

**Cumberland
Council**

Winter Service Policy

September 2023 - April 2028

cumberland.gov.uk

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Introduction

Cumberland Council has a large highway network with over 3,600km of carriageway. The council's highway network connects people and places across Cumberland contributing to the wellbeing of residents, thriving communities and enabling people to access work, learning and business opportunities to fulfil their ambitions.

The council's updated Winter Service Policy sets out how the council as the highways authority for Cumberland will manage the council's highways during the winter period, to ensure that, as far as is reasonably practicable, the highway network continues to provide for the safe and reliable passage of users in ice and snow conditions.

As the highway authority, the council is responsible for ensuring that the highways network is maintained and operational for the safe and convenient movement of people and goods across Cumberland. It is important to recognise that in discharging its statutory duty, the council as highway authority will need to prioritise the availability of resources.

Winter service on the adopted highways is undertaken in accordance with a national code of practice, the "Well-Managed Highways Infrastructure: A Code of Practice".

The operational appendices of this policy have been amended following the annual review (July 2024), in line with the policy governance requirements.

Network Prioritisation

The council recognises that given the size and resources required to deliver winter service in Cumberland, it is not economical or practical to treat the whole of the highways network when undertaking 'planned' winter activities.

It is therefore essential that the council clearly designate a hierarchy for carriageways that will receive priority treatment during winter.

The council recognise that certain routes are more important for road users and therefore these must be prioritised for treatment. The council aims to keep these roads open and usable as a priority over other parts of the network.

The policy defines the priority road network hierarchy for precautionary treatments in descending order of strategic importance.

This designation is based on three network descriptions:



Primary routes

These are the primary routes and reflect the Resilient Road Network (RRN) and includes non-trunk motorways and principal roads. These routes are treated based on forecasted events such as ice, snow or frost. Generally, the intention is to pre-treat the network before the forecasted weather event actually takes place. In normal circumstances this pre-treatment activity should be completed before the morning rush commences.

Secondary routes

Secondary routes are routes which have some strategic importance but not enough to include them in the primary network and in many cases, they are also local known problem areas. Like primary routes, these are treated in the same way but only after the primary routes have been completed. If the forecast is significant these may be completed at the same time as primary routes in some areas.

Remaining identified routes (Category 3)

The remaining identified routes are Category 3 and un-classified roads in rural and town centre locations. These routes are treated following a longer term forecast where the forecast suggests a period of prolonged bad weather. Teams will be deployed prior to the forecasted bad weather to treat the remaining routes during day light hours only, dropping back on the primary and secondary routes when required.

Urban Footways

Treatment of footways in urban areas (main shopping areas and busy urban areas) will be treated in line with the Category 3 network and treated following a longer term forecast where the forecast suggests a period of prolonged bad weather.

The intention of any planned winter treatment is to act before the event takes place building up the resilient salt level on the highway.

The network hierarchy is based on guidance from "Well-Managed Highways Infrastructure: A Code of Practice, October 2016" (the "code") which defines the considerations to ensure that there is a minimum core highway network that can be kept continuously open, as far as is practicably possible.

This also applies in extreme weather to protect essential economic activity and provide access to key services and thereby maximise the use of its resources

These criteria can be defined as:

Category 1 - (primary routes): Non trunk motorways and primary route network (Road Resilient Network, RRN).

Category 2 - (secondary routes): All remaining principal A class roads.

Category 3 (remaining identified routes): B class roads and other roads open to classes of traffic; to:

- Serve hospitals with A&E and the key facilities of critical infrastructure providers, including access routes to all schools.

- Lead to strategic and key employment centres, major distribution depots and transport interchanges and important commuter routes.
- Serve bus stations and important public transport routes with a service frequency of at least one bus per ten minutes.
- Serve industrial sites listed under the Control of Major Accident Hazards Regulations and the Radiation (Emergency Preparedness and Public Information) Regulations 2001.
- Serve military establishments.
- Serve single access to villages.
- Links to the strategic road network.
- Crematoriums.

Routes in bold are additional winter services from September 2024.

Consideration will be given to 'local or known hazardous locations' on the road network. We will ensure continuity across authority boundaries and interface with other local authority roads as required.

Treatment Methodology

Primary Routes

The council aims to ensure that precautionary salting treatment of the primary routes is undertaken prior to the formation of ice.

The primary routes will be treated either independently or together with secondary routes dependent upon the received forecast.

Post salting of carriageways will be required when pre salting has not been carried out and ice has formed, or is about to form, on the carriageway. This may arise because of the following:

- Late change in the forecast.
- Inspections.
- Monitoring of the ice prediction service.
- Report from the Police.
- A specific problem on a non-priority road.

