

North Yorkshire County Council
Business and Environmental Services

Executive Members

26 August 2022

Winter Gritting Route Requests in advance of 2022-23 season

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 consultation with the Executive Member for Highways and Transportation, 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 consultation with the Executive Member for Highways and Transportation prior to the commencement of winter operations for the 2022-23 season.
- 2.2 Requests for amendments to the winter gritting routes for the 2022-23 season have been compiled and are presented in Appendix A. Requests have been received as outlined below:

Area 1 - Brompton on Swale (Richmond) – 4 requests
Area 2 - Thirsk (Hambleton) – 4 requests
Area 3 - (Whitby/Scarborough) – 1 request
Area 5 - (Skipton) – 2 requests
Area 6 - (Boroughbridge/Harrogate) – 5 requests.

No requests were received for Area 4 - Kirby Misperton (Ryedale) or Area 7 (Selby).

3.0 Proposed Action

- 3.1 Amend treatment routes where approved by the Corporate Director - BES in consultation with the Executive Member for Highways and Transportation.

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 in Appendix B.

5.0 Financial Implications

5.1 Any additional costs of increased gritting will need to be met within the existing winter service budget of £7,518k. Currently there are no external routes upgrade requests that are supported by officers, however there is a proposed addition to the network insomuch that the North Northallerton Link road (once open) is treated as this is commensurate with its network hierarchy. Any cost implication would be difficult to calculate until it was known which route upgrades had been supported by the Corporate Director in consultation with the Executive Member for Highways and Transportation; furthermore any cost implications would also be dependent on treatments which are in turn dictated by the prevailing weather conditions, which vary each winter season. If there are no route upgrade requests supported there will be no additional costs.

6.0 Legal Implications

6.1 There are no legal implications with these proposals.

7.0 Climate Change Impact Assessment

7.1 If officer recommendations are taken then the status quo is maintained and there would be no environmental / climate change impact. If any of the route requests are supported / approved then there would be an increase in vehicle travel / emissions to deliver those changes if routes could not be optimised to eliminate this effect as well as an increase in salt usage distributed on the network. The Climate Change Impact Assessment form is shown in Appendix C.

8.0 Recommendation

8.1 It is recommended that the Corporate Director, BES in consultation with the Executive Member for Highways and Transportation 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: Nigel Smith, Head of Highway Operations

Background Documents: None

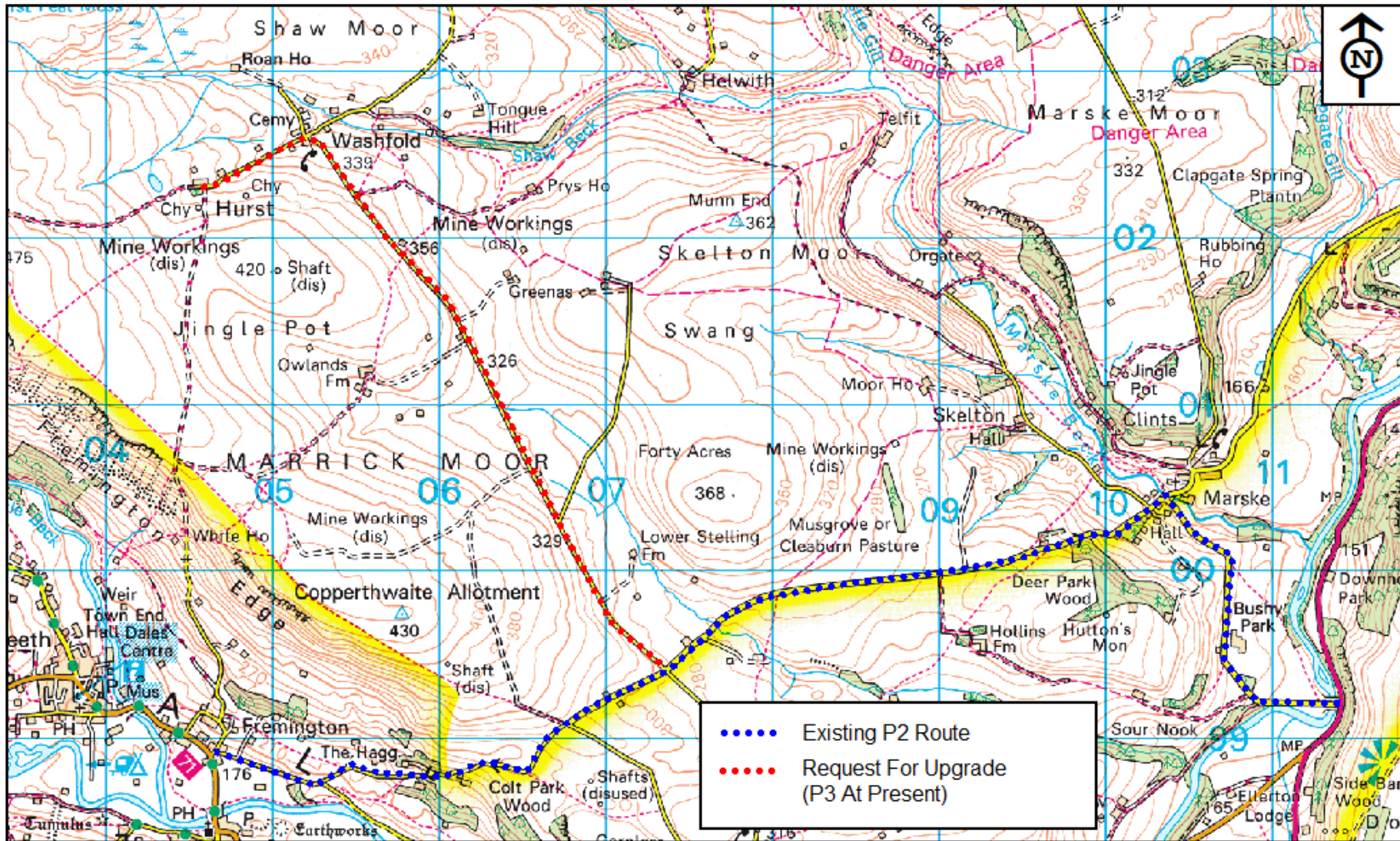
Winter Gritting Route Request for 2022-23 season

Area 1. Richmondshire (Brompton-on-Swale office)

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
1	1	Marrick Parish Council County Councillor Peacock Local Resident Local Resident	Requests that the road into Hurst is upgraded as it is the only road into and out of the village. Residents are said to be unable to leave the village for days at a time during some winters and the road conditions are seen as being very dangerous. Mobile phone signals in the area are unreliable leading to difficulty when needing to check in with some residents. When the road is eventually treated the existing ice and snow has become compacted so the salt has little or no effect. Other roads in the area have a greater priority but serve less properties and have alternative treated routes for residents.	Current Priority: 3 Number Of Grit Bins: 0 Number Of Grit Heaps: 26 Length Of Upgrade: 4600 metres The main part of the village has approximately 10 properties but approximately 20 extra properties would benefit from the priority of the road from the village being upgraded. <u>Recommendation</u> That the priority remains as is due to the fact the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.	No	

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Area 1
Item 1



North Yorkshire County Council
 Business & Environmental Services
 Corporate Director: David Bowe
 Highways North Yorkshire
 Barrie Mason, Assistant Director, Highways

