

North Yorkshire County Council

Business and Environmental Services

Executive Members

17 August 2018

Winter Gritting Routes 2018/19

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 To enable the Corporate Director – Business and Environmental Services (BES), in conjunction with BES Executive Members to consider requests for amendments to the Winter Maintenance Service.

2.0 Background

- 2.1 In accordance with the County Council procedure for winter maintenance, requests for additions or reductions to the Winter Maintenance service are considered by the Corporate Director – BES in conjunction with BES Executive Members prior to the commencement of winter operations.
- 2.2 Requests for amendments to the winter gritting routes have been compiled and are presented in Appendix A. No requests were received for the Scarborough and Ryedale districts.

3.0 Proposed Action

- 3.1 Amend treatment routes where approved by the Corporate Director - BES in conjunction with BES Executive Members.

4.0 Equalities Implications

- 4.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010 and a copy of the completed decision that “Equalities Impact Assessment is not required” form is included as Appendix B.

5.0 Financial Implications

- 5.1 The additional costs of increased gritting will need to be catered for within the existing winter service budget and winter reserve funds.

6.0 Legal Implications

- 6.1 There are no legal implications with these proposals.

7.0 Recommendation

- 7.1 It is recommended that the Corporate Director – BES, in conjunction with BES Executive Members consider the attached requests for amendments to the current service in line with the County Council’s Policy and uniformity of service across the County.

BARRIE MASON
Assistant Director – Highways & Transportation

Author of Report: Mike Roberts/Nigel Smith

Background Documents: None

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
1	1	Parish Clerk to Stapleton and Cleasby.	Stapleton to Cleasby Road from the village sign to the quarry from Priority 2 to a Priority 1 road. The PC has voiced its concerns over numerous accidents that have occurred on this stretch of road over the years to no avail, but in February of this year 4 accidents occurred on this stretch of road in a period of 20 minutes.	Whilst this proposal is supported by County Cllr. Angus Thompson and District Councillor Dawson, the route in question does not fit the description of a Priority One route, namely it is not considered to be an "important" C class road. Upgrading this road will set a precedent that would make similar requests difficult to reject. The road fits the description of a Priority Two route.	No	
1	2	Chairman Preston under Scar	<p>We understand that The Tarmac Quarry adjacent to the Tank Road has applied to Highways seeking agreement to upgrade the gritting priority for the section of the Tank Road running from the bottom of Sissy Bank (the junction with the Redmire/Wensley Road) up to the top of Scarth Nick and east along the Tank Road to the crossroads at Whippendale Bank. The upgrade would give the same gritting priority to the whole of the Tank Road.</p> <p>Preston under Scar Parish Council supports the application for it</p>	Whilst the local office is unaware of any request from the Tarmac quarry for this review, there have been repeated requests for this road to be upgraded in previous years. The road in question serves no domestic dwellings except the occasional farm. However, it is the only road to the Tarmac quarry. The existence of the quarry has lifted the road from what would have been a Priority Three road to a Priority Two road. This is where the local Area office feels it should sit in the winter network hierarchy.	No	

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			<p>seems illogical that this section of the Tank Road, which arguably is the most dangerous section of the Road as Sissy Bank to the top of Scarth Nick is a long and steep hill, is not at the highest priority. It is a main route for traffic from further up the Dale heading to Richmond and Catterick (and vice versa), to say nothing of the large number of laden and unladen trucks going to and from the Tarmac Quarry. With its present, second order gritting priority (gritted by 10am) traffic climbing/descending Sissy Bank before 10am, probably enroute to work, have to do that without the assistance and safety that is undoubtedly provided by gritting, and as emphasised by the Quarry they will have been at work since 6am, several hours before the road is gritted.</p> <p>The Preston under Scar Parish Council recommends that gritting priorities along the Tank Road be</p>	<p>Sissy Bank is well served by salt heaps, and there is a Priority One route alternative route around this road via Leyburn.</p>		

