



Agenda

Meeting held in private: Environment Directorate - Corporate Director and Executive Member - Highways and Transportation

To: Councillor Malcolm Taylor.

Date: Friday, 10 October 2025

Time: 9.00 am

Venue: Via Microsoft Teams

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Business

Items for Corporate Director decision

1. Review of Winter Weather Event in January 2025 - Proposed Actions for Future Winter Seasons (*Pages 3 - 28*)

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Thursday, 2 October 2025

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North Yorkshire Council

Environment Executive Members

10 October 2025

Review of Winter Weather Event in January 2025 - Proposed Actions for Future Winter Seasons

Report of the Assistant Director – Highways & Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 To inform the Corporate Director of Environment, in consultation with the Executive Member for Highways & Transportation, and seek approvals for proposals to enhance elements of operational service delivery for the 2025/26 and subsequent winter seasons. This follows a review of the winter weather event that occurred in January 2025 and a report to Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee (TEEEOSC) in July 2025, during which Scrutiny Members offered comments and suggestions.

2.0 SUMMARY

- 2.1 This report includes a brief recap of the winter weather event that occurred in January 2025. Following that event, it was agreed with the (then) Executive Member for Highways and Transportation, Cllr Keane Duncan and Corporate Director that a review of the event would be undertaken. This resulted in a report to TEEEOOSC in July 2025 (the report was originally scheduled for the April 2025 TEEEOOSC but deferred to July due to the pre-election period). The findings of that review and feedback from TEEEOOSC have been considered when writing this report. It should be highlighted that the recommendations in this report are based around enhancements to operational service delivery including the introduction of supplementary resources, additional equipment, enhanced engagement & communications, and are considered to be within the existing winter service policy framework.

3.0 BACKGROUND

- 3.1 The 11 July 2025 TEEEOOSC report outlined the change in weather patterns that had been experienced in more-recent winter seasons. Since October 2018, after the 'Beast from the East' in March 2018, winters have generally become increasingly milder and wetter. Until January 2025, snowfall, sub-zero temperatures and ice / frost hazards were still experienced during these winter periods but were generally more transient and not as prolonged or intense as that March 2018 'Beast from the East' weather event, when some 80,000t of de-icing salt was used during that whole winter season. This trend is also reflected in the volume of salt used during recent seasons:
- Salt usage 2017/18 (Beast from East year): 80,000 tonnes (t) of salt
 - Average salt usage between 2018/19 and 2021/22: 40,000 – 60,000t
 - Salt usage 2022/23: 32,163t
 - Salt usage 2023/24: 23,563t
 - Salt used 2024/25: 36,870t, 11,313t of which was used during the 4-13 January 2025 weather event (this equates to 31% to the salt used during the whole of the 2024/25 season and 48% of salt used during the whole of the previous 2023/24 season).

- 3.2 The July 2025 TEEEOOSC report also summarised the Council’s treatment regimes and January 2025 response alongside capturing specific comments from the review, which included feedback from Elected Members and other stakeholders such as Harrogate Chamber of Trade and Harrogate BID. Also included was a breakdown by highways area office of the 911 customer service cases received during that 4-13 January 2025 period and shown in the table below (the greatest number of service requests being received into the Boroughbridge area office / Harrogate area).

Area Office	Number of cases	% of Total
1 - Brompton on Swale	206	22.6
2 - Thirsk	50	5.5
3 - Whitby	49	5.4
4 - Kirby Misperton	23	2.5
5 - Skipton	205	22.5
6 - Boroughbridge	369	40.5
7 - Selby	9	1.0