The primary network specifically excludes housing estates road and minor roads. Many residential roads do not carry sufficient volumes of traffic to activate the salt and can prove difficult to access due to parked vehicles.



Secondary routes

Secondary routes are additional to primary routes and include other roads to be treated in line with prolonged winter weather.

Secondary routes are routes which have some strategic importance but not enough to include them in primary network and in many cases, they are also local known problem areas.

Secondary routes will be treated in conjunction with the primary routes or immediately after completion of the primary routes dependent upon the received forecast and subject to resources being available.

Remaining identified routes

The remaining identified routes are roads in rural and town centre locations. These routes are treated following a longer term forecast in that if the forecast suggests a period of prolonged bad weather, teams will be deployed prior to the forecasted bad weather to treat the remaining routes during day light hours only, dropping back on the primary and secondary routes when required.

Treatment of footways in urban areas (main shopping areas and busy urban areas as detailed in Appendix 3) are only treated following a longer term forecast where the forecast suggests a period of prolonged bad weather and are only treated during daylight hours. Main shopping areas are considered the priority with busy urban areas only being treated following significant periods of ice, and only if resources allow.

The intention of any planned winter treatment is to act before the event takes place building up the resilient salt level on the highway.

For the purpose of the remaining network, prolonged winter weather is defined as:

Extended freezing conditions (Road Surface Temperature, RST below 0°C for a period exceeding 72 hours).

Snow events (snow settling and expected to freeze or remain for a period of 24 hours).

In the main, the remaining network are Category 3 and un-classified roads in rural and town centre locations which will be treated, following prolonged poor weather, once the primary and secondary network are complete and in safe condition.

The treating of the remaining network will always be dependent upon resources being available and the primary and secondary routes being maintained in a safe condition. The remaining network will always be treated within daylight hours only.



Severe weather conditions

As part of the winter service contingency planning process, 'Well- Managed Highways Infrastructure: A Code of Practice', recognises that during periods of severe weather it is reasonable for Cumberland Council to define a 'Minimum Winter Network' which is the primary treatment network.

This network has a close relationship to the Resilient Road Network (RRN) and should be classed as the minimum winter road network required during severe weather events, defined in this policy as the primary routes.

During and after major snowfall a more intensive response is required to keep the network clear, therefore a risk-based approach must be always taken.

Secondary routes and the subsequent remaining network will not be treated until the primary routes are in a safe condition.

Once the primary routes are in a safe condition, the secondary routes will be cleared by order of priority or by request from the emergency services.

Public requests for other carriageways to be cleared can only be considered once primary and secondary routes are clear and will be prioritised subject to available resources.

In periods of particularly severe weather or snow / ice conditions temporary road closures may be necessary at short or no notice. Where roads are vulnerable and where possible signage will be considered.

The approach to reducing to the 'Minimum Winter Network' should be initiated by the Highways Duty Manager following specific weather advice or warnings and approved by either the Winter Service Manager or the appropriate Assistant Director through the council's emergency response.



Responsibilities outside of Cumberland Council

National Highways manage and maintains some routes within Cumbria, on behalf of the Secretary of State.

Carlisle Northern Development Route (CNDR) manage and maintain some routes within Cumberland, on behalf of Cumberland Council.

Where roads fall under either National Highways or CNDR control, Cumberland Council has no responsibility for winter service provision, however it is essential that continual communication is maintained to ensure continuity across highways boundaries.

Continual liaison will take place between the highways authority (Cumberland Council), National Highways and CNDR and its managing agents over action taken during the winter.

The roads for which National Highways hold responsibility for, on behalf of the Secretary of State, and the roads for which CNDR hold responsibility for, on behalf of Cumberland Council can be viewed in Appendix 2, 'Non CCC Gritting Network'.



Policy review

An annual 'winter service policy' review will be undertaken to ensure that service levels meet both current statutory obligations, the needs of the Cumberland network and the needs of the people of Cumberland.

The annual 'winter service policy' review will include analysis of the effectiveness of service delivery and operational plans.

The review will include the approach to climate change.

The review will include service improvements and efficiency opportunities. Cumberland Council as a Highway Authority has a duty to ensure so far as reasonably practicable that safe passage along the highway is not endangered by snow or ice.

This policy sets out how the council will do this and covers:

- The prioritisation of routes and approach to treatment and snow clearance of both roads.
- The prioritisation of routes and approach to treatment and snow clearance of both footpaths.
- Community and Parish Delivered Services.
- The approach to communicating with the public.

The principles underpinning the policy are:

- To do things in the most efficient way possible, providing value for money.
- To work with local communities and parishes to deliver a service.
- To make the best possible use of digital technology in keeping people informed so they can access information as and when required.

