

# North Yorkshire Council

## Environment Executive Members

11 October 2024

### Winter Gritting Route Requests and Proposed Changes in advance of 2024/25 season – Further report

#### Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

#### 1.0 PURPOSE OF REPORT

- 1.1 To enable the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation, to consider requests for amendments to the Winter Maintenance Service from Marrick Parish, and to discuss further the request in Area 6 from Lofthouse over to Leighton.

#### 2.0 BACKGROUND

- 2.1 In accordance with the Council procedure for winter maintenance, requests for additions or reductions to the Winter Maintenance Service are considered by the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation prior to the commencement of the coming winter season. This was carried out on the 08 August 2024, but further details were requested for the request in Area 6 concerning the road from Lofthouse over to Leighton.
- 2.2 Also, following the meeting on the 08 August 2024, it became known that Marrick Parish did not receive an invitation to the meeting, but representatives from the Parish Council would have attended in person if they had known. They have been invited to today's meeting.

#### 3.0 COMMENTS ON SPECIFIC REQUESTS (PLEASE REFER TO APPENDIX A)

- 3.1 **Request A1/1** - This request has been submitted in previous years and rejected each time. With respect to the Winter Service Policy, our position is unchanged. The sizes of settlements this request is aimed at are far below what we would normally class as significant enough to be on the Priority 2 network. North Yorkshire has many small hamlets that are not on the Priority 2 network and to agree to this addition would set a precedent that other settlements could reference when making similar requests. This would significantly increase the overall cost of the service and put more pressure on our contractor to provide sufficient drivers for the increased gritting fleet that would be required.
- 3.2 **Request A6/8** - In the previous meeting, the officer's recommendation for the request in Area 6 for the road from Lofthouse over to Leighton was for it not to be added to the current Priority 2 gritting route as it does not comply with the requirements considered appropriate for addition to the Priority 2 network.
- 3.3 The design ethos for the Priority 2 network is, as a minimum, to provide a link from the Priority 1 network into villages and settlements of a significant size. The understanding is that villagers will be able to travel along the Priority 2 route and out onto the Priority 1 network. We use the term "connecting settlements" to show we are connecting these small villages to the Priority 1 network. Wherever possible the Priority 2 route connecting a

settlement to the Priority 1 network is along the valley bottom and not over high ground unless this is unavoidable. Valley bottom roads are less prone to severe weather and are more easily kept open to traffic.

3.4 The route requested cannot easily be added to the existing routes that run up to Lofthouse and up to Leighton as there is not sufficient capacity in the gritters to treat this additional section of highway. The incorporation of this route could result in the need to increase the gritter fleet with all the associated costs that this would bring.

3.5 It must also be noted that treating roads from one valley, over the watershed, into another valley does increase the risk of the gritter getting into difficulty, which would impact our ability to keep a fully functioning gritter fleet on the road. Plus we do need to consider the health and safety of our drivers. Also, during snow conditions and given the high altitude of this road, having this section of highway on the Priority 2 network could mean a gritter is tied up trying to keep this section of the network open, to the detriment of the rest of the routes.

3.6 Currently the road is on the Priority 3 network, and this is understood by the local community. The Local Member had not asked for this route to be added and no requests to do so have been brought to her attention. Also, adding this section to the Priority 2 network would set a precedent which other communities could quote when they submitted similar requests.

#### **4.0 ALTERNATIVE OPTIONS CONSIDERED**

4.1 There are no alternative options that can be considered as treating the highway network, so far as is reasonably practicable, to prevent the formation of hazards created by ice or snow is a statutory duty of the Local Highway Authority

#### **5.0 FINANCIAL IMPLICATIONS**

5.1 Any additional costs of increased gritting will need to be met within the existing winter service budget of £8,341,700. Currently there are no route upgrade requests within North Yorkshire that are supported by officers. 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.

#### **6.0 LEGAL IMPLICATIONS**

6.1 There are no additional legal implications in this report. The duty to ensure that the safe passage along a highway is not endangered by the presence of snow or ice includes the wording "so far as is reasonably practicable". The courts have recognised that a clear, reasonable and equitably enacted Winter Service Policy is a good indicator that an Authority has met their duty.