- 3.3 Within the TEEEOOSC report, a series of nine proposals to enhance how the Council delivers its winter service was outlined. Those proposals comprised:
- i. Greater emphasis on footway clearance & treatment on Category 1 footway routes during snow events
 - ii. Review provision for footway treatments in proximity to Category 1 footway routes and other key locations during prolonged / sustained winter weather events
 - iii. Greater use of mechanical equipment to clear and treat footways in urban centres
 - iv. Promoting winter / community gritting partnerships, including (but not limited to) Parish & Town Councils, BIDs and other local resident / business group
 - v. Review resource availability within NY Highways & NYC in order to create a larger resource pool during extreme weather events
 - vi. Formalise access arrangements to personnel from other NYC departments to assist, and set triggers for enacting that assistance
 - vii. Enhancing existing winter service communications and initiatives, to include guidance on preparation for winter, snow clearance, myth busting and winter partnerships
 - viii. Review extent to which pre-treatments can be undertaken in advance of significant weather events
 - ix. Review criteria for grit bins, reinforce use on the public highway, QR codes for refills
- 3.4 During the 11 July TEEEOOSC meeting, it was highlighted that where any cost might be incurred, this would need to be carefully considered against the backdrop of the overall financial challenge on NYC and the Transformation Savings agenda. The report stated: ‘Any amendments to service provision in the future could have financial implications for the Council’, and ‘Any financial implications would be included in a future report for consideration by the Corporate Director Environment in conjunction with the Executive Member for Highways and Transportation’.
- 3.5 TEEEOOSC Committee Members were requested to note the information contained within the report and offer comments or suggestions where necessary, which would inform this report to the Corporate Director and Executive Member. The relevant extract from the minutes of that meeting has been included for ease of reference (Appendix A). For completeness, officer comments on those Member comments / suggestions have also been included. (Appendix B).

4.0 PROPOSALS TO ENHANCE SERVICE DELIVERY

- 4.1 Taking each of the proposals in Section 3.3 in turn, as well as feedback from Members of TEEEOOSC, officers have considered how these could be implemented, including any wider implications or considerations alongside the cost of such proposals.
- 4.2 Appendix C outlines those proposals and estimated costs. It should be noted that where 'one-off' costs have been highlighted, such as the purchase of plant / equipment, these are more easily quantifiable. However, where costs are associated with resource, the estimated cost of each occurrence would need to be multiplied by the number of times such a winter weather (snow) event occurred. That said, only a couple of snow events have occurred on average in recent winter seasons, most of which have been transient and with a thaw within a couple of days, so the number of predicted events based on previous seasons is low. Whilst resource costs could be offset by the fact that the proposals draw upon existing staff who may be reassigned for the duration of that extreme weather event, there is a recognition that such costs would need to be recharged to the winter service budget (see Section 9). (Appendix C).
- 4.3 In compiling the list of proposed plant / equipment to be acquired, consideration was given to existing equipment currently held by the Council's Parks and Grounds (P&G) team, as their inventory includes tractors in both Dean Road, Scarborough and in Harrogate. However, some of this equipment would be unsuitable for deployment in certain locations. For example, the gross weight of the Dean Road tractors is around four tonnes; coupled with their physical size, this would not be considered suitable for deployment in urbanised pedestrianised zones. The proposed tractors included in Appendix C / Section 9 are more akin to those that exist in Harrogate Parks & Grounds (or at the Malton Depot - brought into NYC by Waste & Street Scene from former Ryedale DC) and deployed in those parts of the county to assist with footway treatments / snow clearance.
- 4.4 It should be noted that within Appendix C there is one proposal relating to the pre-treatment of footways in advance of winter hazards, particularly snow. Typically, we will not pre-treat footways and the existing winter service policy outlines that normal overnight frosty conditions will not warrant treatment of footways either. However, the policy goes on to say that in exceptional overnight conditions which will give rise to black ice or during continuous frost / ice conditions, footways in main shopping streets may be treated. It is officers' views that the existing policy contains sufficient latitude and discretion for some pre-treatment of footways under certain (more-extreme) conditions. (Appendix C).

5.0 CONSULTATION AND RESPONSES / LOCAL MEMBER ENGAGEMENT

- 5.1 Prior to writing the 11 July 2025 TEEEOOSC report, all Elected Members were invited to share their views on the January 2025 snow event, responses from which were contained in that report. As mentioned earlier, TEEEOOSC minutes from the 11 July 2025 meeting containing Members' comments are appended to this report. (Appendix A).

6.0 CONTRIBUTION TO COUNCIL PRIORITIES

- 6.1 Delivering an effective winter service contributes towards the Council's ambitions around Sustainable and Connected Places as outlined in the Council Plan, which recognises the challenge posed by extreme weather events and the need for effective response and recovery following such events.

7.0 ALTERNATIVE OPTIONS CONSIDERED

- 7.1 This report considers the proposals in Appendix C to be reasonably practicable having reviewed the winter weather of January 2025 alongside feedback received as part of that review (and again, contained in the 11 July 2025 TEEEOOSC report).