Project:- Request For Winter Maintenance Upgrade

Drawing Title:- Hurst

Area 1
Item 1

Area 1 Richmond

Drawn By:- I Beighton

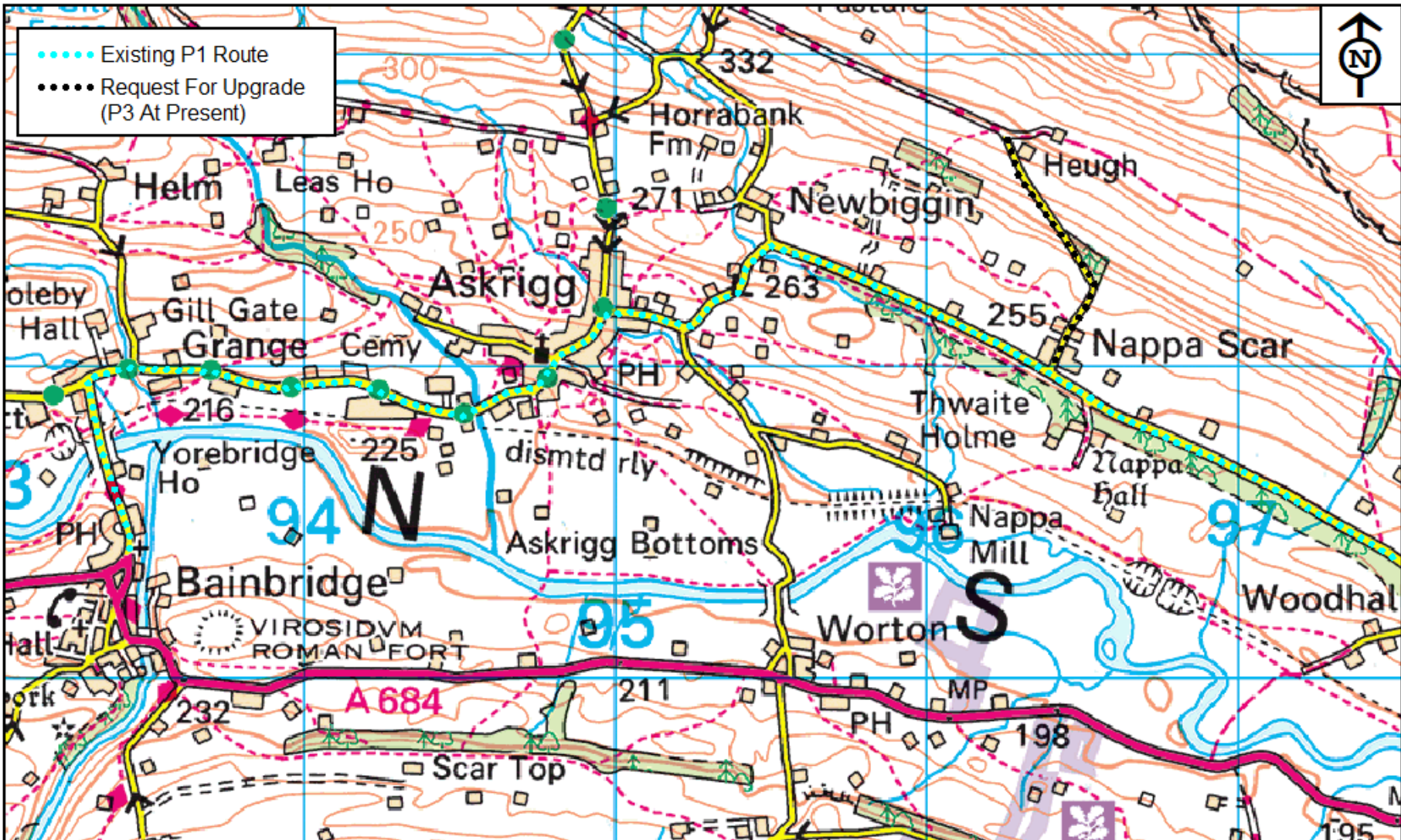
Date:- 23 July 2021

Scale 1:29662

Drawing No.:-

1	2	Carer Of Local Resident	<p>Requests that the minor road known as Harr Gill which leads to the hamlet of Heugh from Nappa Scar is upgraded.</p> <p>Whilst there are grit heaps provided, the resident is no longer able to spread grit and there is concern that essential care services will be unable to gain access at certain times.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 1 Number Of Grit Heaps: 12</p> <p>Length Of Upgrade: 900 metres</p> <p>The section of road in question serves approximately seven properties including a number of farms.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	
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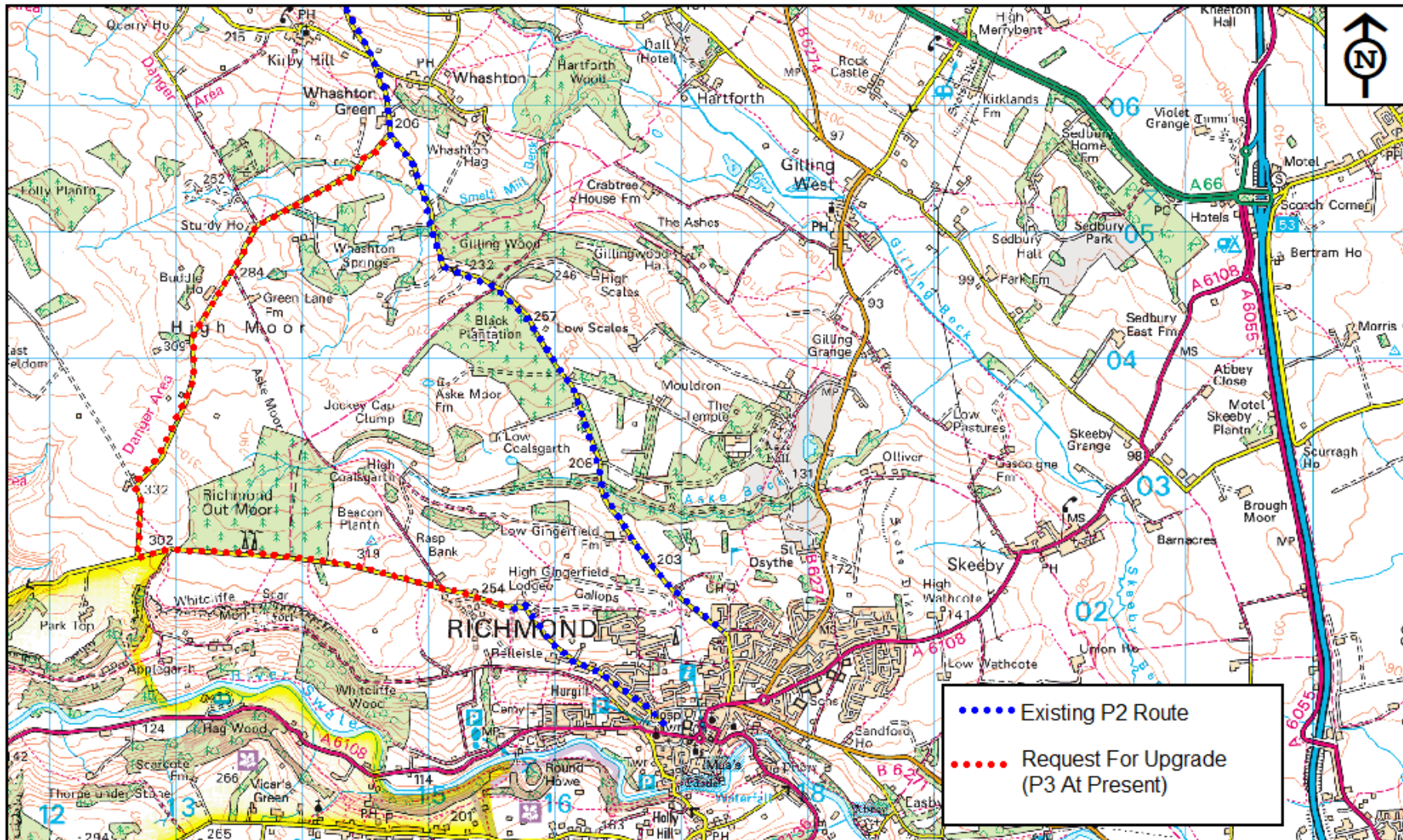
North Yorkshire County Council
 Business & Environmental Services
 Corporate Director: Karl Battersby
 Highways North Yorkshire
 Barrie Mason, Assistant Director, Highways

Project:- Request For Winter Maintenance Upgrade
 Drawing Title:- Harr Gill - Heugh

Area 1 Richmond
Drawn By:- I Beighton
Date:- 15 July 2022
Scale 1:15905
Drawing No.:- Item 2

1	3	Whashton Parish Meeting	<p>Requests that the minor road known as Sturdy House Lane is upgraded.</p> <p>During the last winter season there were said to be occasions during which the home to school travel service was unable to use the road to collect seven children from properties.</p> <p>It is also stated that farmers at locations adjacent to the road experienced difficulty with getting animal feed delivered.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 11</p> <p>Length Of Upgrade: 7200 metres</p> <p>The section of road in question serves approximately six properties including a number of farms.</p> <p><u>Recommendation</u> That the priority remains as is due to the fact the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	
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Area 1
Item 3

..... Existing P2 Route
 Request For Upgrade (P3 At Present)



North Yorkshire County Council
 Business & Environmental Services
 Corporate Director: Karl Battersby
 Highways North Yorkshire
 Barrie Mason, Assistant Director, Highways