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			reviewed at the earliest opportunity and that the gritting priority for the whole of the Tank Road be increased to the highest level.			
1	3	Senior Agent Area 1 Ringway Brompton on Swale	<p>Request for removal of gritting route</p> <p>Several near misses have been submitted from drivers of route 8. They all relate to West Stonesdale on the P2. This is a tight hairpin and can only be achieved by undertaking a shunt manoeuvre. This is extremely dangerous especially in icy conditions as the vehicle can slide down the hill. The spinner has also been raised 6" by econ to prevent it scraping along the ground when going up the hairpin. I fear someone is going to get seriously hurt doing this part of the route. Could this please be given to the local farming contractors?"</p> <p>We have serious concerns that someone could be severely injured and machinery damaged from an</p>	<p>The horizontal and vertical alignment of this short stretch of road is very poor and local officers agree that it should be removed from the Priority Two network. The area is well covered by salt heaps and bins, plus there is a local farming contractor who treats the remainder of the road who can include this short stretch in with their treatment.</p> <p>However, the Local Member is opposed to this proposal, fearing that treatment will be delayed due to the remoteness of the location and other demands on the farming contractors.</p>	No	

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			incident at this location. We would like it removed from the gritting route.			

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2	1	K M	<p>Councillor, Earlier in the year via email, I was corresponding with a Female employee of NYCC, with reference to the above subject. I am the Warden Caretaker of Lordstones Country Park. After a couple of emails I was made aware that I could move onto a stage two complaint which I duly accepted. This was a while ago and nothing has come back to me, I am sure you are aware the cold snap and associated weather front of last Week caused untold problem for millions around the Country and I am sure Local Authorities were one of the top three agencies contacted with mountains of requests and or asked for advice. Here at Lordstones and the local community we were indeed cut off from Tuesday through Friday, the bank here at Carlton was totally impassable, I did converse with your Highways lorry sent out am Friday gone as they attempted to gain access in an effort to close the bank. I had walked the bank so as</p>	<p>Currently a Priority 3 route. Category 4b</p> <p>To treat this road would be inconsistent with the approach elsewhere in the County. Treatment on the basis that it is a tourist destination would require a change in Policy.</p> <p>Meeting has taken place with business owners. Previously heaps on Carlton Bank have been replaced with Grit Bins. Signs currently being progressed to warn of bank closure for those travelling from Chop Gate and Carlton in Cleveland.</p>	No	

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			<p>to do a quick security check on our site and even in a top of the range 4x4 with gadgets galore could only make the cattle grid, I informed the two NYCC employees of the state of play and whilst I was there the driver contacted NYCC and the Road was closed at Carlton Village. Yesterday Monday am, we managed to get into the site via the Helmsley Road and we contacted NYCC in an effort to gain information on the clearing of the bank by yourselves, but were informed a date could not be given. We took matters into our own hands and with a JCB two men and shovels of grit, six hours later we had the bank cleared and gritted. I would allege that the bank has been a bone of contention for many years, and I understand that NYCC can only do so much, but here we have a business, employees, local Farming community and members of the public who all appreciate the natural beauty of the park, and that is 12 months 365 days of the Year. and</p>			

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			<p>will attempt to get up here come hell or high water as I have personally witnessed since November 2017, Of late in Carlton Village also we have had two vehicles crash through the fencing and into the beck, no injuries luckily that I am aware of, I have assisted numerous persons with damaged cars, personal injury, etc. I am a retired Cleveland Firefighter, and have seen a lot in my 30 years service. My concern here is there will be a fatality, not if, but when. and now in my sixties the body is deteriorating even though the knowledge gained is embedded within. I have witnessed near misses and I mean near misses where life was saved by inches, helped a dog walker down the bank via my truck with a suspected broken /dislocated hip, and all because they want to view what you so rightly boast about “the natural beauty” Our business was closed last Week Tuesday through until the following Monday, Yesterday. Business rates are still</p>			

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			<p>paid, albeit we send staff home losing wages. Food perishes adding to the problem, and as I am sure you are aware the frozen pipes damaged equipment all adds up once we get back in. Grit bins are sited along the bank, albeit as of now most are empty, damaged, or strewn in the vicinity. I know for certain some were used for sledges by a minority who have no regard for their or others safety but as I/we cannot police the area 24/7 we have no control over that. But the lack of maintenance is the topic of discussion with all the aforementioned. I understand gritting is an exact science nowadays as I was an elected member with Middlesbrough Borough Council for twelve years and seen the set up at first hand, and the consequence's of it in action or not as the case may be. Personally I would allege that whatever you afford the bank/site now reference maintenance it be reviewed and discussed with all involved and a fresh approach</p>			