The policy will be reviewed on an annual basis to reflect any changes to the national guidance and learning from the previous year. Any changes will be approved by the Executive Director in consultation with the relevant Portfolio Holder.

Approach to communicating with the public

- Publication of routes is normally via the Cumberland Council website. We also provide daily updates on our website, which include the weather forecast, the treatment routes and type of treatment for that day.
- Social media will also be used to update on live weather conditions, proposed treatments and network conditions.

Appendix 1 (Amended 2024)

List of agreed roads in each area (amended 2024) Central (Allerdale)

Entries in green have been added as part of the 2024 annual review.

Road No	Road name
A5086	Near Mockerkin Tarn U2334 to C2030 to Mockerkin C2030 to Mockerkin to C2030 to Ullock Blackbeck Bridge C4006 to Pardshaw Pardshaw to U2197 Near Pardshaw Highfield House C2032 (Deanscales) to U2198 (Pardshaw Hall) U2198 (Pardshaw Hall) to U2194 U2194 to High Dyke Near Palace How Near Moorland Close Rbt to near Oakhurst Service Station Near Oakhurst Service Station to Business Park Lamplugh Road - Cockermouth The Level - Cockermouth Gallowbarrow -Cockermouth Gallowbarrow - Cockermouth Crown Street, B5292 Main Street to New Street Crown Street - Cockermouth Derwent Bridge Gote Road Goat Brow Goat Brow/Belle Vue Rbt Re-Aligned Road near Lamplugh Road Rbt Snary Bridge Layby
A5271	A591/A5271 Jctn Keswick Penrith Road - Brigham (Keswick) Penrith Road - Keswick Victoria Street - Keswick Victoria Street - Keswick Bank Street - Keswick
A5271	Main Street - Keswick High Hill - Keswick Crosthwaite Road - Keswick Crosthwaite - Keswick Crosthwaite Road, Vicarage Hill to Splitter A66 Rbt Southbound On-Slip A66 Rbt Southbound Off-Slip
A591	Dunmail Raise South East Thirlmere Water Lay-by near Barwick House

Road No **Road name**

A591	Great How Wood - Thirlmere Bridge End Farm - Ne Thirlmere Near Bridge End Farm to U2730
A591	Shoulthwaite to near Bridge End Near Shoulthwaite to near Bracken Riggs Nest Brow Castlerigg Brow Chestnut Hill - Se Keswiack Chestnut Hill - Keswick Penrith Road - Keswick A591/A66(T) Slip Roads Slip Road from A66(T) From Gt Crosthwaite Rbt A66(T) Millbeck Little Dodd Garden Centre Dodd Wood Dyke Nook High Side Farm to Chapel Skiddaw Service Station - Bassenthwaite Bassenthwaite near Kilnhill Near Kiln Hill Barn Lake View to B5291 Burthwaite Wood Lay-by near Lingeybank Near Bewaldeth - Cockermouth Bewaldeth - Cockermouth Bewaldeth to Lay-by Lay-by near North Lakes Caravan Park Lay-by to near Whittas Park Bothel Craggs Croftlands Slip Road to A66(T) To A591/A595 Jctn From A595/A591 Jctn Shoulthwaite Near Crosthwaite Rbt North Lakes Caravan Park Layby, South to North Penrith Road - Keswick

Road No	Road name
A595	Bothel
A597	Solway Road (Annie Pit Lane Rbt) Solway Road - Mossbay Lillyhall School
A597	Whinmill Farm - High Harrington Main Road - High Harrington Main Road - Becksde Main Road - Hollins Main Road - Old R'way Line Church Road - Salterbeck Eller Bank - Salterbeck Salterbeck Road – Workington Mossbay Road - Workington Annie Pit Lane Rbt - Workington Solway Road - Workington Belle Isle Place, Station to Give Way Sign Viaduct, Viaduct to Church Street Falcon Street, Church Street to Station Road Church Street - Workington New Bridge Street - Workington New Bridge Road - Workington New Bridge Road/William Street Derwent Park - Workington Falcon Street, Rear of Splitters to Give Way Sign Viaduct, Falcon Street to Viaduct
A66T	Briery 2-Way Slip Extension
B5289	B5289 to A5271 Slip
C2061	Jn Lhs Ambulance Station to Right Fork A596
C2064	Station St to Cocker Br. Cocker Br. To JN RHS PAST ISEL RD Jn Rhs past Isel Rd to past Wyndam Lodge