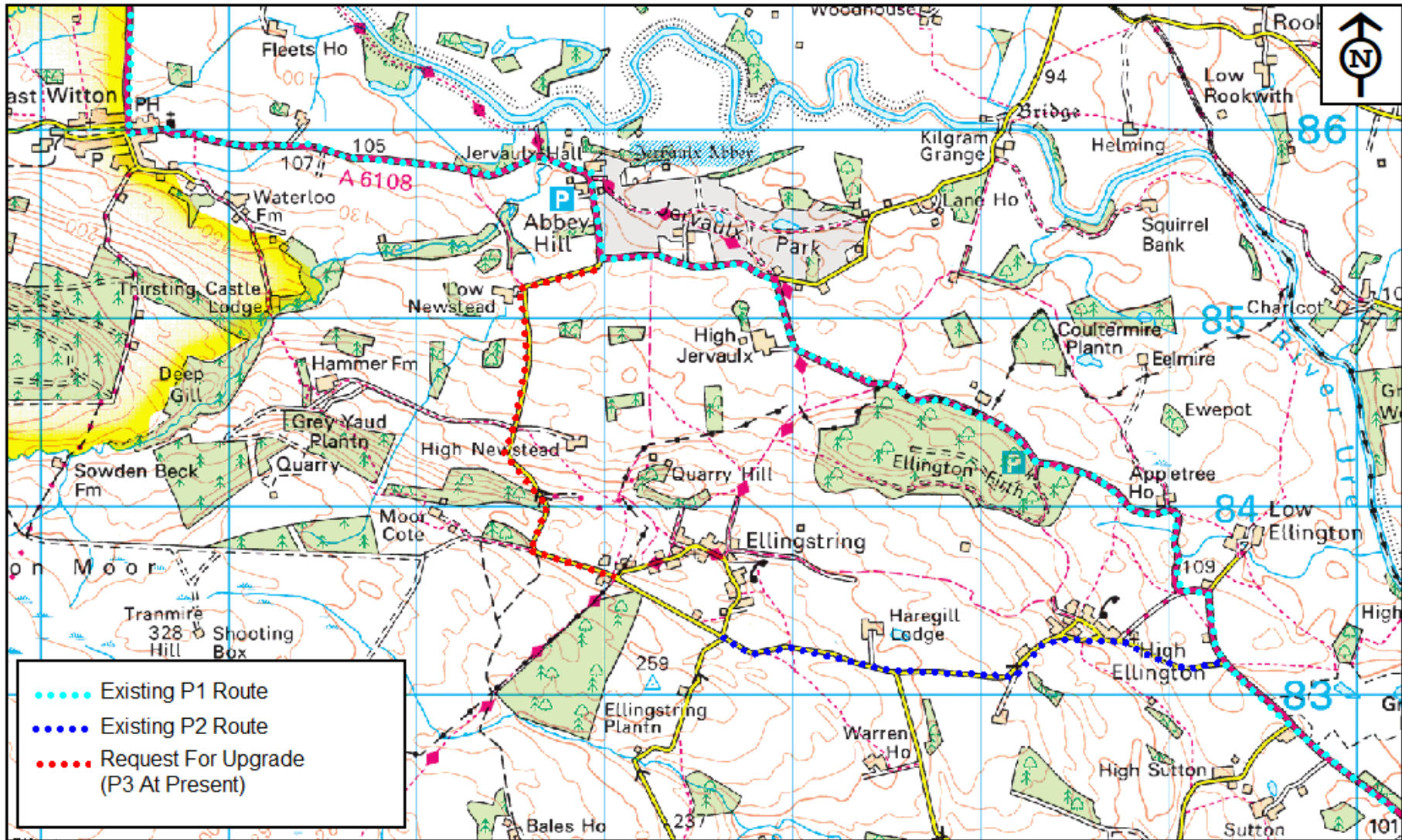
Project:- Request For Winter Maintenance Upgrade
 Drawing Title:- Sturdy House Lane - Whashton

Area 1 Richmond
Drawn By:- I Beighton
Date:- 15 July 2022
Scale 1:39267
Drawing No.:- Item 3

1	4	Local Resident	<p>Requests that the minor road known as Stark Bank Road which leads southwards to Ellingstring from the A6108 at Jervaulx is upgraded.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 17</p> <p>Length Of Upgrade: 2400 metres</p> <p>The section of road in question serves approximately three properties including a number of farms.</p> <p>The village of Ellingstring presently has a P2 status link to the A6108 to the east of the village.</p> <p><u>Recommendation</u> That the priority remains as is due to the fact the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	
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Area 1
Item 4



- Existing P1 Route
- Existing P2 Route
- Request For Upgrade (P3 At Present)

North Yorkshire County Council
 Business & Environmental Services
 Corporate Director: Karl Battersby
 Highways North Yorkshire
 Barrie Mason, Assistant Director, Highways

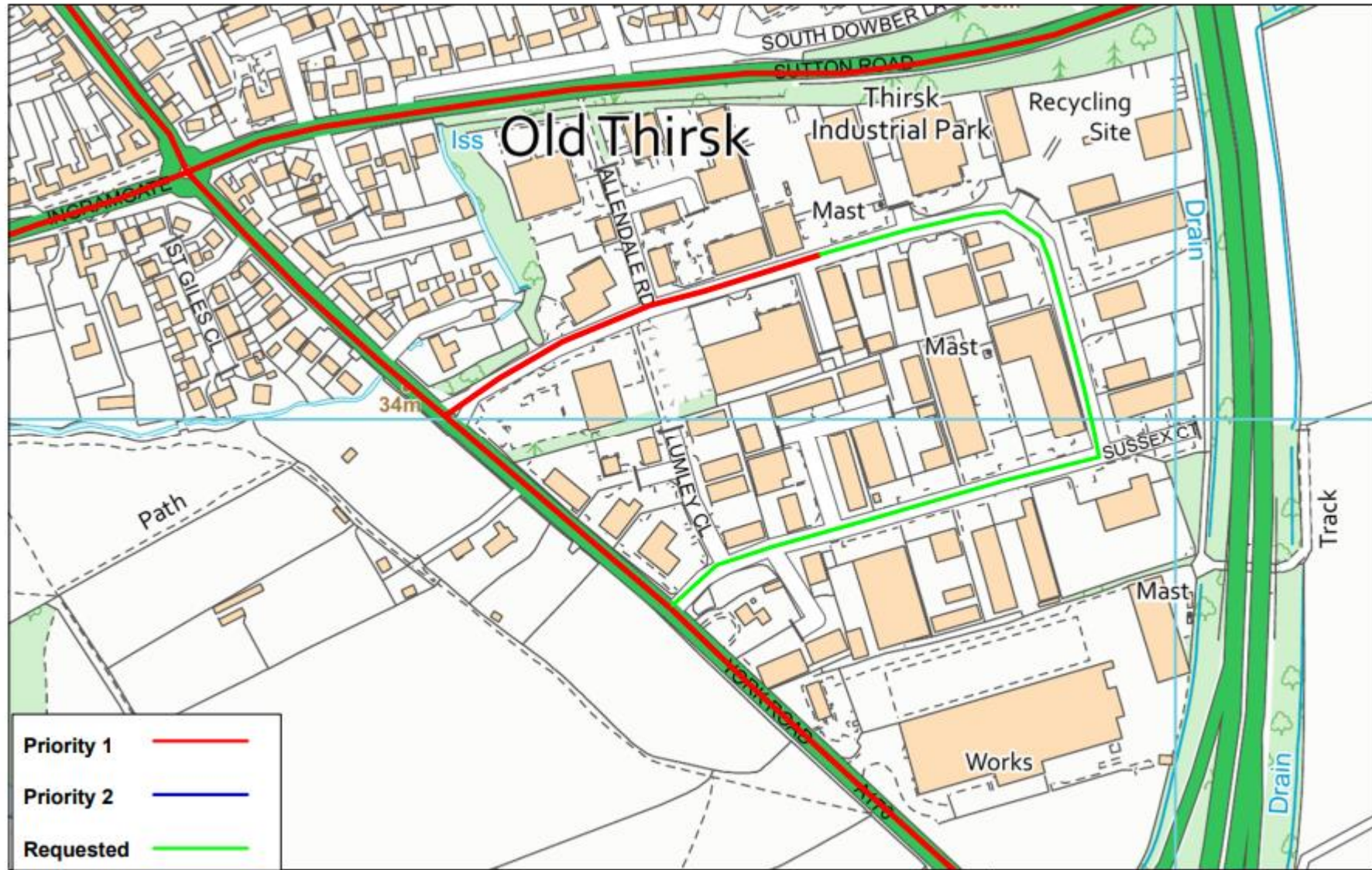
Project:- Request For Winter Maintenance Upgrade
 Drawing Title:- Stark Bank Road - Jervaulx

Area 1 Richmond
Drawn By:- I Beighton
Date:- 15 July 2022
Scale 1:26261
Drawing No.:- Item 4

Area 2. Hambleton (Thirsk Office)

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
2	1	Local Business representatives	<p>York Road Industrial Estate, Thirsk (the part not treated as the routes are commenced from the Area 2 Depot)</p> <p>'I understand how important planning routes carefully to get the most coverage is. However my suggestion does not particularly alter your route. As the diagram below indicates your vehicles heading for the 168 all follow the red route. Taking the green route for one or two of your vehicles would mean the rest of the estate gets gritted. Currently as we drive past your gate we are diving on ice and snow causing a health and safety issue for our staff and delivery drivers. I would ask that you at lease consider what a very minor change is.'</p> <p>Further email accompanied with petition of 61 signatures from various businesses on Thirsk Industrial Park</p>	<p>Currently a Priority 3 route, Category 4b</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</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	

