

London Borough of Newham



WINTER SERVICE PLAN 2025-26

VERSION CONTROL

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1 PURPOSE OF THE SERVICE

"The mitigation of the effects of adverse winter weather on travelling conditions and making the movement of people and vehicles as safe as reasonably possible having regard to Financial Constraints and Legal requirements".

1.1 Statutory Requirements

The Highways Act 1980 (and as amended) places a duty on Highway Authorities to ensure, as far as is reasonably practicable, that the highway is kept free from ice and snow. The Highways Act provides a special defence in that Highway Authorities are only required to do that what is reasonable.

The London Borough of Newham (LBN) takes its responsibility to keep the highway free of ice and snow extremely seriously, however, the Council may have to prioritise its resources during periods of severe weather.

The Winter Service is carried out by London Borough of Newham (LBN) Highways and Public Realm teams.

2 OBJECTIVES OF THE WINTER SERVICE

2.1 Carriageway treatment

LBN Winter Service aims to prevent the formation of ice on carriageways by carrying out precautionary salting to roads on a salting route within the borough.

Where ice and snow has already formed on carriageways, post salting/snow clearance will be carried out to roads on a salting route within the borough.

2.2 Footway/Cycle track treatment

LBN Winter Service aims to prevent the formation of ice on dedicated segregated cycle tracks and prestigious walking routes by carrying out precautionary de-icing within the borough.

Where ice and snow has already formed on dedicated segregated cycle tracks and prestigious walking routes, post de-icing and snow clearing will be undertaken, using a mini de-icing combi-tractor and snow brush machine. For dedicated footway areas, slopes and foot bridges where ice and snow has formed, gritting will be undertaken by hand using street cleansing operatives operating hand pushed carts.

2.3 Precautionary Treatment of Roads

The following hierarchical approach describes the different parts of the highway network in a precautionary treatment priority order.

1. Vital Link Roads (e.g. serving bus garages, emergency services, hospital, etc.)

2. Bus Routes
3. Other Routes with weekday morning peak hour flow > 1,500 vehicles / hour
4. Other Routes with weekday morning peak flow > 500 vehicles / hour
5. Locations not included in 1 to 4 above which have steep gradients and / or are susceptible to black ice.

[Note: The resulting Precautionary treatment Network Length is approx. 43% of the total Borough road network. To pre-treat the whole network of 418km within the required time limit is likely to increase the costs by a factor of 4 and it is not therefore economically possible to do this. It is also worth noting that the total length of dedicated segregated cycleway pre-treated is 18km – this will be increased and updated as cycleway schemes are completed.

LBN are responsible for roads that are a public highway within the borough of Newham and are not responsible for roads maintained by Transport for London (TfL), however, LBN and TfL liaise along with neighbouring London Boroughs to ensure an effective service is carried out.

2.4 Resilience Network

The “Resilience Network” is the minimum network of roads that will be treated should there be a prolonged period of snow, or in other circumstance where salt stocks become depleted. This will come into force if there is no prospect of salt deliveries (e.g. due to continued bad weather). If invoked, the “National Salt Cell” will dictate when the Resilience Network is to be used and the salt dosage that shall be spread.

The Council will “go into Resilience” when: there is only salt for **6** days of 4 treatments @ 20g/sq m treatment left (480T for Newham + 464T for A13); when the stock is severely depleted, and in view of future weather forecast & delivery failures; or if instructed to so do by the “Salt Cell”. The Code of Practice recommends that 12 days of 4 treatments @20g/sq. m. (1888t) are held at the start of the season.

Roads on the Resilience Network shall include all main A and B roads and other vital link roads including roads leading to hospital Accident and Emergency departments etc.

2.5 Post Salting of Roads

Post salting of roads may be necessary to deal with snowfall or continued icy conditions on our roads.

However, the top priority for post-treatment will be the maintenance of the precautionary network (as above) followed by the remainder of the highway network. This will be treated in an order determined by the next day’s refuse collection routes, unless variations in severity across the borough are such as to require a different approach.

2.6 Spot Salting

Spot salting will be carried out as and when deemed necessary following inspection by a representative from LBN, this may be following a report from the police or member of the public.