Road No	Road name
U2582	Moorclose Rd/Church Rd to Moorclose Rd/Brierydale Moorclose Rd/Brierydale to Rbt over Rway Rbt over Rway to Rbt over Rway
U2600	Jn Rhs Old Side to Start Slips to Northside Rd
B5299	Aspatria to Mealsgate (via Fletchertown)
C2045	Hesket Newmarket to Millhouses
C2047	Old A595 Thursby
C2064	Dubwath to Cockermouth School
C2069	Stainburn Road
U2137	Bolton Low Houses
U2165	Camerton (C2001 to Seaton)

North (Carlisle)

Road No Road name

A6	Eastern Way to High Road High Road to Harraby Grove Harraby Grove to Petteril Terrace Petteril Terrace to Harraby Green Road Harraby Green Road to Trevor Street Trevor Street to Tyne Street Tyne Street to St Cuthbert Street St Cuthbert Street to Alexander Street Alexander Street to Brook Street Brook Street to Grey Street Grey Street to Blake Street Blake Street to Close Street Close Street to St Nicholas Street St Nicholas Street - Carlisle Princess Street to Rydal Street Rydal Street to King Street King Street to South Henry Street South Henry Street to Crown Street Crown Street to Tait Street Tait Street to Portland Place Portland Place to Mary Street Mary Street to Court Square The Courts - Carlisle Devonshire Street - Carlisle Golden Fleece Rbt - Carlisle Woodland Boundary to Howgill Fm Jct/B
A689	Midgeholme (Cnty B'dry N'berland Cc) Roachburn Coalfell/Hallbankgate Hallbankgate C1032 Jctn to U1056 Jctn Low Lonning to Milton Milton Milton Hill Station Road- Brampton
A69	Carlisle Boundary to Montgomery Way Warwick Road- Carlisle Warwick Road, Hartington Place to Warwick Square (West) Warwick Road, Warwick Square (West) to Alfred Street Warwick Road, Alfred Street to A7 The Crescent- Carlisle Victoria Place- Carlisle Rosehill Slip Road, Speed Limit to Rosehill Jct

Road No Road name

A69D Wb Departure from Jn 43 Roundabout
Eb Approach to Jn 43 Roundabout
Jn 43 RBT Slips to Speed limit/Carlisle Boundary
Rosehill slip Road, Start to Speed limit

A7 Lowther Street - Carlisle
Victoria Place - Carlisle
Spencer Street - Carlisle
Georgian Way N/Bnd
Georgian Way S/Bnd
Hardwick Circus Roundabout
Hardwick Circus Slip Rd N/Bnd
Hardwick Circus Slip Rd S/Bnd
Eden Bridge - Carlisle
Stanwix Bank - Carlisle
Eden Mount - Carlisle
Scotland Road - Carlisle
Kingstown Road - Carlisle
Kingstown Road Dual N/Bnd
Kingstown Road Dual S/Bnd

A7D Sb Departure from Jn 44
Nb Approach to Jn 44

B5299 Jct Nether Welton to Jct U1293 - Bridge End
Jct U1293 - Bridge End to Jct Track at the Green
Jct Po the Square to Barras Lane
Barras Lane to Jct Cummersdale at Bdry
Cummersdale Rd to Dunmail Drive
Dunmail Drive to Nelson St
Nelson St to Junction St
Junction St to John St
Milbourne St, John St to Bridge St
John St, Milbourne St to Church St

B5307 Burgh Road to Church Street Rbt
Thurstonfield to A689 Roundabout
Thurstonfield, District Boundary to C1021

Road No Road name

B5307 Moorhouse Road, A689 Roundabout to Kirkstead Rd
Moorhouse Road, Kirkstead Rdt to Burgh Road

B6264 Millbrooke Bridge to A689 Roundabout Nr Linstock
Stanwix Bank to Well Lane
Well Lane to Whiteclosegate near Boot Inn
Whiteclosegate near Boot to Drawdykes Castle

B6318 Jct Xrds- Kirkcambeck to Xrds B6318/U1042
Xrds B6318/U1042 to Xrds Lymeholmeford
Xrds Lymeholmeford to Jct Crook Cottage
Jct Crook Cottage to Jct U1040
Jct U1040 to Jct U1041
Jct U1041 to Roadhead U1026
Roadhead U1026 to Jct U1027- Roughsike
Jct U1027- Roughsike to Jct Oakshaw
Jct Oakshaw to Jct Nr Whintingstown C1025
JctWhintingstown C1025 to C1025 Nr Brownhill
C1025 Nr Brownhill to Jct U1028- Snouts
Jct U1028- Snouts to Oakshaw Ford
Oakshaw Ford to Jct U1025
Jct C1025 to Sleetbeck C1004
Sleetbeck C1004 to Jct Huntsmans Inn
Jct Huntsmans Inn to Xrds at Catlowdy