Area 2
Item 1



Priority 1	
Priority 2	
Requested	

North Yorkshire County Council Winter Maintenance Route Amendment Request for 2022 - 2023
Request 1 - Thirsk Industrial Estate, Thirsk

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2	2	Local Resident	<p>Green Lane East, Sowerby 'Road is lethal when there has been a frost as no sun gets to it to warm and melt ice. This leaves black ice which can be dangerous especially near the schools. I came off my bike today (had son on the back) near the speed hump outside All Saints School, took a couple of mums helping get us up as no one could get a steady footing. A lot of mums have said that this road should be gritted with the amount of people including children using it. Apart from my pride, a scare and a few bruises thankfully no real injuries for us both.'</p>	<p>Currently a Priority 3 route, Category 4b</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</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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Area 2
Item 2



North Yorkshire County Council Winter Maintenance Route Amendment Request for 2022 - 2023
 Request 2 - Green Lane East, Sowerby

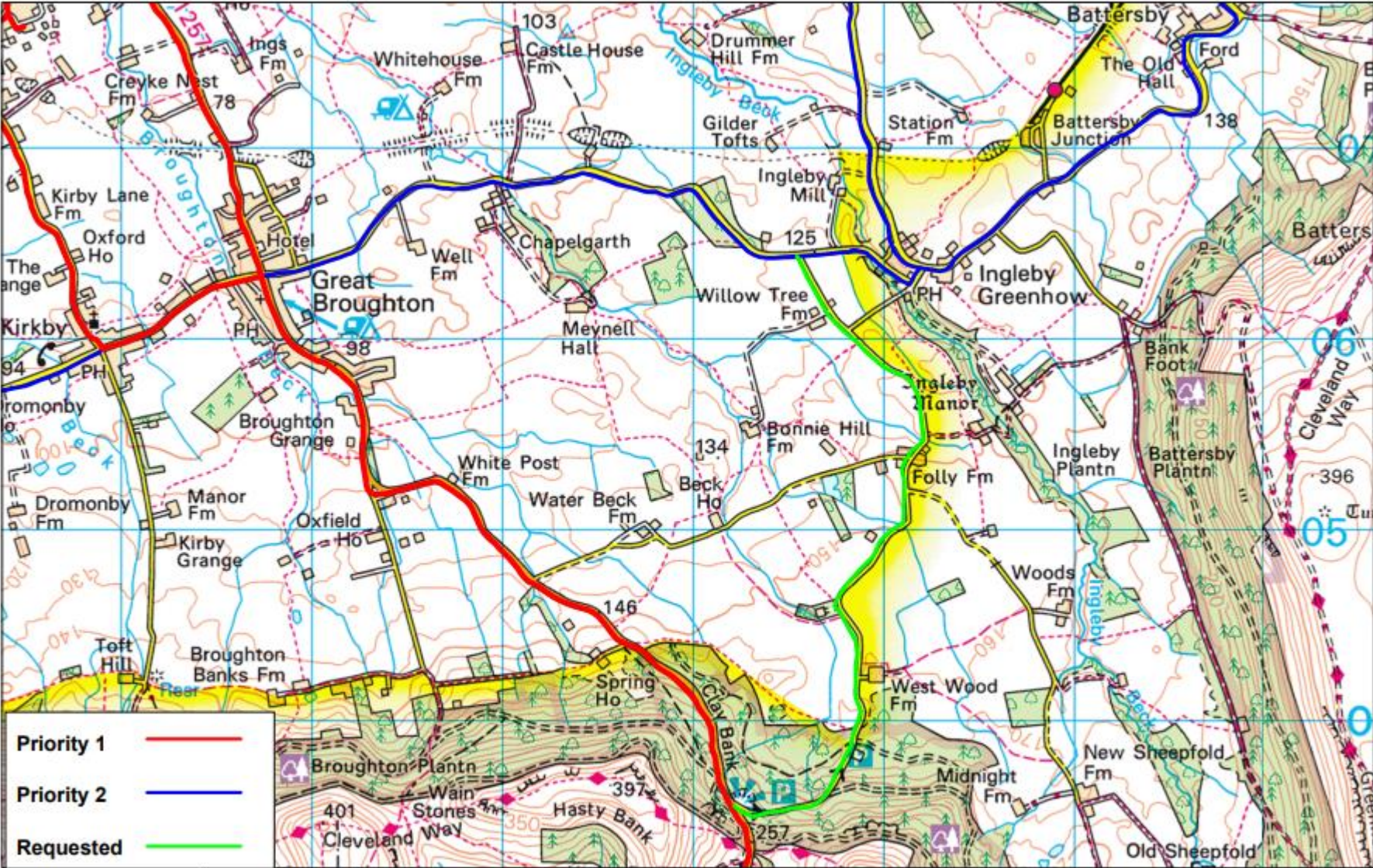
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2	3	County Councillor	<p>Ingleby Bank – Lambs Lane, Ingleby Greenhow As per my conversation with Deborah Flowers, please could you put the above forward to be considered for a higher priority gritting route. The road concerned Ingleby Bank, is a direct route from the B1257 road to 5 villages, including Gt Ayton, which attracts tourists throughout the year. Added to which there are several holiday lets pubs, coffee shops restaurants, campsites etc., in this area which attract a host of visitors in all seasons. The NYCC weather station is sited on the junction of this road, and therefore gives up to date information in regard to the road conditions continually, and which will give the correct reading for wintry conditions. The road is very steep and twisty and unfortunately parts of the surface never has the advantage of the sun shining through, which means that it remains icy and frozen for long periods. I have had a complaint from residents who live at the bottom of the hill, who have had continuous cries for help from stranded motorists, because they are stuck and need assistance. Whilst they are always willing to help, they feel that the road is unsafe for motorists in such wintry conditions, and it appears in general to be visitors to the area.</p>	<p>Currently a Priority 3 route, Category 4b There are 12 grit heaps along the steepest part of this route were there are no properties. Limited population density further along Lambs Lane towards Ingleby Greenhow A Priority 2 route serves Ingleby Greenhow. Not possible to divert P1 gritter as often a double treatment of Clay Bank is required. Treatment as a P2 would add approximately 3.9km treated and 3.9km of Dry run to the adjacent P2 route. <u>Recommendation</u> That the priority remains as is due to the fact the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County. It is recommended that the treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County. Local contractors can assist with treating the road when circumstances dictate.</p>	No	
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			<p>Local residents would only attempt this route once in icy conditions, as I know to my own personal experience, as I found early one morning, on my way to a National Parks meeting, several years ago.</p> <p>In my defence, I would make comment, that you only become aware of how icy the road is, when you are committed to the steep climb, half way up the road.</p> <p>As said it won't happen again, a very frightening experience, I had to ask another driver who was also stuck to help reverse my car down</p> <p>The local residents affected by these incidents did request some signage to warn people, however I understand it is not a policy that NYCC highways currently carries out, and I therefore feel that a higher priority gritting route, should be considered.</p> <p>Just to note, one wintry morning last winter 2021, there was an incident involving a wagon which had turned over, and I believe the police attended.</p> <p>Finally, having looked at the current gritting route, this road could be treated on the return journey, following the completion of the B1257, as generally it goes back to base at Stokesley without any further gritting. This at most would add ten minutes to the journey, as there are two loop</p>			
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			<p>roads that connect with the B1257 from Ingleby Bank.</p> <p>To give weight to this request the residents will be forwarding me details in regard to the number of incidents incurred, and in particular the assistance they have given to the stranded drivers.</p> <p>Please give this your strongest consideration, when considering your winter gritting programme.</p>			
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Area 2
Item 3