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			<p>incorporating every aspect of Community Safety looked at before the dreaded “worse case scenario” happens. I would encourage a site visit and sooner rather than later so as maximum exposure to the elements can be visualised. If Lordstones can provide a vehicle, grit and three Men to do a job in six hours, imagine the publics perception of NYCC just now. My complaint I allege is lost in a black hole within NYCC, my concern having been a public servant is the safety of the community attempting to view this incredibly beautiful spot, 365 days of the Year. Lordstones staff can only do so much, I would allege that NYCC can do so much more and I know the budget constraints will come into play, but what price a life, a life that will eventually be lost in your County boundaries if we don't get together and have another look at the situation.</p> <p>Sincerely K M,</p>			

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2	2	A D	(FROM CSR 299525) Customer is parish councillor for Over Silton and says village has one bin that has no grit in, please could this be filled if possible and also would like village to be considered for gritting in the future. .	<p>Grit bin issue resolved at the time</p> <p>Currently a Priority 3 route - Category 4B</p> <p>Treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County. A Priority 2 route previously passed through Over Silton but was amended to its present route a number of years ago at the request of the Parish Council. Accommodating this request would add an additional 8.9km to an existing route. This request was previously considered prior to the 2011-2012 and 2016-2017 season but was not approved</p>	No	
2	3	Jane Bentley Town Clerk Easingwold Town Council	<p>Hello</p> <p>Please could you make the approach to Millfields surgery a priority for gritting.</p> <p>With many thanks Jane</p>	<p>Currently a Priority 3 route - Category 4B</p> <p>Road running from Church Hill past the Surgery entrance is the U1627. The U1627 has a grit bin at the junction with Mill Rise.</p>	No	

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				<p>Treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County</p> <p>To treat this road would be inconsistent with the approach elsewhere in the County. Treatment on the basis that it is a route to a doctor's surgery would require a change in Policy</p>		
2	4	<p>CSR 298126</p> <p>LT</p>	<p>Miss T would like someone to go and asses the road outside the school to see if it could be put on a gritting route she says that the road is really bad with black ice..</p>	<p>Currently a Priority 3 route – Category 4a and 4b</p> <p>Would only be possible to accommodate this request with an amendment to a Priority 2 route, adding an additional 5.8km. Treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County. Treatment on the basis that it is a school route would require a change in policy. This request was considered at the 2009-10, 2010-11 and 2012-13,</p>	No	

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				2013-2014 reviews but not approved.		
2	5	S H	Customer has asked if the gritting route could possibly be reconsidered as over 80 children attend the school.	See request 4	No	
2	6	Sarah Lowe, Clerk to the Snape with Thorp Parish Council	<p>2. Gritting routes The PC has submitted an annual request for the gritting route in Snape village to be changed. This request is again made and the PC would ask that this request is given consideration.</p> <p>The route would be to travel down Meadow Lane, across the Marina bridge by Buckle House and instead of turning to the west onto main street the change would be to continue east past the intersection with Salmon Lane, to travel down Ings Lane past the school and to turn around at the bottom of Ings Lane and then to exit the village along the main street.</p>	<p>Currently a Priority 3 route - Category 4B</p> <p>Would only be possible to accommodate this request with an amendment to an already lengthy Priority 2 route.</p> <p>The requested eastern length of Meadow Lane through to the junction with Ings Lane may be difficult to travel if obstructed by parked cars and the existing route is more appropriate. This amendment would add 0.5km to the route.</p> <p>Ings Lane is a 'No Through Road' and would require the gritter to reverse without a banksman in order to turn around. This</p>	No	