#### **7.0 EQUALITIES IMPLICATIONS**

7.1 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

## **8.0 CLIMATE CHANGE IMPLICATIONS**

8.1 If officer recommendations are taken then the impact on the environmental / climate change impact would be zero. If any of the other route requests are supported / approved, then there would be an increase in vehicle travel / emissions to deliver those changes as well as an increase in salt usage distributed on the network. The Climate Change Impact Assessment form is shown in Appendix C

## **9.0 RISK MANAGEMENT IMPLICATIONS**

9.1 There are no additional risks to the Authority in this report.

## **10.0 REASONS FOR RECOMMENDATIONS**

10.1 The recommendations are put forward in order for the Authority to appropriately deal with the requests received for alterations to our gritting routes.

## **11.0 RECOMMENDATION**

11.1 It is recommended that the Corporate Director of Environment 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.

## **APPENDICES:**

Appendix A – Individual changes to gritting routes received by the Area offices

Appendix B – Equalities Impact Assessment Form is not required form

Appendix C - The Climate Change Impact Assessment form.

## **BACKGROUND DOCUMENTS:**

Barrie Mason

Assistant Director – Highways and Transportation, Parking Services, Street Scene,  
Parks and Grounds County Hall

Northallerton

18 September 2024

Report Author – Richard Marr, Highway Area Manager

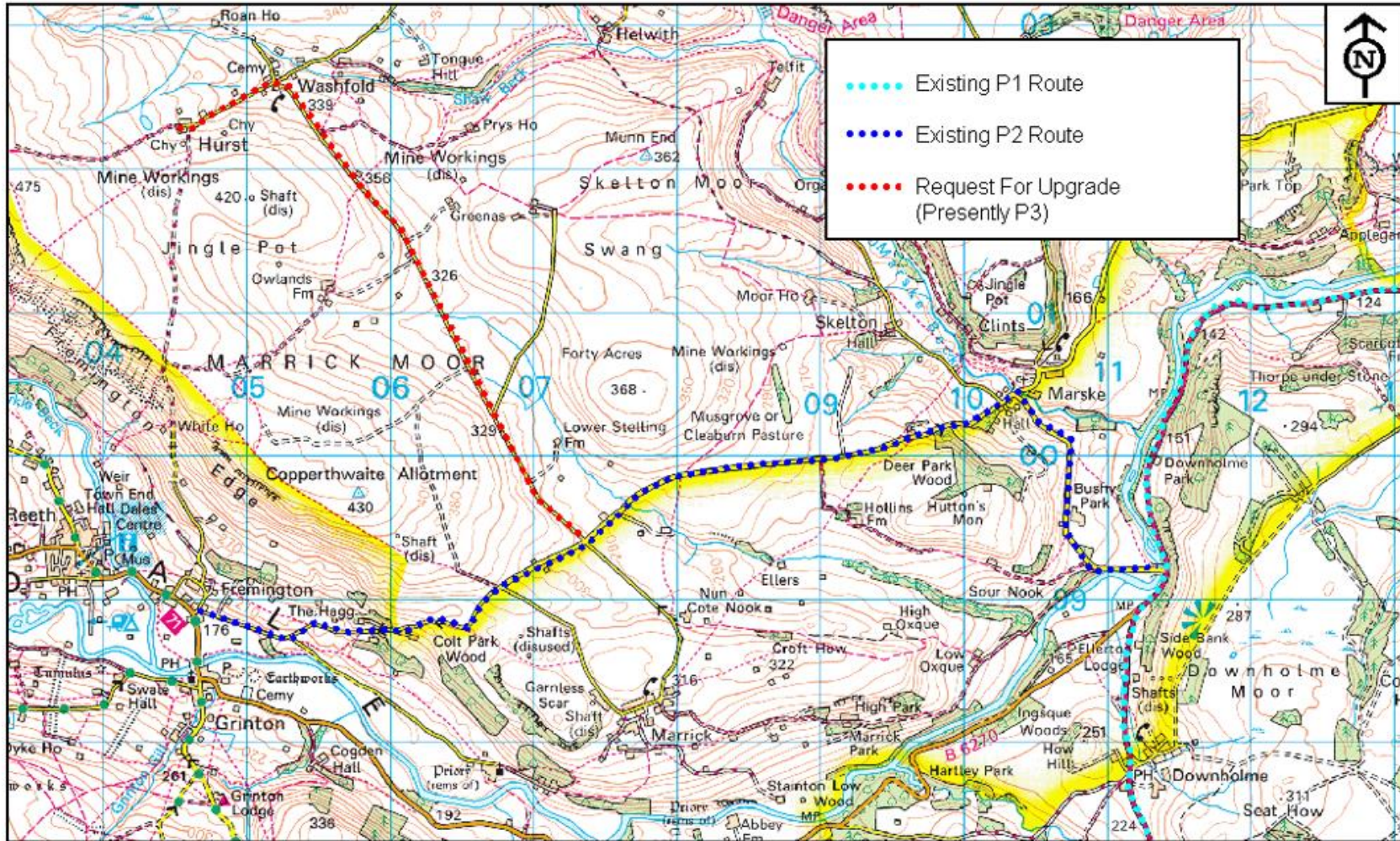
Presenter of Report – Richard Marr, Highway Area Manager