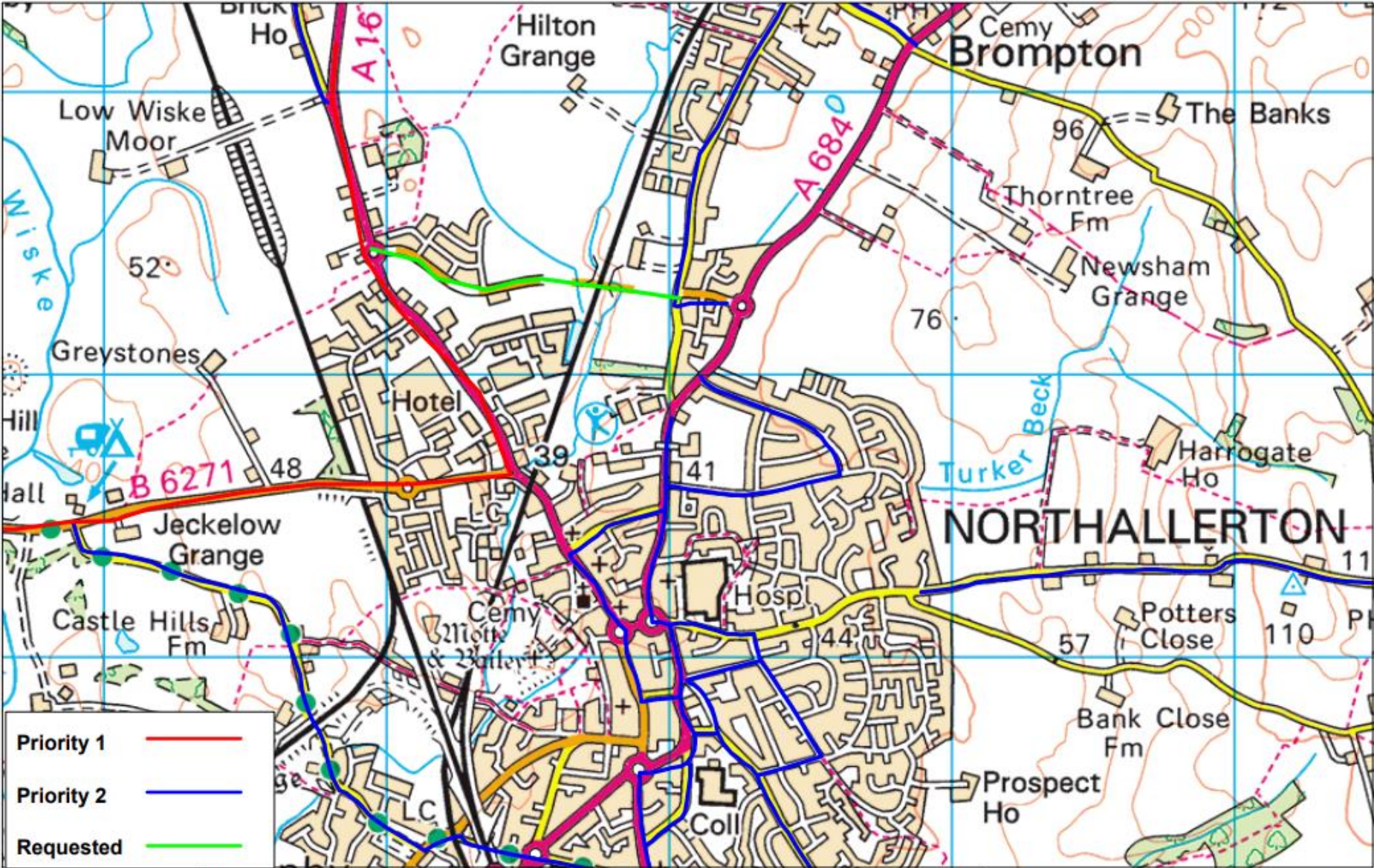
North Yorkshire
County Council

Winter Maintenance Route Amendment Request for 2022 - 2023
Request 3 - Ingleby Bank - Lambs Lane, Ingleby Greenhow

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2	4	Area Office	Northallerton Link Road, Northallerton when the link between the A684 and A167 is opened.	<u>Recommendation</u> It is recommended that the treatment as Priority 1 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County.	Yes	
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Area 2
Item 4



North Yorkshire County Council Winter Maintenance Route Amendment Request for 2022 - 2023
 Request 4 - Northallerton Link Road, Northallerton

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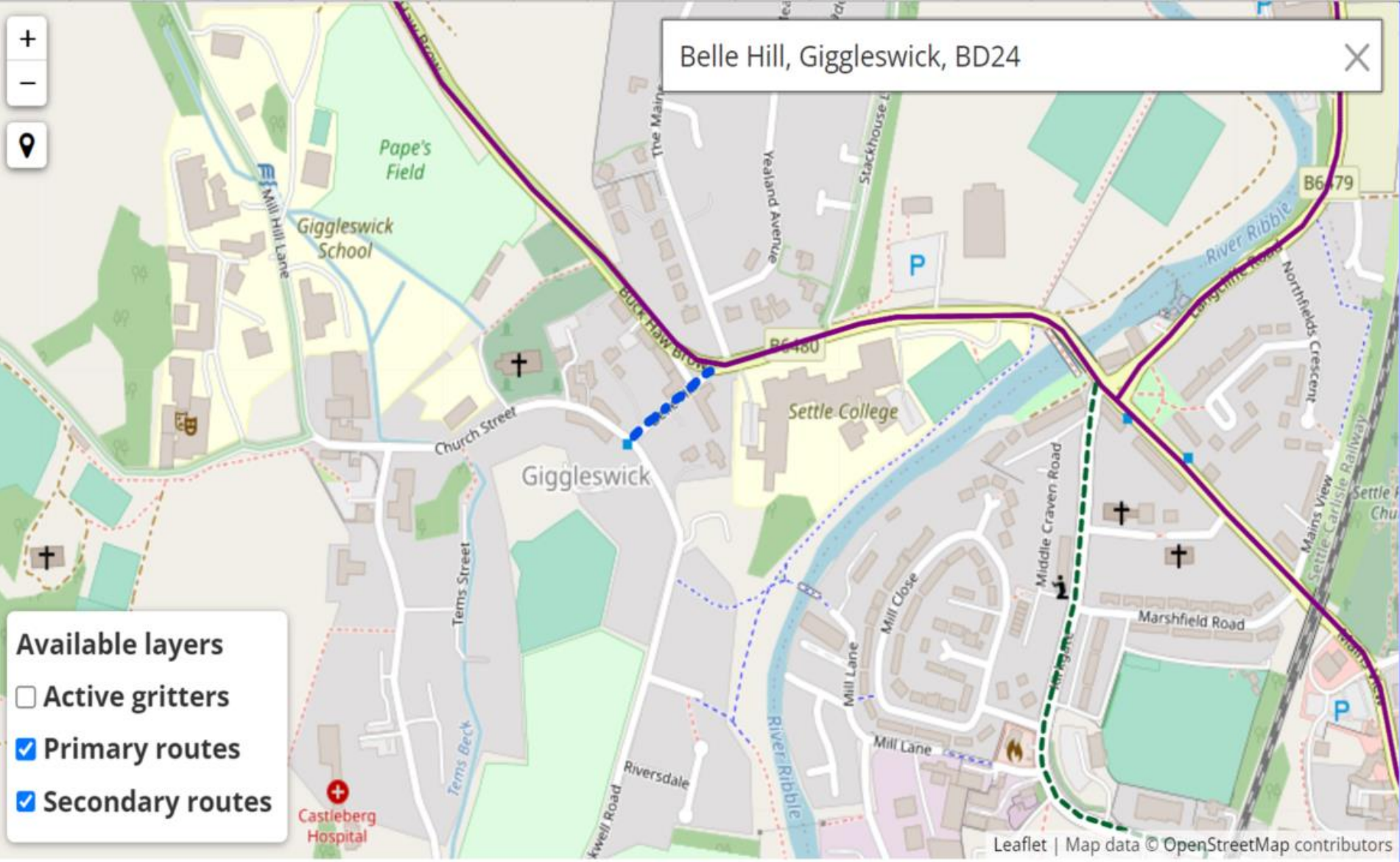
Area 3. Whitby / Scarborough Area

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Area 2 Item 5
						Memt Appro
3	1	Local Resident	<p>Curlew Drive, Crossgates, Scarborough Upgrade of route</p>	<p>Category 4b</p> <p>Currently Priority 3</p> <p>Curlew Drive is a residential cul de sac. To treat this road would be inconsistent with the approach elsewhere in the County.</p> <p>Please note: the area of red shading on the lower part of Curlew Drive is an error in the base mapping data and not intended to represent anything to do with this report.</p> <p><u>Recommendation</u> That the priority remains as is due to the fact the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County</p>	No	

Area 4. (Ryedale – Kirby Misperton office) No formal requests received for gritting route changes this year.

