route	0.48			
Hastings	Hastings	U3102	William road	Resident	School route	0.35			
Hastings	Hastings	U3103	Fieldway	Resident	Steep	0.39			
Hastings	Hastings	U3103	Reedswood road	Resident	Steep	0.63			
Hastings	Hastings	U3140	Kenilworth road	Resident	Steep	0.48			
Hastings	Hastings	U3146	Alexandra road	Resident	Access to job centre	0.32			
Hastings	Hastings	U3191	Milward road	Councillor		0.64			
Hastings	Hastings	U3205	Croft road	Headteacher	Access to school	0.86	Narrow - gritter would have problem accessing lane		
Hastings	Hastings	U3224	Ashburnham road	County Councillor	Access to main road / public transport / shops	0.90			
Hastings	Hastings	U3229	Berlin road	Resident	Access to main road	0.32			
Hastings	Hastings	U3230	Moscow road	Resident	Access to main road	0.19			
Hastings	Hastings	U3232	Edmund road	Resident	Access to main road	0.76			
Hastings	Hastings	U3240	Firle close	Resident	Access to shops	0.12			
Hastings	Hastings	U3313	Fairfax avenue	Resident	Access to main road	0.14			
Hastings	Hastings	U3316	Stonebeach rise	Resident	Access to large residential estate	0.13			
Hastings	Hastings	U3319	Robsack avenue	Resident	Access to main road	0.07			
Hastings	Hastings	U3353	Truman drive	Resident	Access to main road	0.34			
Hastings	Hastings	A259	Rye Road	County Councillor	Access to school	0.77	Rye Road gritted - extension of gritting route to school		
East	Heathfield	U7352	Upper Station Road	Resident	Route to Parkside School	0.08	Free Run at moment		

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							km		
East	Heathfield	U7352	Woodland Way	Resident	Route to Parkside School	0.42	Included in snow routes		
East	Heathfield	U7352	Elm Way	Resident	Route to Parkside School	0.63	Included in snow routes		
East	Heathfield	C273	Station Approach	County Councillor	Elderly and vulnerable	0.11			
East	Heathfield	C274	Pages hill	Resident	Steep	0.15			
East	Heathfield	U7351	Thorny close	County Councillor	Elderly and vulnerable	0.11	Cul de sac		
East	Heathfield	U7591	Waldron Thorns	County Councillor/Resident	Elderly and vulnerable	0.54	Narrow - gritter would have problem accessing lane		
West	Isfield	U7518	Horstead Lane	Resident	Bus route	1.06	Included in snow routes		
West	Lewes	U5101	Nevill Estate			4.59			
West	Lewes	U5102	Houndean close	Resident	Elderly and vulnerable	0.08	Cul de sac		
West	Lewes	U5107	Landport Estate			5.46			
West	Lewes	U5134	Spences Lane			0.54			
West	Lewes	U5134	Orchard Road			0.16			
West	Lewes	U5151	Tornito Terrace	District Councillor	Steep	0.13	Narrow - gritter would have problem accessing lane		
West	Newhaven	U5300	Hillside Road	Resident	Vehicle access to main roads	0.05			
West	Newhaven	U5299	Bay Vue Road	Resident	Vehicle access to main roads	0.12			
West	Newhaven	U5272	Fullwood Avenue	County Councillor	Steep	0.37			
West	Newhaven	U5272	Lee Way	County Councillor	Steep	0.13			
West	Newhaven	U5291	Court Farm Road	County Councillor	Access to properties	0.73	Part Private measured to end of adopted Road		
West	Newhaven	U5275	Lower Place	County Councillor	Access to properties	0.19			
West	Newhaven	U5275	High Street		Pedestrian area	0.19	Pedestrian area		
West	Newhaven	U5280	Church Hill			0.34			
West	Newhaven	U5283	Second Avenue	Resident	Can get access to property	0.40			
West	Newhaven	U5286	Western Road			0.84			
West	Newhaven	U5296	Fort Road		pub and car park	0.57			
West	Newhaven	U5297	Gibbon Road	Resident	Disability	1.06			
West	Newhaven	U5779	Mount Pleasant Estate			2.96			
West	Newhaven	U5786	Avis Way		Industrial estate	0.65			
East	Ninfield	C1128	Lower Street	County Councillor	Bus route, steep hill	0.08	Observation from resident to Cllr Roger Thomas 12/02/10 main Claverham bus route, steep hill, slip road between A269 and B2095, witnessed double sliding down hill towards A269 and single decker failed to make it up hill. High potential for accident. request to grit emailed to Rupert Clubb, passed to Ken Sorhaindo for action. Very short section 75m and gritters use route to salt B2095 and A269 so easy to add to standard routes.		
West	Peacehaven	U5821	Broomfield Avenue			0.47			
West	Peacehaven	U5848	Firle Road			0.53			
West	Peacehaven	U5851/5852	Southview Road			0.46			
West	Peacehaven	U5854	Balcombe Road			0.52			
West	Peacehaven	U5862	Greenwich Way (Meridian Centre)		Industrial/Shopping	0.19			
West	Plumpton	C204	Beresford Lane			1.90	Narrow - gritter would have problem accessing lane		
West	Polegate	U7343	Western Ave Estate			1.90			
West	Polegate	U7649	Green Leaf Garden Estate			2.77			
West	Polegate	U7933	Wannock Avenue	County Councillor		0.59			
West	Rotherfield	C12	North Street (part)	County Councillor	Access to school	0.18	Approx. 200 m from Catts Inn to Hornhurst Road		
West	Seaford	U5407	Chyngton Avenue			0.26			
West	Seaford	U5411	Chyngton Gardens			0.45			
West	Seaford	U5428	Quarry Lane	County Councillor	Bus route	0.49			
West	Seaford	U5431	Vale Road			1.08			
West	Seaford	U5473	Church Street	Public	Bus Route	0.40			