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			<p>The advantage of this would be:</p> <ul style="list-style-type: none"> - safety at Salmon Lane junction - the camber here is difficult at any time for those entering the village from Salmon Lane so gritting here would be safer for traffic when conditions are made more difficult by bad weather; - safety for the school - cars, children, parents - as this area would be treated in wintry conditions - currently it is untreated; - it would avoid the need for your vehicles to turn in the village by the Marina bridge which has in recent years suffered damage by lorries turning to use the small road to cross the green at this point. NYCC has had to repair the bridge twice recently due to such damage and whilst we are not indicating this has been done by gritting wagons reducing the need for this manoeuvre at any time would be helpful. 	<p>amendment would add 0.75km to the route.</p> <p>A salt bin is provided outside the school.</p> <p>Extending treatment to cover the whole of a village is inconsistent with the approach elsewhere within the County.</p> <p>This request was considered at both the 2012/13, 2013/14 and 2015- 2016 reviews but was not approved.</p>		

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2	7	<p>County Councillor Bob Baker</p> <p>Cllr.Robert.Baker@northyorks.gov.uk</p>	<p>Tonight it has been raised at Sowerby PC about the possibility of raising the priority from 3 as this is now a bus route and has been for the past 2/3 years .please could this be looked at again , hopefully add the route to gritting routes.</p>	<p>Currently Priority 3 routes, Category 4A</p> <p>Treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County. Treatment on the basis that this is a bus route would require a change in policy. Including the amendment within an existing Priority 2 route would add 3.0km. This request was considered in the 2016 -2017 review but was not approved.</p>	No	
2	8	<p>Parish Clerk rep Clifton on Yore</p>	<p>Dear Sir or Madam, I do appreciate all your efforts to keep all major routes open in conditions that we have not experienced in several years. Here in Clifton we have had problems with Masham Road (C31) being blocked at "Marl Quarry" which is approx 4 - 500yds south of Clifton. I understand a digger did attempt to clear the snow but with the rd being so narrow at that point it was extremely difficult to leave</p>	<p>Currently Priority 3 route, Category 4B</p> <p>Treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County.</p>	No	

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			<p>sufficient room for vehicles to pass due to the snow at each side of the highway. The road closed sign at Masham bridge was an enormous help & you cannot be held responsible for drivers ignoring it!!</p> <p>Green Lane (Clifton to 5 Lane Ends) again, blocked at the narrowest point approx 300yds from Clifton. As this point is on a hill approaching a bend it was also difficult to negotiate & clear. Diggers going through had no option but to leave the drifts plus snow cleared from the rd on either side of the highway which narrowed the carriageway even further. I was hoping these routes could be added to your general list of routes for inspection & clearance as they are the only Southern & Western routes out of the hamlet both with heavy traffic use. Many Thanks again, for all your efforts.</p>			

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2	9	Ms R	<p>Good morning Mr Bowe</p> <p>I have received a copy of your letter dated 22.12.2017 to Mrs Hazel Dales at the offices of my member of Parliament, Mr Kevin Hollinrake to whom I sought assistance in having the road through in Whenby gritted in bad weather as my initial communications to your office produced no results.</p> <p>I appreciate that Brandsby and Skewsby banks are gritted because of the inclines involved but there is also two steep inclines into Whenby from the Terrington Road end and from the Brandsby end which become impassable in snow/ice conditions.</p> <p>It may not be realise that the major problem of traveling either direction in the village in icy condition is that there is a blind brow outside Manor Farm. This means that vehicles cannot attempt drive up either incline at speed to overcome the icy conditions in case another vehicle</p>	<p>Currently Priority 3 route, Category 4B</p> <p>Treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County. Route amendment here would add 10.5km to nearest priority 2 route.</p>	No	

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			<p>is travelling in opposite direction and there being a risk of two vehicles meeting on the blind brow where the width of the road is not much more than a single carriageway. Even I good weather conditions there are numerous minor accidents during the year. It is a highway real safety risk.</p> <p>The road through Whenby is part of a major 'rat run' with vehicles travelling from Helmsley use the route from Brandsby Top Cross Roads through Skewsby, Whenby, Sheriff Hutton to join the A 64 at Flaxton. Additionally there is a large movement of delivery vehicles, large farm machinery & farm supply trucks.</p> <p>Although I do not have any current statistics in 2007, as a village, we did a vehicle movement check and even then there were over 400 a day. Ten years later that figure has substantially increased.</p>			