Area 5. Skipton area

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
5	1	Local resident	<p>Extract from Symology Enquiry 485113</p> <p>Belle Hill, Giggleswick</p> <p>“Customer expressed concerns over Belle Hill and requested for the road to be added to the gritting route. Customer explained the wall outside her house has been hit 10 times by vehicles, 2 of which have been serious accidents and vehicles have gone through their garage doors. She lives directly at the bottom of the hill. Customer noted she fears to go away in the winter months in case another accident occurs. She requested Belle Hill is considered for the gritting route.”</p>	<p>Current Priority: 3</p> <p>Number of Grit Bins: 2 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 92 metres</p> <p>The upgrade would benefit approximately 10 residential properties in the village.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact that the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	

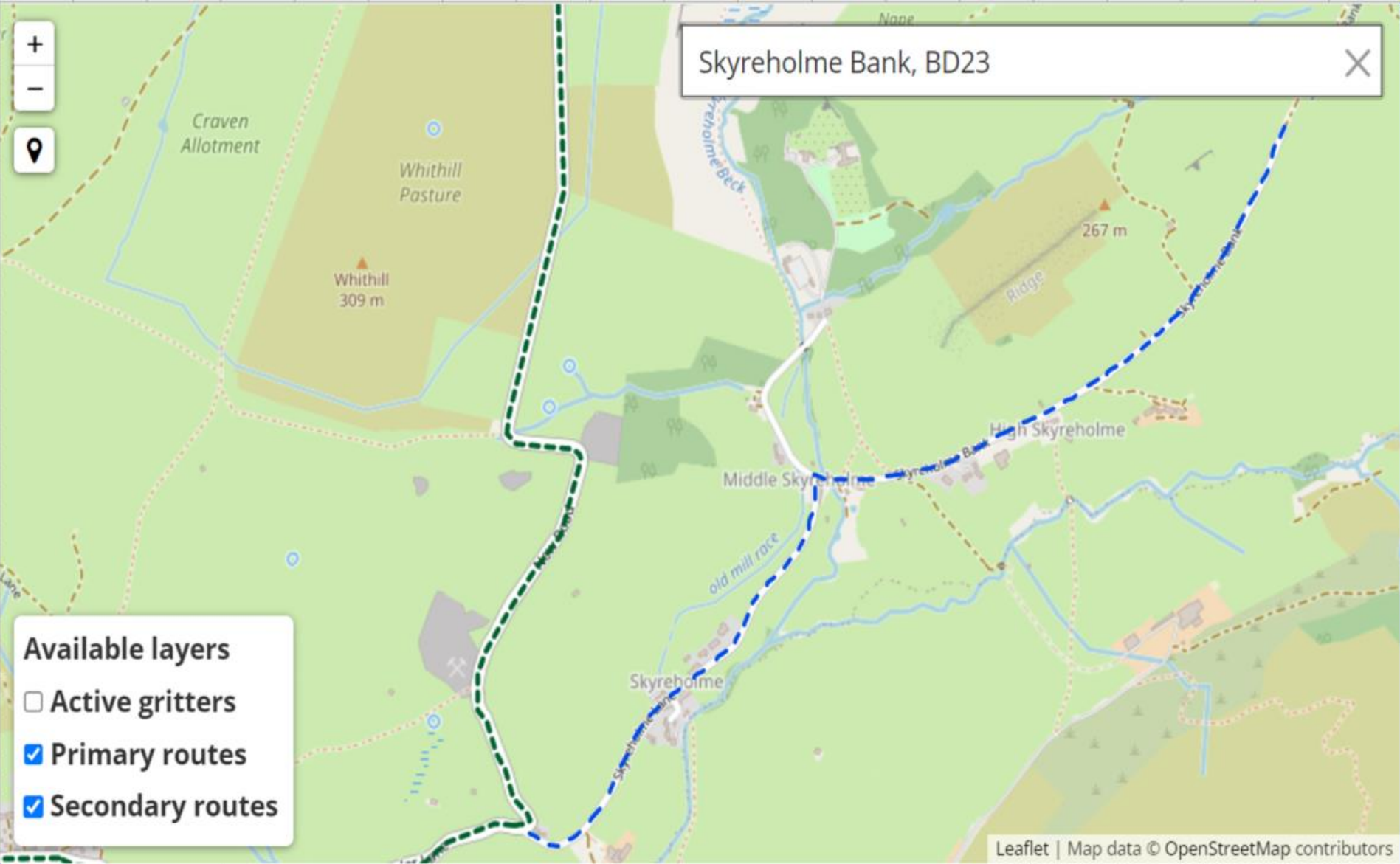


North Yorkshire
County Council

Winter Maintenance Route Amendment Request for 2022 - 2023
AREA 5: Request 1
Belle Hill, Giggleswick

Priority Route 1	
Priority Route 2	
Requested	

5	2	Local resident	<p>Extract from Symology Enquiry 495925</p> <p>Skyreholme Lane / Bank, Skyreholme</p> <p>“Call received from Kenneth Fawcett - he was wanting to request that Skyreholme Bank where he lives be added to a regular gritting route as it does not currently get gritted & it can become very icy in cold weather conditions. He is elderly & and he has advised that he & his wife often have to attend medical appointments & he is not happy that he has to drive in these conditions.”</p>	<p>Current Priority: None</p> <p>Number of Grit Bins: 2 (Skyreholme Lane) Number Of Grit Heaps: 2 (Skyreholme Lane)</p> <p>Length Of Upgrade: 1950 metres</p> <p>The upgrade would benefit a very small number of properties.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact that the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	
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North Yorkshire
County Council

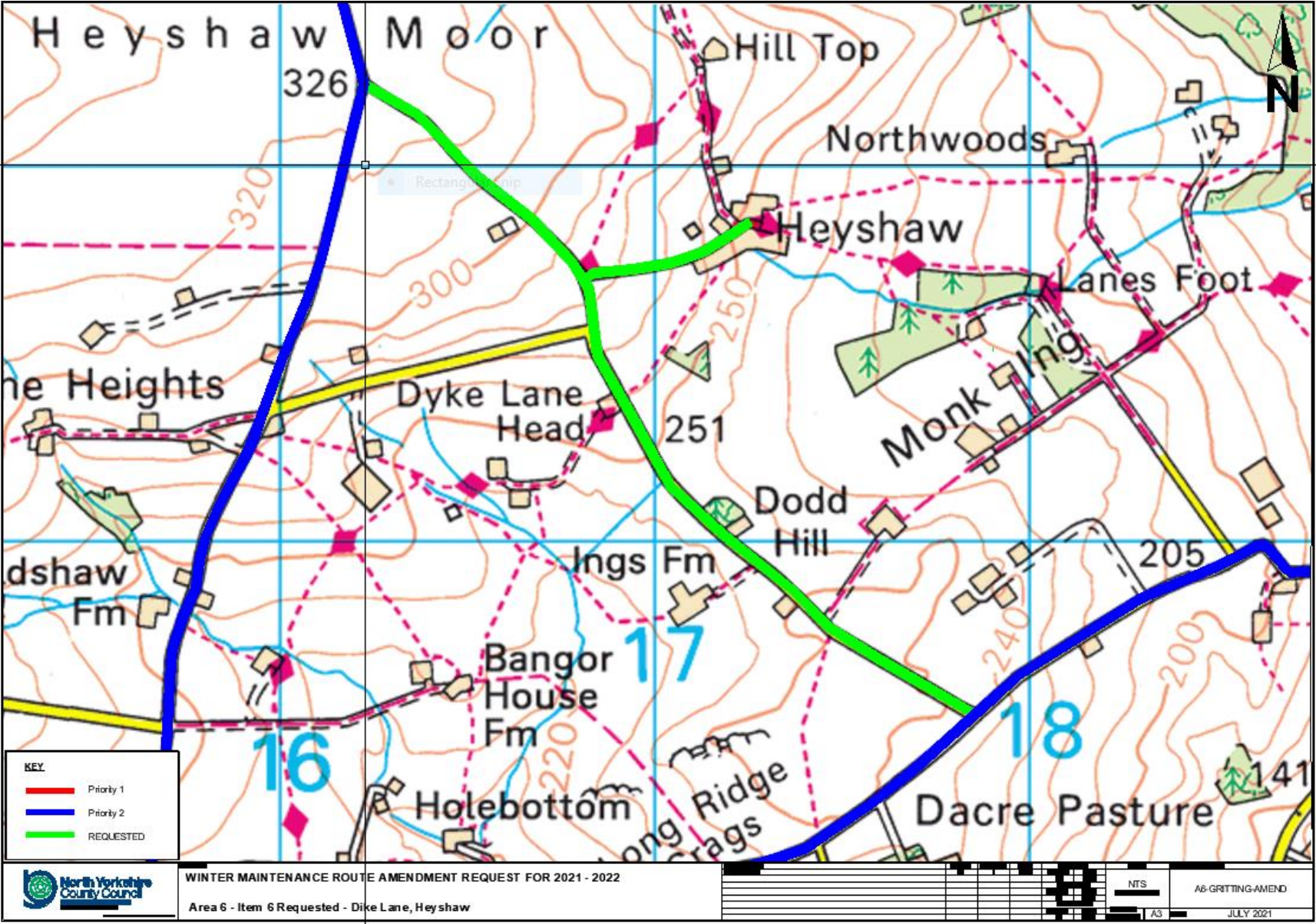
Winter Maintenance Route Amendment Request for 2022 - 2023
AREA 5: Request 2
Skyreholme Bank, Skyreholme

Priority Route 1	
Priority Route 2	
Requested	

Area 6. Harrogate Area (Boroughbridge Area Office)