RECORD OF REQUEST FOR ROADS TO BE ADDED TO GRITTING SCHEDULE - 2010

							Total Requested	115.89	km
								72.43	miles
Area	Town / Village	Road no	Road Name	Requestor	Reason for Inclusion	Length	Comments		
							km		
West	Seaford	U5482	Hawth Hill Estate			1.64			
West	Seaford	U5486	Princess Drive			0.98			
West	Seaford	U5488	Clementine Avenue			0.58			
West	Seaford	U5496	Beacon Drive			0.58			
West	Seaford	U5501	Hurdis Road/ Marine Drive	Resident	Elderly and vulnerable	1.50			
West	Seaford	U5501	Bishopstone Estate			4.46			
East	Sedlescombe	U6637	East view Terrace	Parish	Large number of working residents	0.28	Narrow - gritter would have problem accessing lane		
East	Sedlescombe	U6637	East view Terrace	Parish	Large number of working residents	0.28	Narrow gritter would have access problems		
West	Southase	C667/U5052	South Downs way/Church Lane	District Councillor	Access to village	0.50	Narrow - gritter would have problem accessing lane		
West	Uckfield	U7531	Snatts Road			0.56			
West	Uckfield	U7723	New Barn Lane	Resident	Elderly and vulnerable	0.55	Cul de sac		
West	Uckfield	U7769	Nevill Road			2.66			
West	Uckfield	U7776	Rock Park Road/Lashbrooks R	Resident	Disabled/school/doctors surgery/busy road	0.99			
West	Uckfield	U7786	West Park Estate			2.21			
West	Uckfield	U7820	Harlands Estate			2.27			
West	Willingdon	U7138	Seven Sisters Road			1.49			
West	Willingdon	U7948	Anderida Road			1.02			
West	Withyham	C251	Ladies Mile			3.15	Narrow - gritter would have problem accessing lane		