B6318 Xrds at Catlowdy to Xrds at Roan
Jct U1018 at Roan to Jct C1007
Jct C1007 to Jct C1001
Jct Bdry at Gilsland to C1028 Breckney Bed
C1028 Breckney Bed to Kingbridge Ford Bridge/B
Kingbridge Ford Bridge to Jct C1013 Nickie's Hill
Jct C1013 Nickie's Hill to Jct Xrds- Kirkcambeck/B

C1001 Netherby Street/Bridge Street to Netherby Street
Netherby Street to the Scour
The Scour to Rhj Powdrake Crescent
Rhj Powdrake Crescent to Jct Crofthead Wood

Road No **Road name**

C1013	Jct A6071 Nr. Cambeck Bridge to Xrds Walton Xrds Walton to Xrds Nickie’s Hill
C1043	B5299 D-Chimney to Viaduct -Denton St Viaduct-Denton St to James St James St to A6-English St
C1045	London Road to Arnside Road Arnside Rd to Durranhill Rd Durranhill SlipRd to Warwick Road
C1046	Jct A689 to Townfoot Court Townfoot Court to JctA6071 Longtown R
U1133	Jct CarlisleRd Dalston to Jct Barras Lane Oil Sto
U1117	Raffles Avenue, Brookside to Newtown Road Raffles Avenue Slip
U120	Willow Holme Road, Millrace Road to Corne
U1241	Jct B6318 Red Beck Bridge to Fork Jct Nr. Orchard Fork Jct Gilsland to Jct Chalybeate Spring Jct Chalybeate Spring to Moscow Jct Fork Jct Nr. Orchard House to Fork Jct Gilsland
U1293	Hawksdale Bridge Slip Road
U141	Lonsdale Street
U146	Greystone Road, Brook Street to Jckson Street Greystone Road, Jackson Street to Warwick Road
U148	Brook Street
U166	Brunel Way, Carlisle Cotehill to Cumwhinton Cumrew to Cumwhitton to Hayton Cumrew to Heads Great Corby to Cumwhitton to Corby Hill

South (Copeland)

Road No Road name

A5086	A5086 Lay-by to Lay-by Lay-by to Woodend Farm Woodend Farm to Lay-by Lay-by near Forge Filling Station Lay-by to Church Street Main Street - Cleator Cleator Lay-by near Cleator Moor Lay-by to Brookside - Cleator Moor Trumpet Terrace - Cleator Moor Trumpet Road - Cleator Moor Frizington Road - Cleator Moor Frizington Road Parkside Road Frizington Road – Frizington Main Street - Frizington Arlecdon Road Arlecdon Parks Road – Arlecdon Arlecdon Parks Road
A689	Rowrah High Leys Bridge Kelton Head Cottage Scallow Farm Near Beck Farm Cottage
A689	Murton End Murton to Lay-by Near Whinnah Whinnah Cottages Near Greensyke Farm Lay-by near Greensyke Farm Lay-by near Greensyke Farm to Lay-by Lay-by near Cross Gates (Lamplugh) Lay-by to Crossgates Bridge

Road No **Road name**

A689 To Crossgates Bridge to Bridge over River
Near Bridge over River
Near Cross Gates
The Cottage (Lamplugh)
Sty Gate to U2211 to Mockerkin
A5086/A595 (T) Egremont By-Pass

A5093 A595(T) Whicham Jctn
Lay-by near A595(T) Whicham Jctn
Silecroft
Baldmire
Near Pool Bridge
Limestone Hall- Kirksanton
Langthwaite Farm
Near Langthwaite Farm
Millom
Horn Hill - Millom
Station Road - Millom
Salthouse Road- Millom
Castle Farm- Millom
Near Low House Farm
Low House Farm
Lay-by near Waterblean
Near Hall Bank
The Hill - Millom
High Brow Farm
Near Haws Farm
The Green- Millom
Midbeck Lodge

A5093 Near Mill Farm to A595(T) Jctn
Park Plantation Layby, North to South

A5094 A595(T) Hensingham
Inkerman Terrace- Whitehaven
Back Corkickle - Whitehaven
Flatt Walks - Whitehaven
Lowther Street - Whitehaven

Road No **Road name**

A5094

Scotch Street - Whitehaven
Duke Street - Whitehaven
Tangier Street - Whitehaven
Bransty Row - Whitehaven
New Road - Bransty
A5094/A595 Bransty
A5094/A595 Slip Road
Strand Street - Whitehaven
George Street- Whitehaven
Church Street- Whitehaven