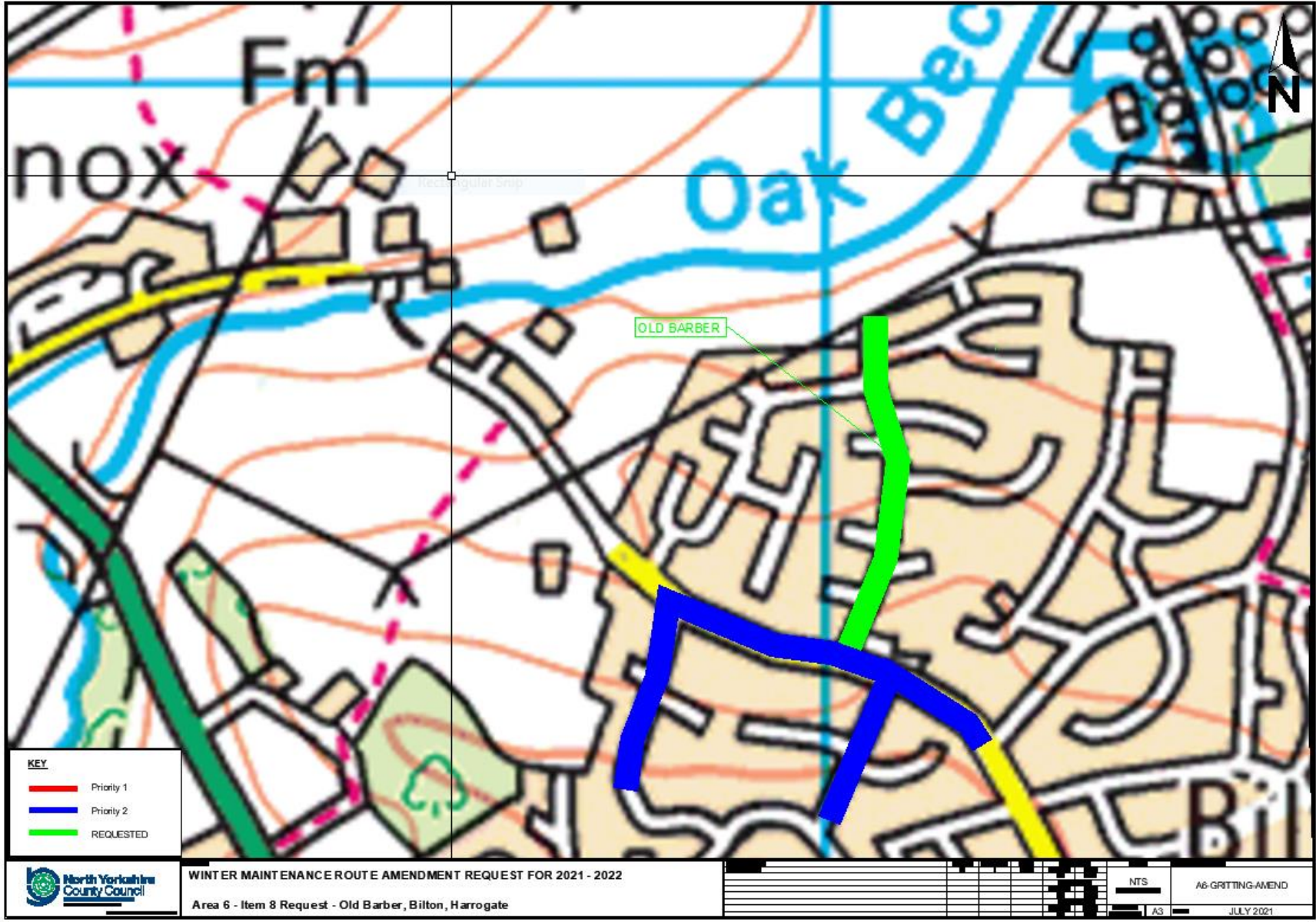
Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
6	1	Clerk to the Parish Council	Access road to Heyshaw Village is on a gradient from the village to Dike Lane, Harrogate and becomes impassable when very icy or snowy. There is a dairy farm here too,	<p>Current Priority: 3</p> <p>Number of Grit Bins: 8 Number Of Grit Heaps: 1 Length Of Upgrade: 2773m</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact that the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	

Area 6
Item 1

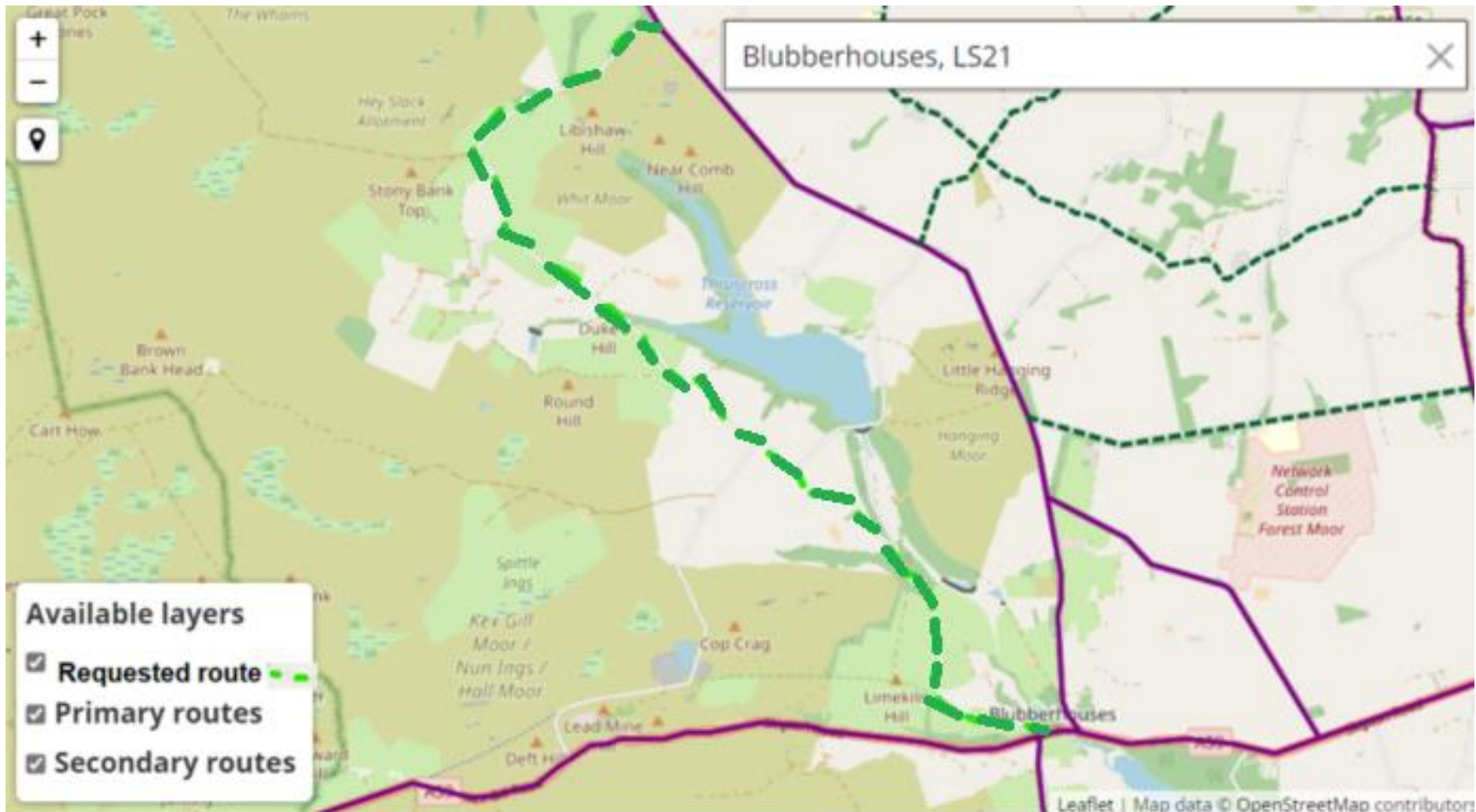


6	2	Local resident	<p>Request for the Old Barber to be gritted, this has been requested a number of times over the years. 'We need old barber gritting we have requested this for a number of years but nothing happens. When it snows and is icy it is very dangerous for the elderly people who live in the area'</p>	<p>Current Priority: 3 Number of Grit Bins: 4 Number Of Grit Heaps: 0 Length Of Upgrade: 384m</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact that the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	
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Area 6
Item 2



6	3	Local resident	<p>West End, Blubberhouses</p> <p>'Location has a number of farms and hamlets with steep gradients and should be gritted'</p>	<p>Current Priority: 3</p> <p>Number of Grit Bins: 0 Number Of Grit Heaps: 56 Length Of Upgrade: 9530m</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact that the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	
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North Yorkshire
County Council