**APPENDIX 1 - Winter Gritting Route Request for 2024-25 Season**

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
1	1	Local Parish Council	<p>Requests that the status of the road into Hurst is upgraded as it is the only road into and out of the village.</p> <p>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.</p> <p>Mobile phone signals in the area are unreliable leading to difficulty when needing to check in with some residents.</p> <p>When the road is eventually treated the existing ice and snow has become compacted, so the salt has little or no effect.</p> <p>Access for refuse collection and mail delivery is sometimes not possible as is travel for those going to school, work or to medical appointments.</p> <p>A number of minor road accidents have occurred during the last winter. A pedestrian slipped and dislocated a shoulder.</p> <p>Farmers are sometimes unable to get into or out of the hamlet to feed stock.</p> <p>Other roads in the area have a greater priority but serve less properties and have alternative treated routes for residents.</p>	<p>Current Priority:3</p> <p>Number Of Grit Bins:0 Number Of Grit Heaps:26</p> <p>Length Of Upgrade:9200 metres</p> <p>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.</p> <p>Members are asked to note that a similar request was considered by Committee in 2022 and 2023 when it was resolved that an upgrade should not be approved.</p> <p>The comments from the Parish Council in support of its application and which are outlined in this report are those submitted and considered previously plus some newly provided.</p> <p><u>Recommendation</u> 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	Item
1	1

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**Environment Department**  
**Corporate Director: Karl Battersby**  
**Assistant Director: Barrie Mason**  
 Highways & Transportation, Parking Services,  
 Street Scene, Parks & Grounds