2.7 Snow Clearance

During periods of heavy snow, snow ploughs will be fitted to the gritting fleet where required and roads on a salting route will be ploughed and treated when instructed by the LBN Winter Service Duty Officer. Routes will be patrolled and ploughed until snow and ice is cleared to a satisfactory level.

Roads that are not on a salting route will be considered for clearance once priority roads have been cleared. In areas with hard packed snow a salt/sand mixture may be spread to help with traction for vehicles.

Roads on a priority salting route are to be cleared before other roads are considered. Snow plough drivers will only treat roads that are on their specific route, any deviation of route for snow clearance is first to be agreed with the LBN Winter Service Duty Officer unless in an emergency situation or if part of the route is blocked.

Requests for snow clearance will first be assessed by a LBN representative, unless reported from the police of an immediate danger, and if resources permit.

3 Precautionary treatment of dedicated segregated cycleways

Precautionary treatment of dedicated segregated cycle tracks will be carried out on all published routes. This will be undertaken using a mini combi-tractor de-icing vehicle that will travel along the routes, livered up to warn any cyclists using the track. Due to the material used (liquid de-icing solution), precautionary treatment of segregated cycleways does not need to be undertaken as often – one treatment application lasts up to three days – treatment frequency of the cycleways will be planned based on this treatment duration.

3.1 Treatment of Footways

No precautionary treatment of footways is to be undertaken. Footways are partially treated through salt coverage spread widths applied during carriageway treatment. Post-treatment of prestigious or heavily used areas will be undertaken during periods of prolonged heavy snow / ice.

3.2 Post-treatment of Footways / Cycleways

Where snow and ice persist on footways and cycle tracks, the Council's Street Cleansing Operatives will be prevented from carrying out their normal sweeping and litter-picking duties and will be deployed on snow / ice clearing duties where practicable. This treatment will be undertaken on a hierarchical basis. In the event of snowfall, the main footways and carriageways will be treated, where foot traffic will "work" the salt and activate it. Steps and other hazardous areas – will be treated as and when resources are available. This will be undertaken by operatives using backpack sprayers containing liquid de-icer.

The LBN Winter Duty Officer will instruct the service provider to advise the *Street Cleansing Manager* of the need to divert cleansing operatives to footway snow / ice clearance duties in accordance with the footway priority areas. Records and times must be kept of the decisions and actions taken / areas treated.

The Street Cleansing Manager will ensure that footways are treated / cleared in accordance with the priorities and specification set out below. Cleansing staff will be required to continue treating footways,

and residential roads as required, as resources permit, until the LBN Duty Officer advises that the Severe Weather and /or hazardous footway conditions have ended. Records and times must be kept of the decisions and actions taken / areas treated.

4 Priority of footway post-treatment areas

Priority 1:	Town Centres - footways within town centres; Primary Hazard Points (steep slopes, etc.)
Priority 2:	Major traffic and transportation interchanges Railway Stations Old People's Homes Health Centres and GP Surgeries
Priority 3:	Local Shopping Centres Post Offices Libraries Schools Places of Religion with early morning usage Nurseries Housing Service Centres Council Buildings Leisure Centres
Priority 4:	Other residential footways, using all available resources, organised around existing operational depots.

5 Salt Bins

Last year, LBN purchased and supplied salt bins at select locations across the borough. These are supplied and maintained by LBN.

Local residents groups and other groups (schools, libraries etc.) have been contacted and where groups are willing to make use of salt bins, these will be made available to these groups and salt replenished as required. This will be an actively managed programme that will be built up as time passes.

6 Salt Usage

6mm Rock Salt shall be used as the de-icing material for precautionary carriageway salting.

Salt shall be stored under cover throughout the year to maintain the optimum moisture content. Regular monthly salt moisture testing is to be carried out by the Service Provider and results sent to LBN.

During severe snowfall, alternatives to rock salt may be considered and a salt/sand mix may be spread to help traction on compacted snow.

7 Winter Service Operations

The operational aspect of the service shall be provided by LBN Public Realm, who is responsible for providing suitable vehicles and trained staff for the task and ensuring salt stock is maintained and suitably stored in a salt barn or sheeted coverage.