A595D

Pelham Hse to Ponsonby Ch Jn
Ponsonby Ch Jn to New Mill Fm
New Mill Fm to Boonwood Rd Jn
BoonwoodRd Jn to Gosforth Xroads
Gosforth Xroads to Stubshead Lane
Stubshead Lane to Greengarth Jn
Greengarth Jn to Drigg Jn
Saltcoats Jn to Amethyst Gn Track
Amethyst Gn Track to Muncaster Mill
Muncaster Mill to Ravenglass Jn
Ravenglass Jn to Fell Lane
Fell Lane to Eskholme Lodge
Eskholme Lodge to Eskdale Jn
Eskdale Jn to Broad Oak Jn
Broad Oak Jn to Waberthwaite Jn
Waberthwaite Jn to Middleton Place
Middleton Place to Swallowhurst Xrds
Swallowhurst Xrds to Seaton Hall
Seaton Hall to Corney Rd Jn
Corney Rd Jn to Bootle Church Jn
Bootle Church Jn to Little Bridge
Little Bridge to Farm Track
Farm Track to Monk Foss Fm
Monk Foss Fm to Gatehouse Fm
Gateside Fm to Whitbeck Jn
Whitbeck Jn to Wood House
Wood House to Millom West Jn

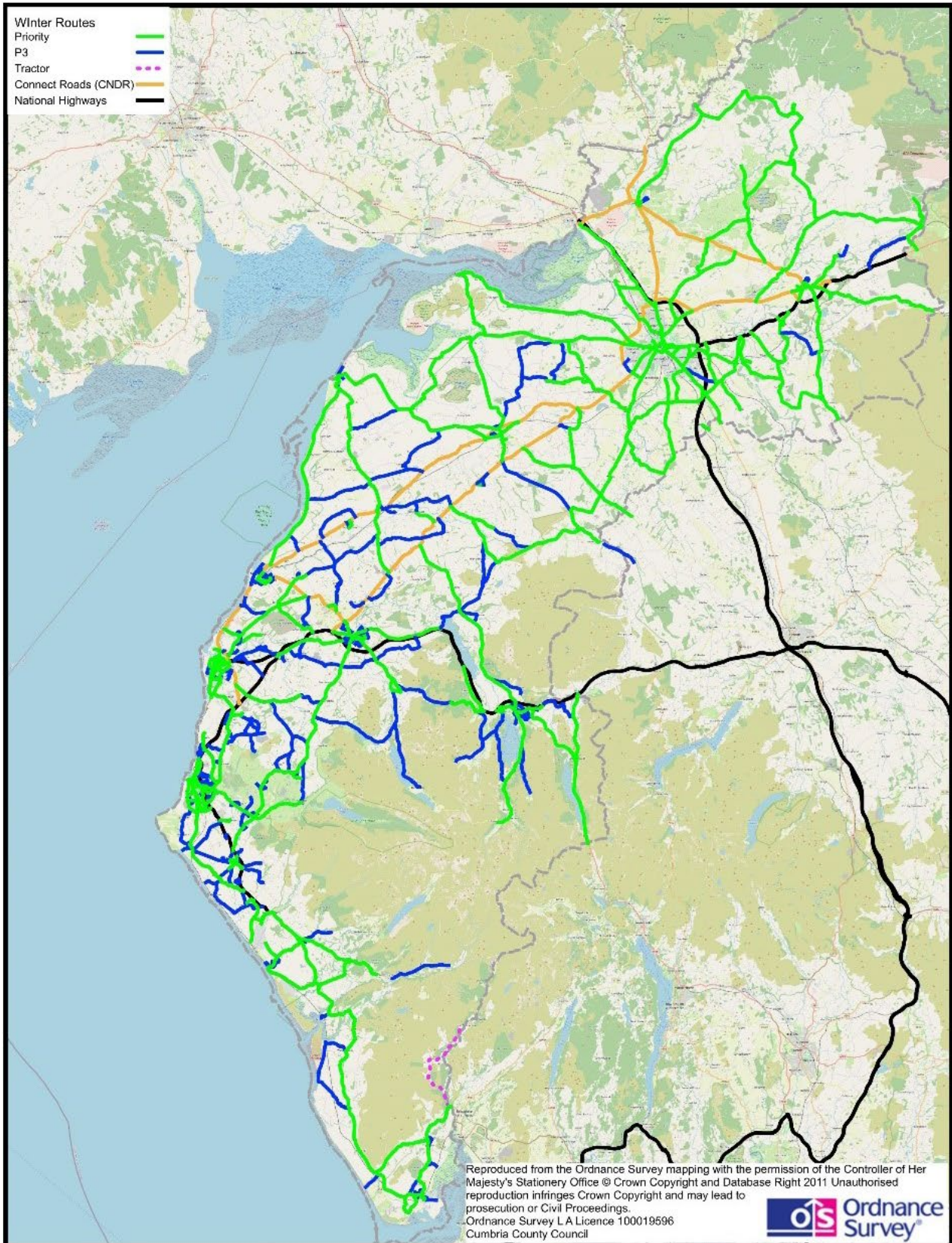
Road No Road name

A595D	Millom West Jn to Po House Jn Po House Jn to Gateside Gateside to Becksid e Bridge Becksid e Bridge to Brockwood Hall Jn Brockwood Hall Jn to Millom East Jn Millom East Jn to Broadgate Jn Broadgate Jn to Buckman Hall Buckman Hall to Duddon Bridge
B5295	Frizington Rd A5086 to Montreal Street Montreal Street to Norbeck Park Norbeck Park to Bridge Nr Aqueduct Bridge Nr Aqueduct to Keekle Terrace Keekle Terrace to Jct U4022 Jct U4022 to Overend Road Overend Road to Main St Hensingham Hensingham Jct to Nth JctA595
B5345	Jct A595 to Karenvill e Karenvill e to Jct Nth Rising How Jct Nth Rising How to Jct U4034 Jct U4034 to Wilson Pit Rd Wilson Pit Rd to Mirehouse Rd Mirehouse Rd to Meadow Road Meadow Road to Irish Street Swingpump Lane, Irish Street to Market Place Strand Street, Market Place to Lowther Street
C4002	Triangle to A5086
C4013	Jct Nr Coombe Cottag e to Fork Jct Nr U4044 Fork Jct Nr U4044 to Jct A595 Jct A595 to Fork Jct Nr U4044 Link from Sellafiel d in to Out Link from Sellafiel d Out to in Joint Road on C4013 to Joint Road on C4013

Road No	Road name
C4037	Nr Windscale works to rbt nr Greenmoor Side Rbt nr Greenmoor Side to rbt nr Greenmoor Side Exit rbt nr Greenmoor Side to rbt at jct A595
U4071	Side road off A595 nr Town End Hall Farm