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			<p>I would hope that you will now consider adding the hamlet of Whenby to your schedule as it is only a few hundred yards to grit and is also a few hundred yards where the gritter's will be on the Whenby to Skewsby Road</p> <p>I have to ask how is it that the council can send vehicles to sweep the road and vacuum the drainage gulley's in the summer but you are unable to find the finance to send a road gritting vehicle in the winter when required to deal with icy conditions on a short stretch of road which is far more life threatening.</p> <p>You have suggested that the residents of Whenby should pay grit bins and the grit in them. We have no parish stipend to pay for them so that is a non starter.</p> <p>These picture and plan may assist you in your deliberations</p> <p>(Copy of emails and picture available)</p>			

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2	10	Mrs A W	<p>Dear Sir / Madam, I would like to complain about the lack of road gritting in my area. This winter this has led to a number of accidents which I think could have been avoided. There is no gritting taking place between Dalton and Thirsk (the road taken by the high school bus, morning and evening) and very intermittent gritting on the Dalton to Topcliffe road (the road taken by the primary school bus). Please don't wait until one of these busses full of children is taken off the road with injuries or worse. Over Christmas a car came off the Dalton / Thirsk road. My family had a very nasty skid mid afternoon by the railway bridge and this morning a serious accident has happened on the Dalton / Topcliffe road (where I hasten to add, your gritters came along after the event!). These are the incidents I know of, there are probably more. The village is now a large one, with over 100 new houses build here in the last 3-4 years and more coming on board still. The industrial estate is thriving</p>	<p>Currently a Priority 3 route, Category 4A</p> <p>Treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County. Treatment on the basis that this is a bus route and school bus route would require a change in policy. Including the amendment within an existing Priority 2 route would add at least 6.6km.</p>	No	

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			<p>and this is bringing more working families to the village. I live in the new Shepherd Homes development and pay a high banded council tax sum each month. I feel as new residents, bringing our tax paying capacity from another area, we should rightly expect this minimum council service over the worst of the winter months. We have not chosen to live in the wilds of the Dales or the Moors - this is a populated area, where houses are marketed at commuters. I know too well, as a senior civil servant, that finances are incredibly tight for local authorities. We would however much more happily pay a modest surplus charge for this winter service than see further accidents and injuries caused as we try and go to work, take our children to schools and go about our lives. Please re-consider the gritting routes for this growing village. I welcome your response, but please don't just simply remind me of how difficult finances are - I know this! Please could you offer solutions for</p>			

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			<p>the village, including exploring an additional charge or paying local farmers to do some gritting if the budget position is such that we can't be added to the LA's winter gritting route. I really don't want to bring out this letter after an even more serious accident has happened. Kind regards, Mrs W</p>			
2	11	Mr T H	<p>Dear Sirs,</p> <p>I recently contacted North Yorkshire County Council regarding the lack of gritting and ploughing on the road and the hill on Northfields, Hutton Rudby. During the recent spell of snowy weather, between the 27th February 2018 and 2nd March 2018, the road was not adequately gritted or ploughed. This resulted in unsafe egress or access for the residents on the estate and many households unable to get their cars in or out during this period of icy and snowy weather.</p> <p>On Friday the 2nd March 2018 the estate roads on either sides of Northfields (and Codlin Road)</p>	<p>Northfields and Codlin Road are both treated as a Priority 3 and are both Category 4a Roads.</p> <p>During the snow events in the 2017/2018 season the majority of the P3 estate roads in Hutton Rudby were treated however Northfields and Codlin Road were not. There is a steep gradient at the junction of Northfields and North End and there is a salt bin near to the junction however as a result of this request it has been found that the plans within the area office require updating to reflect the policy regarding the treatment of P3 routes within Hutton Rudby.</p>	See Com-ments	