8.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

- 8.1 Some of the proposals contained in this report include calling upon support from the Council's Parks and Grounds service. These proposals have been compiled in discussion with the Head of Service for Parks & Grounds, although it is recognised in Section 15 that (if approved) any such proposals require further dialogue, including with HR. Additionally, the potential impact / any output from current scrutiny review of housing and associated grounds maintenance, including snow and ice clearance in the Selby and Richmond areas could have a bearing on resources in those areas.
- 8.2 Consideration was given as to whether support from Waste and Street Scene (WASS) could also be incorporated as part of an enhanced response. That option has been discounted as being potentially disruptive to WASS operations since, even during snow / ice events, WASS deploy resource to address fly-tipping and empty litter bins etc. except in the most sustained adverse weather conditions and even under such conditions that resource is always assigned to support in undertaking waste collections at the earliest opportunity in order to ensure schedules are recovered as soon as possible.
- 8.3 In a not-dissimilar manner, consideration was given to bringing in extra resource via NY Highways, who deliver the majority of the Council's frontline service, to assist. Increasing the complement of permanent establishment staff and / or bringing in additional temporary staff (either sub-contract or winter casual staff) could attract an increase in cost compared to redeploying existing Council employees from their substantive duties. Once the P&G capability has been finalised, the proposal is to discuss further / fill any gaps via NY Highways. For completeness, we will also investigate whether any additional farming contractor resource can be brought in to assist.

9.0 FINANCIAL IMPLICATIONS

- 9.1 Some of the proposed amendments to service provision in the future will have financial implications for the Council. The estimated financial implications are included in this report in Appendix C for consideration by the Corporate Director Environment in conjunction with the Executive Member for Highways and Transportation. For ease of reference, and where those proposals would result in North Yorkshire Council incurring a cost, a summary of those anticipated costs [split into recurring costs based on one week-long snow event and one-off costs] is shown in the tables immediately below:

Est. recurring costs for one 7 day extreme snow event			
Report Reference Number(s)	Topic	Item	total cost
3.3i & 3.3v	Greater emphasis on footway clearance & treatment on Category 1 footway routes during snow events plus Review resource availability within NY Highways & NYC in order to create a larger resource pool during extreme weather events	Standby payment for P&G Operatives	£6,160.56
3.3i & 3.3v	Greater emphasis on footway clearance & treatment on Category 1 footway routes during snow events plus Review resource availability within NY Highways & NYC in order to create a larger resource pool during extreme weather events	Hourly cost of labour P&G Operatives	£30,880.00
as above	as above	Supplementary resource if needed where P&G unable to assist	£21,000.00
as above	as above	Tractor consumables	£2,100.00
as above	as above	Salt costs	£380.00
-	-	-	£60,520.56

One-off investment costs in plant / equipment			
Report Reference Number(s)	Topic	Item	total cost
3.3i	Greater emphasis on footway clearance & treatment on Category 1 footway routes during snow events	12 x pushed salt spreader	£10,200.00
3.3i	Greater emphasis on footway clearance & treatment on Category 1 footway routes during snow events	3 x Kubota-type mini tractor with salt spreaders and mini ploughs	£48,000.00
3.3i	Greater emphasis on footway clearance & treatment on Category 1 footway routes during snow events	1 x Salt spreader and mini plough for existing Kubota tractor	£3,000.00
-	-	-	£61,200.00

9.2 Where proposals include delivering that enhanced element of service through Parks & Grounds (P&G) staff that results in 'opportunity lost' for those staff to undertake any element of work associated with their substantive role, it is clear that there will need to be a recharge from P&G budget to the winter service budget.

9.3 It is proposed that all additional costs associate with this enhanced level of service would be managed within the existing winter service budget of £8,330,100 i.e. P&G labour recharge and also any investment in additional plant and equipment. The capital element would be funded by a revenue contribution from the winter service budget. As is presently the case, the actual cost implications of dealing with delivering the overall winter service in any given winter season is always dependent on prevailing weather conditions, which vary from one winter season to the next.

10.0 LEGAL IMPLICATIONS

10.1 The Council as highway authority has a statutory duty pursuant to Section 41 1A of the Highways Act 1980 'to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.'

10.2 In complying with its duty the Council has a developed a Winter Maintenance Service, comprising its policy framework from which the operational response is derived. The report outlines proposals to enhance the existing operational response alongside other improvements in the areas of community engagement, communication etc.