8 Length of Season

The Season during which London Borough of Newham Winter Service Measures are Operational is: The Monday starting week No.42 to the Sunday ending week No.12. (24 weeks)

During the 2025 – 2026 winter season this will be:
Monday 13th October 2025 to Tuesday 31st March 2026

The core Winter Service operates between December and February

This may be brought forward or extended by the Council if the weather forecasts indicate it would be prudent to do so.

During these times the Public Realm team will provide sufficient drivers and support staff (on roster), ensure a sufficient supply of salt and gritters, and management to ensure that the treatment of the Highway Network is undertaken following instructions from the LBN Highways Winter Duty Officer.

9 Timescales

The Service Provider is to ensure treatment of routes can commence within the following timescales from receiving instruction from the LBN Winter Service Duty Officer.

Description	Timescales	Notes
From Callout to Leaving Depot for Precautionary Treatment (Carriageway)	1 Hour (non-programmed)	
From Callout for Spot Treatment / Responsive Treatment	1.5 Hours (night) 1 Hour (day)	Night = Isolated Callout. Day = Callout within Working hours, or during treatment runs.

From Leaving Depot to Completion of Precautionary treatment Routes (Carriageway)	Before the Hazard is Forecast/timings giving by LBN Duty Officer	All Precautionary Treatment is to be completed before forecast time of the hazard (Ice, Snow, Frost, etc.) <u>OR</u> by 06:00 hrs. (to avoid traffic)
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10 Minimum Salt Stocks

Location	Storage Capacity	MINIMUM Quantity Available at:			
		13 Oct - 31 Jan	28 Feb	31 Mar	Mid-April
		100%	100%	75%	20%
Folkestone Road Depot (Carriageway Treatment)	1000 tonne SALT⁽¹⁾	1000	1000	750	200
Folkestone Road Depot (Reserve Stack – Carriageway Treatment)	1000 tonne SALT⁽²⁾	1000	1000	750	200

- 1000t is maximum capacity at the main stack in Folkestone Road.
- A reserve stack of 1000t at the Depot. (to be covered)
- Salt stocks must be restored to the minimum as soon as possible after using.

NOTE

- Salt stocks must be stored and maintained in a covered condition, either by sheeting the stacks or in a salt barn or other building.
- IF the weather is Severe and / or forecast as Prolonged Severe, then the salt stock should be reviewed at lesser intervals and levels raised to suit.
- An **ABSOLUTE MINIMUM** of **500t** must be kept for Resilience Network Carriageway Treatment. Treatments of residential roads and of footways shall be suspended until salt stocks are replenished.

The Public Realm is responsible to manage the stock of salt, maintain stock records, alert client when low, etc. and instruct stores as required.

11 Snow – The Network

After snowfall it is likely that the Council's Gritters will NOT be able to treat all roads. The Gritters will be deployed to main priority routes.

Residential roads cannot be treated in time to clear the snow before this is compacted into ice by traffic or by thawing and re-freezing. Salt alone will be ineffective should a long cold period develop. As a last

resort and as resources permit, a salt/sand mix may be spread at danger spots (such as slopes, junctions, etc.) to give some traction.

11.1 Next Day Refuse Routes

During prolonged periods of adverse weather, when resources permit, and whilst maintaining the Precautionary Treatment Network, residential roads (carriageways) will be normally be treated in advance of the next day refuse collection, (thus treating the whole of the Borough in 5 days), although if further heavy snowfall should fall whilst other roads are being cleared the clearance of these road will stop until the priority roads are cleared.

At weekends or when no refuse collection is scheduled for the next day, then available resources will be concentrated on an area (1/5 of the Borough) normally different to that scheduled for the subsequent refuse collection.

However, the residential area(s) to be so treated will always be determined by taking into account any local variations in conditions (as indicated by local reports, site inspections, etc.) so that the worst areas are treated first.

12 Forecast Service

The Council shall subscribe to the MetDesk forecast system.