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			<p>where both gritted and ploughed but Northfields and Codlin Road were not treated in the same way. Some grit was put on the hill on Northfields but this was not adequate to clear the snow and the road was not ploughed at all.</p> <p>The first part of Northfields is quite steep which results in ice easily forming on this road creating a danger to motorists either going out of the estate or trying to return to the estate. During this period of winter weather a large number of cars were unable to use the road and some had to park on the Hundale estate overnight.</p> <p>After a number of attempts to get a response from NYCC I was contacted today by Tony Lewis who explained that Northfields and Codlin Road are Priority 3 and therefore he could not explain why these roads were not adequately treated at the same time as Hundale and North End which are also Priority 3. He thought that the</p>	<p>As such the plan detailing the P3 routes in Hutton Rudby will be altered to include Northfields and Codlin Road.</p>		

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			<p>'plan' issued by NYCC had not included Northfields and Codlin Road and therefore the winter treatment of these roads had not been carried out.</p> <p>Given the gradient of the Northfields road and the safety risk in winter weather for motorists trying to leave and enter Northfields you should treat the road with the same (if not more!) priority as the Hundale Estate and North End. This is clearly not happening at this time. We have also had the same problem in previous years.</p> <p>Please review your plans for 'Winterisation Works' for Northfields and add Northfields (and Codlin Road?) to your work schedule as required and in line with other local roads.</p> <p>Would you please confirm receipt of this email by return and let me know by email your intended action to remedy this problem in the</p>			

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			future. Please keep me updated with progress on this matter?			
2	12	Mr J A	<p>CSR 311583</p> <p>CALL BACK REQUIRED Mr J A would like an explanation as to why certain P3 routes were gritted whilst others were not - Customer stated that the roads on the otherside of the Estate were gritted and it seems that when the grit had been done that side, Northfields side was avoided, this is the second year that this has happened and Mr A would like to why..</p>	See request 11	Yes	
2	13	Clerk to the Parish Council	<p>Dear Sir/ Madam</p> <p>I have been asked to write to you on behalf of Siltons, Kepwick and Landmoth cum Catto regarding the salting of the roads which connect Over Silton to the A19. Last winter the road was impassable at various times therefore we ask when</p>	See request 2	No	

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			<p>planning this year's routes the village is included in the gritting/salting programme.</p> <p>There are people in this village who require daily carers and also milk tankers and cattle feed lorries need to be in the village on a regular basis.</p> <p>We therefore urge you to fulfil our request for support in this matter.</p> <p>Kind Regards Clerk to the Parish Council</p>			
5	1	Rockwood Estate residents via petition	Upgrade Rockwood drive from P3 to P2 status, highlighted red on route request plan. They make comparisons to Salisbury street highlighted yellow on plan which is a priority 2 route as it is a cat 4a road. The suggestion from their request is that usage of Rockwood Drive is far greater than Salisbury street and is more worthy of priority 2 status.	Given the changes over the years to Salisbury street (no district offices route and no bus route) This road should have been downgraded to 4b. Rockwood drive has effectively through usage and the fact that it is served by a mini roundabout on Gargrave road become the link road in place of Salisbury street. We support the request to increase the priority on Rockwood drive with this increase offset by down	Yes	

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				grading Salisbury street to Priority 3 status		
5	2	D C Area 5 officers	Downgrade Ellers at Sutton from Priority1 to priority 2 status to discourage use as a rat run given the narrow nature of the road and the parking difficulties for residents.	The Hierachy is 3b but this section is more like a link road hence 4a similar to most other P2 routes in this area. This section is a constant problem to actually grit as regularly as priority 1 routes need treating with various problems around parked car so much so that we have had to employ a banks man for the last 2 seasons each time we treat to assist in getting the gritter past	Yes	
6	1	Pateley Bridge Town council and Bewerley Parish Council	The priority would be clearing the footpath from the bottom of the High Street across the river bridge to the Dales Corner supermarket where the Post Office is situated.	Currently not a P1 and is a key link to service centre facilities as a result of the Post Office relocating recently.	Yes	
6	2	Area 6	Approaches to One Arch, Harrogate to be gritted and footpath.	P1 routes can be found either side of the Arch way, NYCC have recently taken over the maintenance of the footway under one Arch. This is a popular link from the town centre to the multi-	Yes	