**Project:- Request For Winter Maintenance Upgrade**

**Drawing Title:- Hurst**

**Area 1 Richmond**

**Drawn By:-**

**Date:- 14 July 2023**

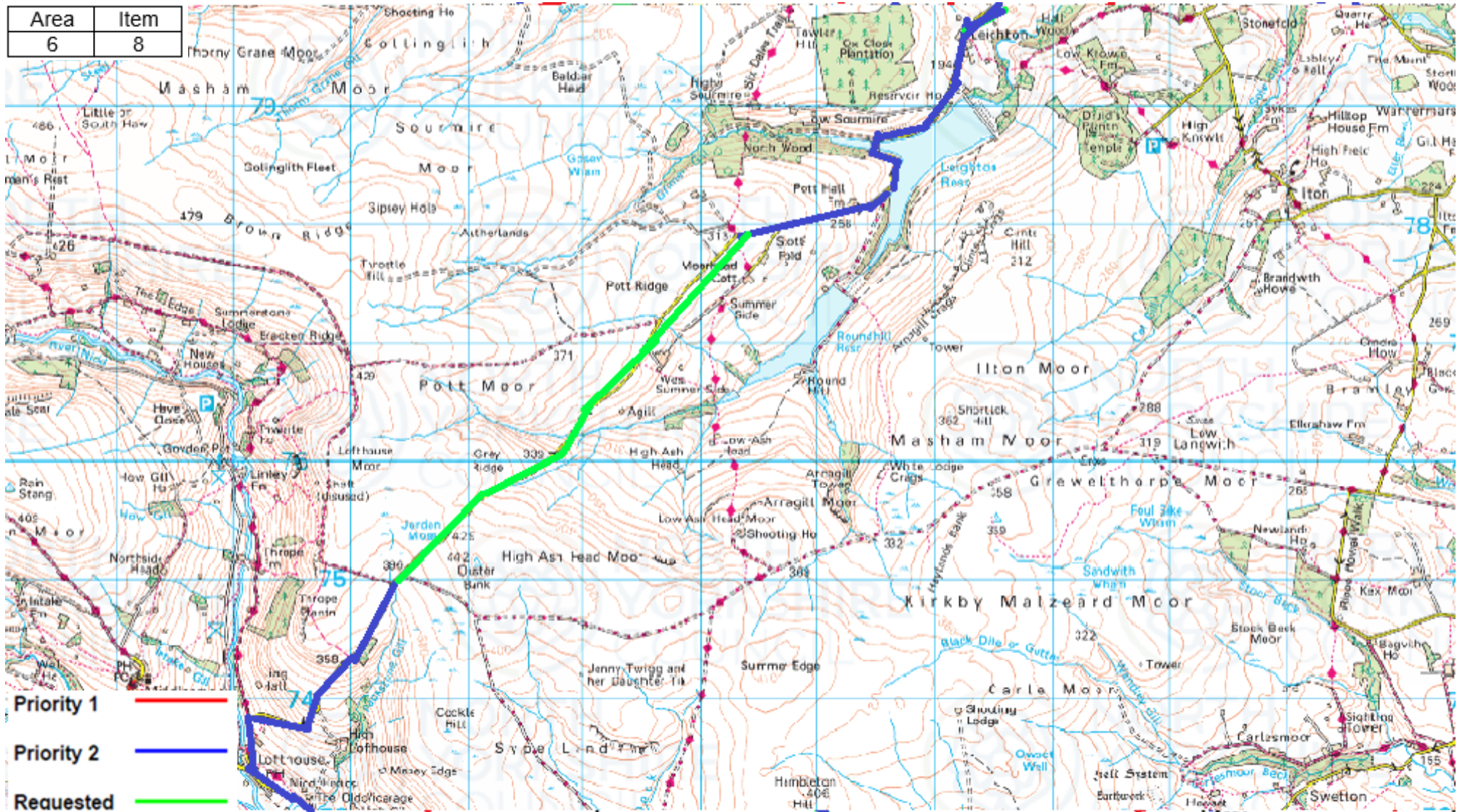
**Scale 1:34559**

**Drawing No.:- Item 1**

OFFICIAL

6	8	<b>Executive Member for Highways</b>	<p>Trapping Hill to Pot Moor High Road</p> <p>Either end of this road is currently a P2 gritting route, but the middle section is P3 and the member wants this upgrading to a P2 route</p>	<p>Current Priority: 3</p> <p>Number of Grit Bins: 0 Number of Grit Heaps: 47</p> <p>Length of Upgrade: 5300 metres</p> <p>The P3 section is very remote and would not be safe to check or treat due to the steep gradient in the middle section and we would be putting drivers at risk.</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 Council's policy and is consistent with the approach elsewhere in the County.</p>	<b>No</b>	
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Area	Item
6	8



- Priority 1 —
- Priority 2 —
- Requested —



**Environment Department**  
**Corporate Director: Karl Battersby**  
**Assistant Director: Barrie Mason**  
 Highways & Transportation, Parking Services,  
 Street Scene, Parks & Grounds

**Project: Request For Winter Maintenance Upgrade**

**Drawing Title:**  
**Trapping Hill to Pot Moor High Road**  
**Between Lofthouse and Leighton**

<b>Area</b>
<b>Drawn By:-</b>
<b>Date:-</b>
<b>Scale</b>
<b>Drawing No.:</b>

**Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics**

(Form updated October 2023)

**Winter Gritting Route Requests and Proposed Changes in advance of 2024/25 season**

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email [communications@northyorks.gov.uk](mailto:communications@northyorks.gov.uk).

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔



**Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.**

Name of Directorate and Service Area	Environment Directorate, Highway Operations
Lead Officer and contact details	Richard Marr <a href="mailto:Richard.marr@northyorks.gov.uk">Richard.marr@northyorks.gov.uk</a>
Names and roles of other people involved in carrying out the EIA	None
How will you pay due regard? e.g. working group, individual officer	Individual officer
When did the due regard process start?	June 2024

**Section 1. Please describe briefly what this EIA is about.** (e.g. are you starting a new service, changing how you do something, stopping doing something?)

The report deals with requests received to alter our priority 1 and 2 gritting routes.

**Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it?** (e.g. to save money, meet increased demand, do things in a better way.)