Three daily forecasts are to be received by the LBN Winter Duty Officer which include expected road hazards, air and road surface temperatures (RSTs) for the next 5 days within the 3 climatic domains of the borough – East Ham, Stratford and Excel.

The LBN Winter Duty Officer shall inform the Public Realm service of the treatment decision and appropriate action taken. The LBN Winter Duty Officer is to be available to receive telephone calls from the forecast provider at any time.

Any updates received from the forecast provider shall be recorded by the LBN Winter Duty Officer with any changes to instructed action.

12.1 Road Weather Forecast

The LBN Winter Duty Officer shall issue the daily road weather forecast based on the information received from the latest forecast and issue any action for salting/de-icing. All instructions are to be emailed to the Service Provider and those included on the distribution list including any updates.

Instructions for treatment of salting/de-icing routes will be issued if RSTs fall to or below 0c with road hazards expected in line with the LBN Winter Service Specification.

(NB – These contacts are liable to change. These lists are not available to the public.)

13 Code of Practice / Risk Assessments

The Public Realm shall ensure that the Code of Practice and Risk Assessments are updated, maintained, and approved in accordance with the Council's requirements, and issued to the workforce as required.

14 Maps of the Precautionary Salting & De-icing Network

Roads that are on precautionary treatment routes are mapped and available for viewing by the public on the Newham.gov.uk website.

Route maps are to be checked and updated before each season to ensure that any changes to roads such as traffic calming or long term road closures are taken into consideration and routes are amended if required. Please see Appendix A for the routes.

15 Footway Snow Clearance Salting Priorities & Routes (by Street Scene)

The Public Realm shall alert the Street Scene team to any “post treatment” requirements as soon as instruction is received by LBN Winter Duty Officer.

Treatment is to be undertaken using all available resources, organised around existing operational depots and rosters. The locations of Treatment Priority Points are shown in Appendix C.

Priority 1:	Note 1	Town Centres - footways within town centres; Primary Hazard Points (steep slopes, etc.)
Priority 2:	2 2	Major traffic and transportation interchanges Railway Stations Old People's Homes Health Centres & GP
Priority 3:	2 2 2 2 2 2 2	Local Shopping Centres Post Offices Libraries Schools Places of Religion with Early Morning Usage Nurseries Housing Service Centres Council Buildings Leisure Centres
Priority 4:		Other residential footways, using all available resources, organised around existing operational depots.

NOTE: (1) Only go to the next priority when locations on higher priority sites can be maintained safely.

(2) Only the Public Footway will be treated, at the main pedestrian access to the building, for a 40 metre length, or commensurate with safe passage of visiting pedestrians.

16 Records

Records must be kept of all decisions and actions undertaken, salt usage, any accident reports, etc. with timings. These are to be copied to the LBN Winter Duty Officer by the Monday of the following week.

Records are essential for monitoring and for use in the event of any claims on the Council.

17 Public and Media Communications

Action issued from the road weather forecast is to be sent to neighbouring boroughs, emergency services and other agencies by the LBN Winter Duty Officer which are on the road weather forecast notification list.

A communications bulletin is also to be sent to the Lead Member for Highways and Sustainable Transport and their deputies. When it is known that prolonged periods are to happen, these will also be shared with all ward councillors, so that they can answer any calls from their constituents.

During severe weather, information which can be viewed by the public is to be updated on the Newham.gov.uk website, at the same time the local residents groups are to be contacted and advised that Salt Bins will be unlocked and made available for use. This will involve the Street Scene team unlocking the bins for use. The control room staff are to be updated regularly on the road network status to allow information to be passed to the media.