11.0 EQUALITIES IMPLICATIONS

11.1 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. (Appendix D).

12.0 CLIMATE CHANGE IMPLICATIONS

- 12.1 The most recent Met Office Climate Projections (UKCP18) state that in coming years we can expect an increased chance of warmer, wetter winters. The climate will continue to be subject to annual variation and some years may see days colder than the average, but the trend over time is likely to be a reduction in extreme cold.
- 12.2 Notwithstanding, if officer recommendations are supported and we do experience one of these more extreme events, then the impact on the environmental / climate change impact would be minimal. If an enhanced operational response is enacted during extreme winter weather events, then there would be a slight increase in vehicle travel / emissions to deliver that enhanced service, although every effort would be made to keep this to a minimum and deploy resource from the nearest local operational base. Any such increase in travel or emissions to deliver an enhanced service regarding footway treatments could equally be offset against fewer car journeys being made by highway users (who may choose to leave their vehicles at home and walk).
- 12.3 There would also be a slight increase in salt usage distributed on the network as a consequence of that enhanced operational deployment but given that proposed enhancement would be to facilitate pedestrian movements, this might reduce the number of car journeys people might otherwise have made. The Climate Change Impact Assessment form is complete. (Appendix E).

13.0 POLICY IMPLICATIONS

- 13.1 There are no policy implications as these proposals are considered to be within operational service enhancements as discussed in Section 4 of this report.

14.0 RISK MANAGEMENT IMPLICATIONS

- 14.1 Any enhancement to operational service delivery capability will assist in demonstrating that the Council has ensured, so far as is reasonably practicable (and subject to the availability of resources) that it is managing the risk associated with the presence of winter hazards on the highway network.

15.0 HUMAN RESOURCES IMPLICATIONS

- 15.1 Engaging support of colleagues from other services such as Parks & Grounds will require confirmation from HR that the duties being asked of those colleagues are commensurate or within the scope of similar activities with their existing Job Profiles or whether any changes to those Job Profiles / further engagement is required if this support is to be formalised. Additionally, working time directives, rotas, rest periods etc. would be part of such discussion alongside an appropriate level of staff engagement. A verbal update will be provided on this matter during the meeting of 10 October 2025.

16.0 REASONS FOR RECOMMENDATIONS

- 16.1 The recommendations contained in this report are aimed at enhancing the operational service response to more extreme / sustained winter weather events.

17.0 RECOMMENDATIONS

- 17.1 It is recommended that the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation:
- 17.2 To note the contents of this report.

- 17.3 To confirm which of the recommendations contained in this report, – items 1-9 in Appendix C are to be approved for inclusion in the council’s operational winter service response in the coming 2025/26 and subsequent winter seasons (where costs are anticipated, these are summarised in the tables in Section 9.1)
- 17.4 To confirm agreement that the interpretation of the existing winter service policy is such that the policy in its current form does facilitate pre-treatment of footways in main shopping streets where overnight conditions will give rise to black ice and / or continuous frost / ice conditions

APPENDICES:

- Appendix A - Minutes of TEEEOC 11 July 2025 relating to this agenda item
- Appendix B - Post-TEEOC Officer response to Member comments in Appendix A
- Appendix C - Proposals to Enhance Operational Service Delivery
- Appendix D - Initial Equality Impact Assessment screening form
- Appendix E - Climate Change Assessment

BACKGROUND DOCUMENTS:

- North Yorkshire Council’s Winter Service Policy
- Report of the Corporate Director – Environment (and minutes) from TEEEOC meeting of 11 July 2025 - Review of Winter Weather Event - January 2025

Barrie Mason
Assistant Director – Highways & Infrastructure
County Hall
Northallerton
25 September 2025

Report Author – Nigel Smith, Head of Highway Operations
Presenter of Report – Nigel Smith, Head of Highway Operations

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Extract from: Transport, Economy, Environment and Enterprise Overview and Scrutiny Committee

Minutes of the meeting held on Friday, 11 July 2025 commencing at 10.00 am.

Councillor David Staveley in the Chair plus Councillors Melanie Davis, Philip Barrett, Derek Bastiman, Hannah Gostlow, David Ireton, David Jeffels, Steve Mason, David Noland, Yvonne Peacock MBE (substitute), Subash Sharma, Phil Trumper and Robert Windass.