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				story carparks and residential areas.		
6	3	Area 6	Pedestrianised areas of Oxford St & Cambridge street which currently form part of the P1 network to be reclassified as Footways and treated in line with policy.	Both Oxford Street & Cambridge Street are pedestrianised zones between 10.30am – 4pm (except for loading). It was identified during the last season (17-18) that early treatment times resulted in RIS not being able to enter (heavily pedestrianised) and therefore not treat as instructed. In the interim period it was treated by Quad bike. Whilst this is not ideal given the heavy footfall in this location it ensured the full route was treated. Locally we believe that the route which has not been reviewed for several years does not need to be classified as a carriageway and ultimately should be added to the footway schedule for Harrogate urban and treated in line with winter policy for footway treatment.	Yes	

APPENDIX A

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
6	4	Area 6	J R (resident) Has commented that the bus route through Moorside Dale/Southfield Ave/Road estate Ripon (part of route 8B) was diverted from Quarry Rd onto the Southfield Estate many years ago but gritting route has ever followed this change.	Currently Priority 3. It seems logical that the P2 route should follow this route and is the most commonly used route into the estate from local knowledge. We therefore propose to amend route 8B to treat Southfield Rd/Ave from S Grange Rd to Moorside Dale and remove Quarry Rd from Moorside Dale to S Grange Rd.	Yes	
6	5	Area 6	Cllr Lumley request via resident (AB) to treat Dyke Lane & Heyshaw Rd (Heyshaw).	Currently Priority 3, Hierarchy 4b. Not previously requested. P2 route currently treats the 4A network and is deemed sufficient, any upgrade would be an increase in service provision and cause disparity locally and countywide.	No	

APPENDIX A

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
7	1	Cllr Richard Musgrave	Upgrade Acaster Selby to Appleton Roebuck from a Priority 3 to a Priority 2 route as it is a school bus route.	Flat area with no major bends in the road with insufficient traffic volume to make treatment effective.	No	

Record of decision that Equality Impact Assessment is not required	
Directorate and service area	BES / Highways & Transportation
Name and contact of officer(s) taking decision that EIA not required Mike Roberts, Head of Highway Operations.	
What are you proposing to do? Annual review of the Council's winter maintenance service – in particular the gritting routes used across the County.	
Why are you proposing this? Each year a review of the winter maintenance service is undertaken. Requests for amendments to the gritting routes are considered. Requests might come from customers, Parishes or from Councillors. The main driver is to ensure that Councillors can consider requests for amendments to the current service in the context of the County Council's Policy and the need to ensure uniformity of service across the County.	
Does the proposal involve a significant commitment or removal of resources? Significant reduction in resources No. Only a very small number of amendments are considered, which could if agreed be catered for within the existing winter service budget and winter reserve funds.	
Will this proposal change anything for customers or staff? What will change? The recommendation is to maintain routes at the status quo – in line with the County Council's Policy and the need to ensure uniformity of service across the County. If Councillors agreed to requests for amendments, the result would be an enhancement of service in a small number of sites.	
Will the proposal make things worse for people with protected characteristics (age, disability, sex, disability, gender reassignment, religion or belief, pregnancy or maternity, marriage or civil partnership)? (Customers, staff etc.). How do you know? Do you have any evidence to support your assessment? No If Councillors agreed to requests for amendments, the result would be an enhancement of service in a small number of sites.	
If there might be a negative impact on people with protected characteristics can this impact be reduced? How? Not applicable	
Could the proposal have a significant negative impact on some people with protected characteristics or a less severe negative impact on a lot of people with protected characteristics? If "Yes" more detailed analysis should be undertaken and an EIA completed. No	
Does the proposal relate to an area where there are known inequalities (e.g. disabled people's access to public transport)? No	

APPENDIX B

Could the proposal have a greater negative impact on people in rural areas? No		
Could the proposal have a worse impact on people with less money? No		
Will the proposal have a significant effect on how other organisations operate (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? No		
Do the answers to the previous questions make it reasonable to conclude that there will be no or very limited adverse impacts on people with protected characteristics?	Yes	
Will there be no or limited adverse impacts on people in rural areas?	Yes	
Will there be no or limited adverse impacts on people with less money?	Yes	
Further analysis and full EIA Required		No
Decision not to undertake EIA approved by (Assistant Director or equivalent)	<i>Barrie Mason</i>	
Date:	03/08/18	