This report is the correct procedure to deal with requests to alter our formal gritting routes.

**Section 3. What will change? What will be different for customers and/or staff?**

If the officer recommendations are followed then there would be no change to the service. If route changes are approved then this would be an increase in the service delivered.

**Section 4. Involvement and consultation** (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)



There has been no widespread consultation to date.

**Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?**

If the Director and Exec Member agree with the officer recommendations, then the effect will be cost neutral.

<b>Section 6. How will this proposal affect people with protected characteristics?</b>	<b>No impact</b>	<b>Make things better</b>	<b>Make things worse</b>	<b>Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.</b>
Age	Y			
Disability	Y			
Sex	Y			
Race	Y			
Gender reassignment	Y			
Sexual orientation	Y			
Religion or belief	Y			
Pregnancy or maternity	Y			
Marriage or civil partnership	Y			

<b>Section 7. How will this proposal affect people who...</b>		<b>Make things better</b>	<b>Make things worse</b>	<b>Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.</b>
live in a rural area?	Y			
have a low income?	Y			
are carers (unpaid family or friend)?	Y			
are from the Armed Forces Community	Y			

**Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)**

North Yorkshire wide	Yes
Craven	

Hambleton	
Harrogate	
Richmondshire	
Ryedale	
Scarborough	
Selby	
<b>If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.</b>	

**Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.**

No

<b>Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)</b>	<b>Tick option chosen</b>
<b>1. No adverse impact - no major change needed to the proposal.</b> There is no potential for discrimination or adverse impact identified.	<b>Yes</b>
<b>2. Adverse impact - adjust the proposal</b> - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
<b>3. Adverse impact - continue the proposal</b> - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	
<b>4. Actual or potential unlawful discrimination - stop and remove the proposal</b> – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	

**Explanation of why option has been chosen.** (Include any advice given by Legal Services.)

The officer recommendations do not have the potential for discrimination or adverse impact.

**Section 11. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)**

Feedback from residents

**Section 12. Action plan.** List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

<b>Action</b>	<b>Lead</b>	<b>By when</b>	<b>Progress</b>	<b>Monitoring arrangements</b>
None				

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**Section 13. Summary** Summarise the findings of your EIA, including impacts, 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.

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

**Section 14. Sign off section**

This full EIA was completed by:

**Name: Richard Marr**

**Job title: Highway Area Manager**

**Directorate: Environment**

**Signature:**

**Completion date:**

**Authorised by relevant Assistant Director (signature): Barrie Mason**

**Date: 26/09/2024**

## 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](mailto: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](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	Winter Gritting Route Requests and Proposed Changes in advance of 2024/25 season.
<b>Brief description of proposal</b>	Seek authorisation for any alterations to the priority 1 and 2 gritting routes in advance of the coming winter season.
<b>Directorate</b>	Environment
<b>Service area</b>	Highway Operations
<b>Lead officer</b>	Richard Marr
<b>Names and roles of other people involved in carrying out the impact assessment</b>	None
<b>Date impact assessment started</b>	June 2024

**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.

**No other options considered. Gritting of the highway network is a statutory duty.**

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

If all the officer recommendations are agreed then this should be cost neutral. If routes are added, then this will increase to cost of the service. In the overall scheme of things the changes asked for amount to a tiny fraction of the overall service.

How will this proposal impact on the environment?		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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	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,	Emissions from travel		X				
	Emissions from construction		X				

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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
increasing energy efficiencies etc.	Emissions from running of buildings		X				
	Emissions from data storage		X				
	Other		X				
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X				
Reduce <b>water</b> consumption			X				
Minimise <b>pollution</b> (including air, land, water, light and noise)			X				

<p>How will this proposal impact on the environment?</p> <p><b>N.B.</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><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance <b>conservation</b> and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		X				
<p>Other (please state below)</p>		X				

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

We are currently spreading salt at the minimum recommended rates.

**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.

The overall impact of the recommendations of this report are negligible.

**Sign off section.**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Richard Marr</b>
<b>Job title</b>	<b>Highway Area Manager</b>
<b>Service area</b>	<b>Highway Operations</b>
<b>Directorate</b>	<b>Environment</b>
<b>Signature</b>	
<b>Completion date</b>	<b>23 July 2024</b>

**Authorised by relevant Assistant Director (signature):** **Barrie Mason**

**Date:** **26/09/2024**