U4082	St Georges Road
U4100	A5086 Nr. Top House to Xrds Nr No3 Crossgates
U4172	Lapstone Rd- Millom
U4395	Overend Road
U4400	Homewood Road
U4403	Side Road Nr Forge Filling Station, A5086
U4408	Sellafield station to nr Windscale works/ r.B. Legi
U4574	Old A5086 in Woodend
B5294	Frizington to Cleator Moor
U4380	Woodhouse Road, Whitehaven
B5295	Egremont Road, Whitehaven
C4028	Ulpha

Appendix 2

Winter Service Plan (Amended 2024)



Cumberland Council
Cumberland Highways

Winter Treatment Network 2024

Date:
December 2023

Scale: Varies

Drawn by: NR

Appendix 3

List of locations for the treatment of footways

North (Allerdale)

Main Shopping Areas:

- **Workington:**
Shopping precinct; Pow Street; Finke Street; Murray road;
Oxford Street (Vulcan Lane to Jane Street);
Jane Street; Washington Street; Bridge Street.
- **Keswick:**
Main Street (Tithebarn Place to Market Place);
Market Place/Market Square;
St John Street (Market Square to Derwent Street);
Station Street; Lake Road; Tithebarn Street
- **Wigton:**
King Street (High Street to Market Hill);
High Street (King Street to St Mary's Church).
- **Maryport:**
Senhouse Street (Curzon Street to Crosby Street);
Crosby Street (Senhouse Street to Wood Street);
Wood Street (Crosby Street to Curzon Street);
Curzon Street (Mealpot Road to Netherhall School North entrance).
- **Cockermouth:**
Main Street (Gallbarrow to Market Place);
Market Place (Castlegate to Kirkgate);
Station Road (Main Street to South Street).

Busy urban areas:

- **Workington:**
Falcon Place; Fisher Street; South William Street;
Vulcan Lane (Finkle Street to Oxford Street);
Oxford Street (Station Road to Vulcan Street);
Guard Street & Crosshill (to jcn with Newlands Lane)
- **Keswick:**
Heads Road to Derwent Water; Derwent Close; Bank Street;
Victoria Street; Poplar Street.

North (Carlisle)

Main shopping areas:

- Lowther Street (Warwick Road to Victoria Place).
- Devonshire Street.
- Victoria Viaduct (English Street to Denton Street).
- English Street (The Crescent to Devonshire Street).
- Warwick Road (The Crescent to Brunswick Street).
- The Crescent.
- Botchergate (The Crescent to Tait Street).