Winter Maintenance Route Amendment Request for 2022 - 2023

Priority Route 1 —————
Priority Route 2 - - - - -
Requested - - - - -

6	4	Local Councillor	<p>Wheatlands Road, Harrogate</p> <p>'Wheatlands Road East in my Division does not currently get treated when there is snow and ice (apart, I understand, from the short section east of Rayleigh Road).</p> <p>I wonder if consideration could be given to designating it to a higher priority for treatment. The case for this is that it is a very steep road - in both directions - and residents on occasions, including recently, find themselves unable to get vehicles out of the road at all.'</p>	<p>Current Priority: 3 (part of road is P2)</p> <p>Number of Grit Bins: 1 Number Of Grit Heaps: 0 Length Of Upgrade: 777m</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact that the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	
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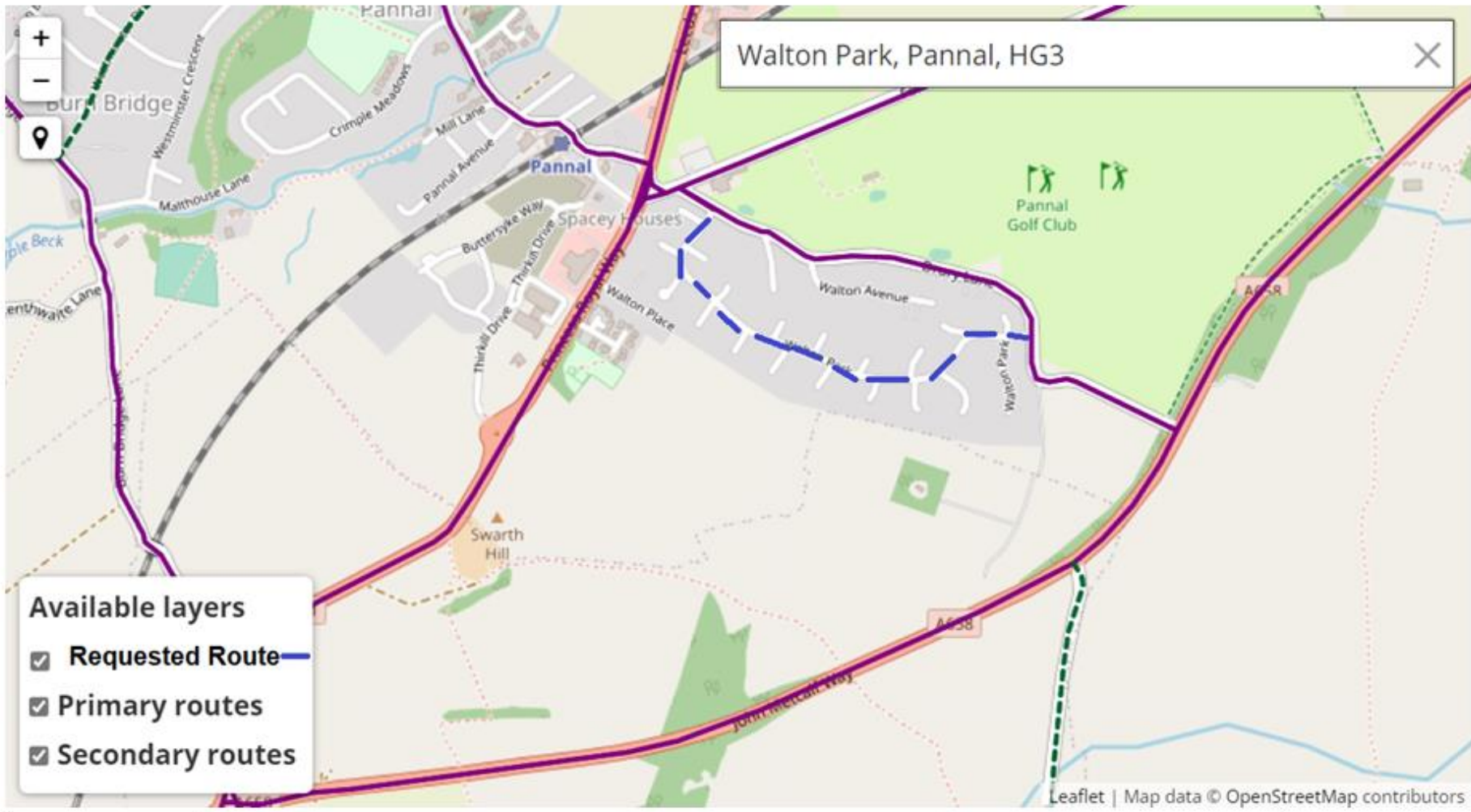
North Yorkshire
County Council

Winter Maintenance Route Amendment Request for 2022 - 2023



6	5	Local Councillor	<p>Walton Park, Harrogate</p> <p>'I have corresponded before with yourselves regarding this issue over the years and we have even I think five or six years ago sent in a petition to try to alter your policy, which as you know is that only main connecting roads between villages are gritted due to your priority list. However as the correspondent refers to I consider this matter to be “a genuine threat to public/ private property and life.” It is I would suggest a matter of resident-safety especially as the incline on the road is such that when it’s icy it’s sometimes difficult to walk across the road never mind traverse the pavements to the bottom of the hill. Many parents and children now walk down Walton Park to the primary school in the village and I would suggest that they are at risk in the morning especially when the roads are icy and not gritted’</p>	<p>Current Priority: 3 Number of Grit Bins: 2 Number Of Grit Heaps: 0 Length Of Upgrade: 807m</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due to the fact that the current level of treatment is in line with the County Councils policy and is consistent with the approach elsewhere in the County.</p>	No	
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Area 6
Item 5



North Yorkshire
County Council

Winter Maintenance Route Amendment Request for 2022 - 2023

Priority Route 1
Priority Route 2
Requested

Area 7. Selby Area - No formal requests received for gritting route changes this year.

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
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	BES		
Service area	H&T		
Proposal being screened	Winter Gritting Route Requests in advance of 2022-2023 season		
Officer(s) carrying out screening	Nigel Smith		
What are you proposing to do?	Consider requests for upgrade or inclusion of parts of the highway network treated as part of NYC winter service delivery		
Why are you proposing this? What are the desired outcomes?	To ensure that the network is treated in a consistent manner commensurate with NYCC winter service policy and the County Council in its capacity as Highway Authority continues to fulfil its obligations under the Highways Act 1980 (S41 a).		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse 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? 			
If for any characteristic it is considered that there is likely to be a significant 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.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
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.		

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:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	The proposed works will have no negative impact on the operation of the highway from the current position. As a consequence no people will be impacted including those with protected characteristics.		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	<i>17 August 2022</i>		



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

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 in the summary section of the form below.

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

Title of proposal	Winter Gritting Route Requests in advance of 2022-2023 season
Brief description of proposal	To enable the Corporate Director, Business and Environmental Services (BES), in consultation with County Councillor Keane Duncan, Executive Member for Highways and Transportation, to consider requests for amendments to the Winter Maintenance Service.
Directorate	BES
Service area	H&T / Highway Operations
Lead officer	Nigel Smith
Names and roles of other people involved in carrying out the impact assessment	

Date impact assessment started	11/04/2022
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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.

Each year requests are either received or generated by local teams to upgrade or introduce additional parts of the highway network for winter treatment. Requests are considered in line with our network hierarchy and winter service policy.

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 additional treatment of the network will result in increased travel and salt usage (pro rata to treatment that would otherwise be taken if the requests are not supported)

How will this proposal impact on the environment? 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.		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	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <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 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel			x	Increase in overall travel if routes approved	Considering trial of part electric gritters in parts of the network, some older vehicles replaced with newer fleet so fewer emissions overall Also reviewing how routes are treated this season to optimise (minimise) journeys Work underway for future seasons to move to route based as opposed to whole domain based treatments of network using improved technology and increased number of sensors on network.	Evaluate trials of part-electric fleet
	Emissions from construction				As above	As above	As above

<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>	
	Emissions from running of buildings				As above	As above	As above
	Other				As above	As above	As above
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic					As above	As above	As above
Reduce water consumption					As above	As above	As above
Minimise pollution (including air, land, water, light and noise)					As above	As above	As above
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers	x				If anything, winters overall are likely to get milder as a consequence of climate change, so the number of treatments could overall decrease		

<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>
Enhance conservation and wildlife		x		We have already introduced lower salt spread rates (whilst remaining in line with national guidance) in order to minimise the overall amount of salt used on the network	As above	As above
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape				As above	As above	As above
Other (please state below)				NA	NA	NA

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

Regarding overall treatment of the network:

- We are effective in how we manage and store our salt to ensure no leaching into watercourses or drainage systems wherever possible
- In addition, minimum salt spread rates are utilised using a treatment matrix
- Washdown bays have interceptor tanks

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.

Officer recommendations are that most of the requests are not supported/progressed, since many of the locations where 'upgraded' treatment is being requested is not commensurate with those locations' position in the network hierarchy. The only exceptions are those which either adjust direction of travel to negotiate a tight bend or are to ensure a new part of the highway network that does need to be treated in line with its position in the network hierarchy (Northallerton Link Road).

Sign off section

This climate change impact assessment was completed by:

Name	Nigel Smith
Job title	Head of Highway Operations
Service area	H&T / Highway Operations
Directorate	BES
Signature	<i>N Smith</i>
Completion date	10 August 2022

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 17 August 2022