In attendance: Councillor David Chance (virtual for item 5)

Officers present: Will Baines, Karl Battersby (virtual), Hugh Clear Hill, Barrie Mason, Nigel Smith.

Apologies: Councillors John Cattanach, Tom Jones, Steve Watson and Andrew Williams.

44 Winter Weather Response Review

The report was presented by Nigel Smith, Head of Highways Operations, to review the Council's response to the severe winter weather event that occurred between 4–13 January 2025, during which temperatures dropped below -10°C across North Yorkshire. The review acknowledged the exceptional nature of the event and its widespread impact on residents, infrastructure, and local services. The review aimed to assess the effectiveness of the Council's winter service and identify improvements for future resilience.

Nine recommendations were proposed as part of the review, focusing on enhancing communication, improving footpath treatment, supporting community-led gritting initiatives and reviewing contractor coverage.

In discussing the report, committee members considered:

- The lack of gritting on footpaths was a concern, especially in urban areas and new developments with unadopted roads.
- The absence of grit bins or their rapid depletion was noted, along with confusion over liability for snow clearance by community partnerships. It was clarified that liability for claims from third parties using North Yorkshire roads and footways rests with the council, apart from instances where the parish or town council acts in a negligent manner.
- The Committee discussed the importance of engaging parish and town councils and community organisations in winter preparedness. Suggestions included providing equipment through councillor locality budgets, clearer guidance on the Community Gritting Partnerships scheme, and better visibility of salt bin locations via the Council's website. Members also called or improved emergency contact protocols and signage, particularly for out-of-hours incidents.
- Concerns were raised about the disparity in service levels across different areas, particularly Selby, and the need for consistent treatment based on climatic domains. Officers confirmed that treatment decisions are made on a local area basis when hazard forecasts are triggered.
- The Committee also discussed long-term planning issues, including the adoption of roads in new developments, the role of land developers in winter maintenance, and the need for better communication during the property sales process around any arrangements in place.
- Climate change impacts on the highway infrastructure were acknowledged, with officers confirming that both winter and summer forecasts are monitored year-round.

In discussing the report, a number of suggestions were made, including the development of a winter service fact sheet to distribute to parish and town councils, as well as support for adding QR codes on grit bins to make it easier for residents and local organisations to request replenishment, and better co-ordination with the emergency planning team.

Members emphasised the need for clear, accessible communication and proactive engagement with communities to improve winter resilience in future seasons.

The committee were in support of taking the findings from the review of the winter weather event in January 2025 forward to a meeting of the Executive Member for Highways and Transportation and the Corporate Director in September, to consider the report and the feedback from the committee to agree actions for future winter seasons

[ENDS]

Post-TEEEOSC Officer Response To Member Comments In Appendix A

TEEOOSC Minutes Member comments	September 2025 Officer Comments
The lack of gritting on footpaths was a concern, especially in urban areas and new developments with unadopted roads.	Enhancements to existing service proposed as outlined above within extent of adopted highway network. NB; this will not include unadopted (or private) roads
The absence of grit bins or their rapid depletion was noted, along with confusion over liability for snow clearance by community partnerships	As per TEEEOOSC minutes, It was clarified that liability for claims from third parties using North Yorkshire roads and footways rests with the council, apart from instances where the parish or town council (or member of the public) acted in a negligent manner. QR code stickers will be introduced to facilitate replenishment requests. Guidance on use of salt from bins to be included in wider comms messaging
The Committee discussed the importance of engaging parish and town councils and community organisations in winter preparedness. Suggestions included providing equipment through councillor locality budgets, clearer guidance on the Community Gritting Partnerships scheme, and better visibility of salt bin locations via the Council's website. Members also called or improved emergency contact protocols and signage, particularly for out-of-hours incidents.	<p>NYC will encourage and promote winter preparedness, including engagement with local communities.</p> <p>It is Members' prerogative regarding how they utilise locality budgets; this could include supporting community gritting groups.</p> <p>During the TEEEOOSC meeting, Members were reminded of existing out of hours protocols / contacts for out of hours incidents, including winter events.</p>
Concerns were raised about the disparity in service levels across different areas, particularly Selby, and the need for consistent treatment based on climatic domains. Officers confirmed that treatment decisions are made on a local area basis when hazard forecasts are triggered.	Clarity was given in the meeting that winter service decisions and treatments are instructed based on forecast and prevailing weather conditions for that weather domain. It was also confirmed that if forecasts were being monitored and no treatment instructed, that was because triggers for treatment had not been reached.
The Committee also discussed long-term planning issues, including the adoption of roads in new developments, the role of land developers in winter maintenance, and the need for better communication during the property sales process around any arrangements in place.	<p>Noted – but does not / will not change approach.</p> <p>NYC Winter treatment regimes will not apply until roads formally adopted by NYC.</p>

Climate change impacts on the highway infrastructure were acknowledged, with officers confirming that both winter and summer forecasts are monitored year-round.	Noted
Winter service fact sheet to distribute to parish and town councils	Will form part of wider comms strategy being developed
Member support for adding QR codes on grit bins to make it easier for residents and local organisations to request replenishment	In progress and will be enacted for 2025/26 winter season
Better co-ordination with the emergency planning team	Members were reminded of existing out of hours protocols / contacts for out of hours incidents, including winter events and how to engage with NYC's resilience and Emergency team.
Members emphasised the need for clear, accessible communication and proactive engagement with communities to improve winter resilience in future seasons	Will form part of wider comms strategy being developed
The committee were in support of taking the findings from the review of the winter weather event in January 2025 forward to a meeting of the Executive Member for Highways and Transportation and the Corporate Director in September, to consider the report and the feedback from the committee to agree actions for future winter seasons	See all of the above

PROPOSALS TO ENHANCE WINTER SERVICE DELIVERY FROM TEEEO SC REPORT

Report Reference (Section / para number)	Topic / subject	Proposed enhancement	Physical resource	Indicative unit cost	Estimated cost for a countywide one week (7 day) sustained snow event	Plant / equipment required (incl number)	Est total cost for plant / equipment (one off)	Comments / caveats
3.3 i	Greater emphasis on footway clearance & treatment on Category 1 footway routes during snow events	Pre-salt town centre footways when exceptional snow event forecast and support with wider key pedestrian route post-treatments	Circa 20-40 P&G team staff available across the County M-F, with potential for volunteers on weekends, too See note 1 below for detail NB would require salt supply being delivered via a pickup or other means.	A two-person team, plus salt, could be an estimated £350 per day, If circa 10 teams available that would equate to £3,500 per day, however actual available numbers will vary based on: Tu / We / Th Then M& F working patterns And availability of staff to work weekends	£36,000 P&G cost estimate based on a range of 20 – 40 staff M-F and securing some staff to work on a weekend and introduce the standard standby payment for full or part weeks	12 pushed salt spreader - £850 ea. Plus delivery We would look at utilising existing resource via NYH or NYC for salt deliveries	Circa £11k	Not all of the HOps Area office areas will have available P&G resource so will have to look for some extra subcontract help. Estimated at £1,000 per day in Areas 2, 4 and 7. With exception of pushed salt spreaders, costs would only be incurred IF there was a snow event.
3.3 ii	Review provision for footway treatments in proximity to Category 1 footway routes and other key locations during prolonged / sustained winter weather events	This could be accommodated in with 3.3i above. It just means the teams are employed for longer	As above	As above, again this option means the teams are on site longer.	As above	As above	Included in the above	As above

Report Reference (Section / para number)	Topic / subject	Proposed enhancement	Physical resource	Indicative unit cost	Estimated cost for a countywide one week (7 day) sustained snow event	Plant / equipment required (incl number)	Est total cost for plant / equipment (one off)	Comments / caveats
3.3 iii	Greater use of mechanical equipment to clear and treat footways in urban centres	3 Kubota type mini tractors with plough and alt spreader at key locations across the County: East coast, Central (Harrogate area) and a 3 rd held centrally that could be deployed A1 & A19 corridor or west of the county	Tractors will require drivers and would require salt supply being delivered via a pickup or other means. Could utilise 3 of the P&G teams in 3.3i above	Labour – included in earlier calcs Tractor depreciation and consumables £100 per day	£12,600 - again, this could be NIL cost except salt use as existing P&G resource could be utilised.	3 Kubota type mini tractors with ploughs and salt spreaders. 3 (existing) pickups to supply salt	3 Kubota type tractors with ploughs and salt spreaders at £16,000 each = £48,000 However, P&G could utilise these for the remainder of the year.	NYC P&G Team have one existing small tractor fitted with plough / gritting attachments that could also assist and another for which attachments could be bought at circa £3k
3.3 iv	Promoting winter / community gritting partnerships, including (but not limited to) Parish & Town Councils, BIDs and other local resident / business group	This is an existing service that we currently offer, but need to engender more buy-in from local communities through proactive promotion	Local community volunteers	NIL if undertaken by volunteers	NIL if undertaken by volunteers	1 push along salt spreader per partnership Salt at £150/t dumpy bag Costs to be borne by those local communities' partnership through increase in their precept	1 push along salt spreader per partnership @ £850 each. (one- off costs to be borne by that local community / partnership through self-funding or increase in their precept	No cost to NYC to facilitate community engagement; experience has shown that any community partnership scheme needs leaders in the community to drive it forward and keep it working.

Report Reference (Section / para number)	Topic / subject	Proposed enhancement	Physical resource	Indicative unit cost	Estimated cost for a countywide one week (7 day) sustained snow event	Plant / equipment required (incl number)	Est total cost for plant / equipment (one off)	Comments / caveats
3.3 v	Review resource availability within NY Highways & NYC to create a larger resource pool during extreme weather events	Access to P&G staff as per 3.3i, with any perceived gaps to be filled by NYH and / or additional farming contract resource	See 3.3 i	See 3.3 i	See 3.3 i	See 3.3 i	See 3.3 i	See 3.3 i
3.3 vi	Formalise access arrangements to personnel from other NYC departments to assist, and set triggers for enacting that assistance	See 3.3 i	See 3.3 i	See 3.3 i	See 3.3 i	See 3.3 i	See 3.3 i	See 3.3 i The trigger for enacting supplementary resource would be the 2-5 day forecast for a significant snow event
3.3 vii	Enhancing existing winter service communications and initiatives, to include guidance on preparation for winter, snow clearance, myth busting and winter partnerships	Proactive work with NYC Comms Unit and production of enhanced media strategy at little / no additional cost to NYC	Officer time NYC Highway Operation and Comms Unit	Negligible – officer time only unless photographer deployed more frequently	N/A – any reporting / messaging re major winter events is BAU	N/A	N/A	Head of Highways Ops to engage with colleagues in Comms Unit

Report Reference (Section / para number)	Topic / subject	Proposed enhancement	Physical resource	Indicative unit cost	Estimated cost for a countywide one week (7 day) sustained snow event	Plant / equipment required (incl number)	Est total cost for plant / equipment (one off)	Comments / caveats
3.3 viii	Review extent to which pre-treatments can be undertaken in advance of significant weather events	Pre-salt key urban centre footways when the forecast highlights exceptional conditions – see Section 4 in main body of report	As 3.3i	As 3.3i	As 3.3i, but minimal occurrences anticipated per year	As 3.3i	As 3.3i	This supplements any existing pre-salt of carriageway network
3.3 ix	Review criteria for grit bins, reinforce use on public highway QR codes for refills	Consider relaxing qualifying criteria for grit bins on the highway Stickers containing QR codes for refills containing note <i>for use only on highway</i> will be rolled out during this coming 25/26 season	N/A	N/A – see Comments	N/A – see Comments	N/A – see Comments	N/A – see Comments	Proposal is to not relax criteria for grit bins (or heaps) due to potential cost increase implications and following previous iterations of ensuring strict compliance with criterial to manage overall number of bins & heaps

Note 1: Minimum likely availability of P&G resource by Highway Office Area Monday - Friday.

NB: numbers below reflect Monday and Friday availability; numbers likely to be double Tues, Wed & Thursday. Saturday and Sunday would currently be restricted to volunteers only, but this is currently being explored alongside potential supplementary resource from NY Highways / NYC farming subcontractors etc.

Utilised in 2 person gangs with a push-able salt spreader (Glasdon £850ea.) P&G could deploy:

Area 1 – Brompton on Swale /Richmond Area: 1 team

Area 2 – Thirsk: No availability at present

Area 3 – 4 teams (1 Whitby/ Filey, 3 Scarborough)

Area 4 – No availability at present (however Waste & Street scene do currently assist)

Area 5 – Skipton: 1 team TBC

Area 6 – Boroughbridge (Harrogate area): 4 teams

Area 7 – Selby: 1 team TBC

ENDS

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Initial equality impact assessment screening form	
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.	
Directorate	Environment
Service area	Highways & Infrastructure – Highway Operations
Proposal being screened	Review of Winter Weather Event - January 2025
Officer(s) carrying out screening	Nigel Smith – Head of Highway Operations NYC
What are you proposing to do?	To inform the Corporate Director of Environment, in consultation with the Executive Member for Highways & Transportation and seek approvals for proposals to enhance elements of operational service delivery for the 2025/26 and subsequent winter seasons. This follows a review of the winter weather event that occurred in January 2025 and a report to Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee (TEEEOSC) in July 2025, during which Scrutiny Members offered comments and suggestions.
Why are you proposing this? What are the desired outcomes?	To apprise Corporate Director and executive Member of the above and introduce measures to enhance robustness in response to more-significant snow events.
Does the proposal involve a significant commitment or removal of resources? Please give details.	Proposals include the re-allocation of resources from existing teams during snow events and the deployment of mechanical means of salting and or snow clearance
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC’s additional agreed characteristics. As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked ‘Don’t know/no info available’, then a full EIA should be carried out where this is proportionate. You are advised to speak to your <u>Equality rep</u> for advice if you are in any doubt.</p>	

Protected characteristic	Potential for adverse impact		Don’t know/No info available
	Yes	No	
Age		✓	

Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYC additional characteristics			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No. the presence of snow on the highway network impacts all journeys and makes travelling more challenging – any measures approved as part of this report will be of benefit to all highway users.		
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? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	Yes	Continue to full EIA: No
Reason for decision	There are no adverse impacts on any of the protected characteristics.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	02/10/2025		

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Version 2: amended 11 August 2021

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Review of Winter Weather Event - January 2025
Brief description of proposal	To inform the Corporate Director of Environment, in consultation with the Executive Member for Highways & Transportation and seek approvals for proposals to enhance elements of operational service delivery for the 2025/26 and subsequent winter seasons. This follows a review of the winter weather event that occurred in January 2025 and a report to Transport, Economy, Environment and Enterprise Overview & Scrutiny Committee (TEEEOSC) in July 2025, during which Scrutiny Members offered comments and suggestions.
Directorate	Environment
Service area	Highways & Infrastructure – Highway Operations
Lead officer	Nigel Smith – Head of Highway Operations NYC
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	13 September 2025

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

The report is a reflection on the Council's response to the winter weather event of January 2025; the service is delivered via NYC, NY Highways and a number of farming / other subcontractors. The report includes proposals regarding how the existing service can be enhanced utilising that resource and through possible partnership working with business, residents, Parish / Town Councils and other community groups.

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

Any cost incurred would need to be carefully considered that against the backdrop of overall financial challenge on NYC and the Transformation Savings agenda but would ultimately be borne from the existing winter service budget. Any financial implications arising from the proposals in their report will be carefully considered by the Corporate Director Environment in conjunction with the Executive Member for Highways and Transportation alongside input from the AD Strategic Resources.

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<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel			√	Potential for increase in mechanised capability (and resultant emissions) to treat / clear footways from snow / ice	Consider lowest emission / electric vehicles	Explore market – maximise opportunity to procure low / no emission vehicles
	Emissions from construction		√		N/A		
	Emissions from running of buildings		√		N/A		
	Emissions from data storage		√		N/A		
	Other		√		N/A		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		√		N/A		
Reduce water consumption		√		N/A		
Minimise pollution (including air, land, water, light and noise)		√		Ensure any mechanical equipment (if approved) is low emission and low noise, but effective treatment of footways would encourage alternative modes of travel, including walking if footways treated more effectively/extensively. Consideration can be given to utilising a salt / grit mix to reduce the amount of salt used in footway treatments and future consideration can be given to alternative de-icing methods		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		√		N/A – this relates to how the winter service is delivered during extreme winter weather events		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Enhance conservation and wildlife</p>		√		N/A		
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		√		N/A		
<p>Other (please state below)</p>		√		N/A		

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

Rocksalt is widely recognised as a de-icing agent, but as part of a wider review of winter service provision, alternatives such as liquid de-icers can be explored as this review evolves.

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

This report is for information and to seek Members' views after which further work is required on the areas outlined in Section 6

Sign off section

This climate change impact assessment was completed by:

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Name	Nigel Smith
Job title	Head of Highway Operations NYC
Service area	Highways and Infrastructure – Highway Operations
Directorate	Environment
Signature	<i>N Smith</i>
Completion date	13 September 2025

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 02/10/2025