Appendix A – Priority Footway Post-treatment Areas

Area 1

Locations
Oasis Academy – Docklands St and Rymill St
Drew Primary School – Wythes Rd
Britannia Village Primary School – Hanameel Street
Windsor Priary School – East Ham Manor Way
Kingsford Community School
The Alphabet House Nursery School – Savage Gardens
Ellen Wilkinson Primary School – Tollgate Road
Scott Wilkie Primary School - Hoskins Cl
Calverton Primary School – King George Avenue
The Royal Docks Academy – Prince Regent Lane
St Joachim's Catholic Primary School – Shipman Road
Rosetta Prmary School – Sophia Road
Kei Hardie Primary School – Robertson Road
Hallsville Primary School – Radland Road
St Lukes C of E – Ruscoe Rd
Kei Hardie Primary School – Robertson Road
North Becton Primary School – Harrier Way
Tollgate Primary School –Barclay Road
Cumberland Community School – Oban Close
New Vic Sixth Form College – Prince Regent Lane
Ravenscroft Primary School – Carson Rd
Kaizen Primary School – Elkington Rd
St Helens Roman Catholic Primary School –Chargeable Lane
Grange Primary School – Suffolk Rd
Rokeby School – Barking Rd
Star Primary School – Star Lane
Eastlea Community school – Pretoria Rd
Gainsborough Learning Centre – Hampton Road
Curwen Primary School – Atlas Rd
Eleanor Smith School - North Street
Becton School – Tollgate Road
Lister Community School - St Mary' Road
Plaistow Primary School – Junction Rd

Southern Primary School – Southern Rd
Selwyn Primary School – Selwyn Rd
Plaistow Library – North Street
Custom House Library – Prince Regent Lane
North Woolwich Library- Pier Road
Canning Town Library – Rathbone Market
Becton Globe Library – Kingsford Way
Royal Docks Medical Practice – East Ham Manor Way
Newham General Hospital - Glen Road and Cherry Tree Way
Glen Road Medial Centre – Glen Road
Albert Road Surgery – Albert Rd
Tollgate Medical Centre – Tollgate Road
Custom House Surgery – Freemasons Road
Appleby Health Centre - Appleby Road
St Lukes Medical Centre – St Lukes Square
Star Lane Medical Centre – Star Lane
Cumberland Medical Centre – Cumberland Rd
Balaam Street Surgery – Balaam St
First Avenue Health Centre – First Ave
Greengate Medical Centre – Barkin Rd
Esk Rd Medical Centre – Esk Rd
East End Medical Centre – Plashet Rd
The old Surgery – Comyns Close
Essex Lodge Surgery – Greengate Street
The Project Surgery – Lettsom Walk
King George V DLR – Pier Rd
Pontoon Dock DLR – North Woolwich Road
West Silvertown DLR – North Woolwich Rd
Canning Town Station – Silvertown Way
Royal Victoria DLR – Victoria Dock Road
Custom House Station –Victoria Dock Road
Prince Regent DLR- Victoria Dock Road
Becton Park DLR – Strait Rd
Cyprus DLR – Capital Ring/Cyprus Place
Becton DLR- Woolwich Manor Way

Becton Bus Station – Woolwich Manor Way
Star Lane DLR – Stephenson Street / Star Lane
West Ham Station – Memorial Ave
Plaistow Station – Plaistow Rd
Plaistow Rd – Bridge by Plaistow Station
Rawstone Walk – Libra Rd footbridge
Stephenson Street Bridge and approach ramp
Victoria Dock Road Footbridge – opposite Tarling Rd
New Bar Street Underpass
Prince Regent Lane – on approach to Greenway and Steps to St Andrews Rd
Greenway
Fabian St Steps to Greenway
Whitelegg Rd Steps and Park Ramp to Greenway
Barking Road from Canning Town to Boundary Road
Prince Regent Lane
Plaistow Road
Silvertown Way Canning Town to Claxton Street North
Becton Road
Tollgate Road from Valiant Way to Woolwich Manor Way

Area 2

Locations
Sandringham Primary School, E7
Shaftesbury Primary School, E7
St Stephens Primary School, Whitfield Road E6
William Davies Primary School, Stafford Road E7
St Angela's Secondary School Upton Lane/ St Georges Road E7
Elmhurst Primary School, Upton Park Road E7