Busy urban areas:

- Brampton (Front Street to High Cross Street)
- Dalston (Nestles to The Green)

South (Copeland)

Main Shopping Areas:

- **Whitehaven:**
Pedestrian Areas (King Street and Market Place)
- **Whitehaven:**
Duke Street (Tangier Street to Scotch Street); Queen Street (Duke Street to Lowther Street); Lowther Street (Strand Street to Scotch Street); Church Street (Lowther Street to Roper Street); Roper Street (Church Street to Market Place); Market Place (Trafford Section); James Street.
- **Egremont**
Main Street (Chapel Street to Market Place).

Busy urban areas:

- **Cleator Moor:**
High Street (Montreal Street to Fletcher Street); Jack Trees Road (Cragg Road to High Street); Market Street (Cragg Road to High Street)
- **Millom:**
George Street (Lancashire Road to Bowling Green); St George's Terrace; Lapstone Road (Lancashire Road to Crown Street).

Appendix 4

Standards and procedures for salting and snow clearance

All motorway and trunk roads to be treated by the Highways Agency's Term Contractor and Network Management Consultant. Only listed primary and secondary winter service routes are pre-treated when frost is forecast. This shall be completed within three hours and five hours respectively from the agreed starting time of the gritting run subject to weather conditions.

If the decision to treat is taken out of office hours, then where possible, all primary and secondary routes should be treated before 08:00am but generally not between the hours of 00:00hrs and 04:00hrs. Night-time work to be confined to the primary and secondary routes, other than in extremely exceptional conditions.

The treatment of post frost/icy conditions on road lengths classified as the remaining network routes will only be carried out during daytime hours (or if there is some time remaining after completion of treatment of first and second priority routes) once all first and second priority roads are clear. The remaining network include some bus and commuter routes in the urban areas and access to villages in the rural areas.

In the event of snow, priority is given to the primary and secondary routes in descending order. In severe snow conditions, available plant will be withdrawn to deal with the highest priority routes.

In the event of snow falls in any area, when the listed priority routes have been cleared, other routes be tackled to open one route into major village hamlets etc. If it becomes necessary to re-treat higher priority roads, then resources will be directed away from lower and non-priority roads.

All other routes will generally be treated as Priority 4 roads which means they can be treated once the treatment of primary, secondary and remaining networks is complete and then only during day light hours.

Stocks will be assessed at an appropriate frequency to determine the timing and extent of scaling down the service.

Scaling down would be as follows:

- Rates of spread of salt to be managed towards the lower end of the permissible range for the conditions on a day-to-day basis.
- Initial action to halt treatments (minor rural and urban roads which link smaller communities to the priority network), followed by,
- Cessation of 'safe' U and C roads treatments, followed by,
- Cessation of U, C and B road treatments followed by, Cessation of secondary routes, A roads, leaving just Primary routes, A roads.

Snow Champions

The role of the Snow Champion is to help within the very community they live. They are provided with the require equipment and PPE to carry out basic snow clearing for the aged and vulnerable as well as installing signage for known flood area.

Grit bin

Grit bins and heaps are provided on s following a detailed assessment of the required site. Routes that are currently part of a treated route will not be eligible for a Grit Bin or Salt heap unless a safety case is proven.

Parish support

During periods of prolonged weather and following a decision by the Assistant Director, Cumberland Council will provide Parish and Town Council's with additional salt/grit to allow 'Self-help' within a community The salt/grit mix will be provided in one ton dumpy bags in a site to be agreed to ensure that the content of the dumpy bag cannot leach out in to nearby water courses Those footways included in the main shopping areas (Appendix 3) will be pre-treated as secondary priority, i.e. within five hours of the instructed starting time of the gritting run. The remaining footways listed in Appendix 3 may be instructed in exceptional weather conditions. Treatment will not always occur when carriageways are treated as urban road temperatures are generally higher than rural roads.

Use of snow champions who are volunteers that have come forward to work on lengths of adopted footway/footpaths in their locality for which Cumberland Council is responsible. The Snow Champions scheme allows the council to have a record of which areas are being cleared and also helps people to be provided with the right equipment and guidance on how and when to clear footways. The provision of such assistance is on an entirely voluntary basis.

There is no contractual relationship between Cumberland Council and volunteers.

The Parish Salt Scheme provides those Parishes with a load of de-icing salt (or salt/grit mix). This scheme is triggered during extreme winter conditions.

Community groups may be enlisted to take action as necessary on local minor roads which do not form part of the council's priority gritting routes. This action is confined to agreed routes which the Council is unable to treat in advance of poor weather. All willing community groups will have to enter into an agreement which covers salt supplies, treatment times, insurance and financial contributions. It is recommended that the council should continue to grow the community groups throughout the county up to a maximum of 10 groups.

If delivery of rock salt is reduced or even stopped then it will be necessary to make alternative arrangements: