

IGT_IGT_01_3866 - Winter Resilience - Gritting Lorries - Other Vehicles

Please supply copies of the council's primary and secondary network of gritting routes - or alternatively provide the weblinks where they may be downloaded. This to include all roads designated for gritting, including the Winter Resilience routes specified by or to TfL.

See

www.towerhamlets.gov.uk/transportandstreets

[winter weather advice](#)

What arrangements or future plans exist for sharing or diverting gritter lorries between the council and TfL - for example if lorries on one network are snarled up in traffic and those from another could cover roads of the other?

None

What monitoring of traffic congestion is undertaken by the gritting department, and how is account taken of this to endeavour to avoid gritting lorries being stuck in gridlocked roads, and instead diverted onto other roads, even if this means secondary or minor routes are treated before primary ones?

[Scouting by officers and residents feedback](#)

How many gritter lorries does the council have, and how many other vehicles to deliver salt / grit to grit bins?

2 Gritters

How many grit bins does the council maintain?

0

How many gritter lorries take a snow plough, and how many of the other vehicles?

None - too much traffic calming to be able to use them.

Where does the council maintain its stocks of salt / grit for winter treatment?

In its depot

Is it just one distribution point?

Yes

Why not use several around the borough - to shorten the distance to where the salt / grit is needed?

Cost of land

What type of control do the gritter lorries have available, for example?

Snow plough ON / OFF - **not relevant**

Grit supply ON / OFF - **calibration system for rate of spread**

Rate of grit spray, dependent on vehicle speed, LOW / HIGH, various fixed rates, variable between MIN and MAX - **Yes**

What determines the way these controls are used?

Prescribed procedure - rate depends on conditions and instructions from regional control centre

What are the instructions to gritter lorries regarding junctions and vehicles?

None specifically

Under what circumstances would gritter lorries use snow plough only for example in heavy snow, to maintain snow clearance while conserving salt / grit stocks?

Never

Please provide an XLS spreadsheet with the following data for each gritter lorry and each other vehicle capable of delivering salt/grit to pavements and grit bins (gritter lorries first, then other vehicles, and showing if snow plough is attachable and if attached), and for the period from 15-11-10 to date, on each occasion when out on some type of duty to distribute salt or grit to the highway:

- Some suitable vehicle identifier
- Date + time vehicle left depot
- Route followed in some comprehensible description - not every road in sequence is required, but it must be possible to see the precise general route. Where salt / grit is being delivered to grit bins or to pavements or dumped, state locations involved in some clear specific summary way. No doubt the new GPS system will assist, perhaps with a list of each postcode covered in sequence?

- Purpose of sortie, ie road gritting, pavement gritting, filling grit bins, or combination (state type)
- Whether snow plough deployed
- Date + time vehicle returned to depot

We do not hold the information in the format requested and to provide accurate and detailed figures would take us far in excess of the 18-hour limit prescribed under the Freedom of Information Act.