St Antony's Catholic Primary School Upton Avenue E7
Stratford School Academy Grosvenor Road/ Doris Road/ Upton Lane E7
St Bonaventure's Secondary School Boleyn Road E7
Upton Cross Primary School. Churston Avenue E13
Woodgrange Infant School Sebert Rd E7
Godwin Junior Cranmer Rd E7
Forest Gate Community School Forest lane/Forest St
Odessa Infant Wellington Rd
St James C of E Junior School Tower Hamlets Road E7
Maryland Primary Gurney Rd E15
St Francis Primary Maryland Park E15
Kay Rowe Nursey School Osbourne Rd E7
Earlham Grove Primary School
Park Primary Matthews Park Rd
Carpenters Primary School E15 Carpenters Rd/ Warton Rd
Chobham Academy Temple Mills Lane and Cheering Lane
Colegrave Primary Henniker Rd E15
Ronald Openshaw Nursery Henniker Road E15
Sarah Bonnell Secondary School Water Lane/Deanery Road E15

JFK Pitchford St
21st Century Rokeby St
Manor Primary Pond Rd/Richardson Rd
West Ham C of E Primary School Portway E15
Portway Primary Stratford Rd
Ranleigh Primary Ranleigh Road
Rebecca Cheetham Nursery Marcus Street E15
Romford Rd (Katherine Rd to Stratford Broadway)
Upton Lane (St Georges Rd to Romford Rd)
Woodgrange Rd (Romford Rd to Newham Boundary)
Stratford High Rd Stratford Broadway to Bow flyover)
Meridian Sq
Stratford Broadway + Town Hall
Great Eastern Rd
Leytonstone High Rd (Morrisons to Jenson Rd)
Water Lane (Romford Rd to Forest Lane)
Vicarage Lane (Romford Rd to Portway)
West Ham Lane and Tramway (Densham to Broadway)
Plaistow High Rd (Corporation St to Densham)
Angel Lane and Leyton Rd
Manor Rd

(Plaistow High Rd to Second Bridge)
Portway and Densham
East Village
Stratford Station
Stratford International Station (East Village)
Maryland Station
Forest Gate Station
Wanstead Park Station
Stratford High Rd DLR (Bridge Rd)
Abbey Rd DLR (Baker Rd and Abbey Lane Bridge)
Angel Lane Bridge
Abbey Lane/Stratford High Rd Abbey Lane Bridge DLR
Abbey Lane Ramp to Greenway
Blaker Rd Bridge/Stratford High Rd
Warton Rd
Jupp Rd West/Station Rd Footbridge
Cook Rd
Pitchford St
Widdin Rd
Bryant Rd
Twelve Tree Crescent Ramp to River Lea
Pudding Mill Lane Ramp to Greenway
Manor Road Staircase and Ramp to Greenway
Park Road Stairs and Ramp to Footbridge
Balmoral Road Bridge
East Village
Forest Lane and Earlham Grove Footbridge
Temple Mills Lane Bridge

Medical Centre - Dr P Abiola Woodgrange Rd
Medical Centre - Dr Bhowmit Corporation St
Medical Centre - Dr Brohi-Aq Leytonstone Rd
Medical Centre - Carpenters MC Doran Walk
Medical Centre - Dr Chang Mki The Grove
Medical Centre - Forest MC Water Lane
Medical Centre - Dr P Knight Vicarage Lane
Medical Centre - Abbey MC Abbey Lane
Medical Centre - West Ham MC West Ham Lane

Area 3

Locations
Little Ilford School Browning Rd E12
Avenue School Meanley Rd E12
Sir John Hearn School School Rd E12
Sheringham Prim/Nurs Sch Sheringham Rd E12
Dersingham Primary Sch Dersingham Rd E12
St Winefride's Cath Sch Church Rd E12
Salisbury School Romford Rd E12
Monega School

Monega Rd E12
Plashet Sec Sch Plashet Grove E12
Altmore Prim Sch Altmore Ave E6
Lathom Prim Sch Lathom Rd E6
Kensington Prim Sch Kensington Ave E12
Essex Prim Sch Sheridan Rd E12
Brampton Sec Sch Roman Rd E6
Langdon Sec Sch Sussex Rd E6
Nelson Prim Sch Napier Rd E6
Oliver Thomas Nurs Sch Matthews Ave E6
Vicarage Sch Vicarage Lane E6
Roman Prim Sch Roman Road E6
St Michael's Cath Sch Howard's Rd E6
Brampton Primary school Brampton Rd E6
Central Park School Central Park Rd E6
Cleves Primary School Arragon Rd E6
Hartley Primary School Hartley Rd E6
Romford Rd E12-E7 (A406 to Katherine E7) including Woodgrange Park Station
High St North E12 (Plashet Grove to Romford Rd E7)
Browning Rd E12 (Church Rd E12 to Rectory Rd E12)

Church Rd E12 (H St North E12 to Grantham Rd E12)
Dersingham Ave E12
Little Ilford Lane E12
Station Rd E12 (Romford Rd E12 to Aldersbrock Rd E12) including Manor Park Station
High Street North E6 (Barking Rd to Warwick Rd E12)
Ron Leighton Way E6 (Barking Rd E6 to High St North E6)
Burges Rd E6 (High St North E6 to Barking Rd E6)
Sibley Grove E12
Plashet Grove E6 (High St North E6 to Katherine Rd E6)
East Rd E12
Gladstone Ave E12
Browning Rd E12 (Sibley Grove E12 To Sheridan Rd E12)
East Ham Underground Station (High St North E6)
Barking Road E6 (A406 to Katherine)
High St South E6 (A13 to Barking Rd E6)
Lonsdale Ave E6
Vicarage Lane E6
Park Ave E6
Folkestone Rd E6
Flanders Rd E6
East Ham Police Station (High St South E6)
Barking Road E6 (Green St to Katherine)
Green St E6 (Barking rd to Harold Rd E6)
Kathrine Rd E6 (Barking Rd to Plashet Grove E6)
Grangewood Rd E6 (Katherine to Elizabeth)
Central Park Rd E6 (Barking Rd E6 Hatherley)
Hatherley Rd E6 (Central Park Rd To Lonsdale)
Upton Park Underground Station (Green St E6)
East Ham Town Hall (E6)
Housing Office Barking Road E6 (Wellington Rd E6)

Appendix B – Winter Gritting Routes

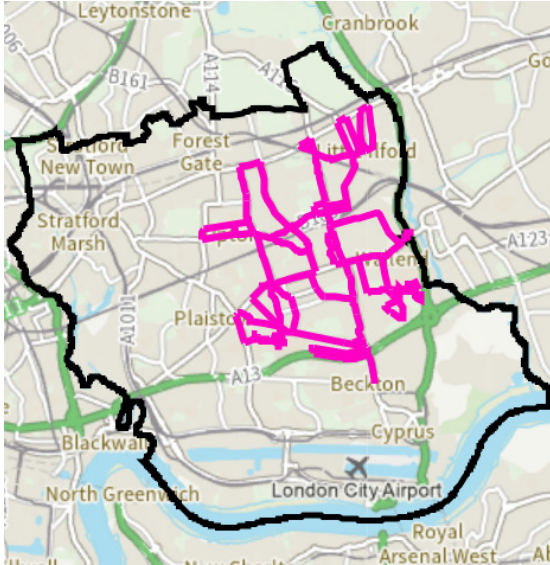
Yellow Route



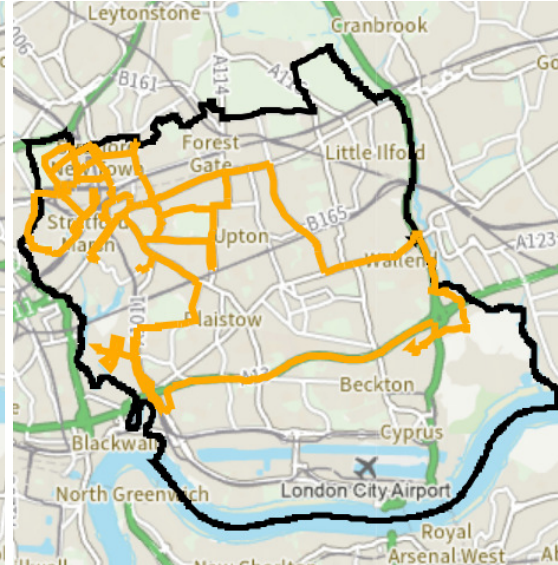
Blue Route



Pink Route



Orange Route



Cycle Route 1



Cycle Route 2

