

North Yorkshire Council

Environment Executive Members

22 August 2025

Winter Gritting Route Requests and Proposed Changes in Advance of 2025/26 Season

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 To enable the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation, consider requests for amendments to the Winter Maintenance Service.

2.0 BACKGROUND

- 2.1 In accordance with the Council's 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.
- 2.2 Requests for amendments to the winter gritting routes for the 2025/26 season have been compiled and are presented in Appendix A. The number of requests that have been received are as outlined below:
- Area 1 - Brompton on Swale (Richmond) area - 3 requests
 - Area 2 - Thirsk area - 4 requests
 - Area 3 - Whitby (inc. Scarborough) area - 2 requests
 - Area 4 - Kirby Misperton area - NIL requests.
 - Area 5 – Skipton - 3 requests
 - Area 6 - Boroughbridge (inc. Harrogate) area - 8 requests
 - Area 7 – Selby area - 1 request.

3.0 COMMENTS ON SPECIFIC REQUESTS

- 3.1 The officer recommendation for all the requests in this report are included in Appendix A. Where officers have recommended 'No' to the route change request, this is usually because we do not wish to change the route's priority status. This is because officers feel that the current status of the route in question is appropriate given the current Winter Service Policy and based around the functional hierarchy of roads and in line with their wider network classification as access / arterial / local roads etc.
- 3.2 However, where narrative is included regarding the presence of grit bins and / or heaps, officers will check the number and spacing of grit heaps and bins on each of the routes in this report before the start of the winter season.

4.0 LOCAL MEMBER ENGAGEMENT

- 4.1 Whilst Local Members may be aware of some of these route requests from dialogue with their parish / town councils and constituents, there has been no prescriptive or direct local member engagement as part of this report being compiled. Local Members can be notified following this meeting in order to ensure they are apprised of the outcomes, which will be considered objectively by the Corporate Director and Executive Member who will review these requests alongside officer comments & recommendations.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 There are no alternative options that can be considered as treating the highway network, as 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 [Highways Act 1980 S41(1A)].

6.0 FINANCIAL IMPLICATIONS

- 6.1 Any additional costs of increased treatments will be managed within the existing winter service budget of £8,330,100. If the one additional request for support is agreed, it will be at nil cost to NYC, since (if approved), the cost of agreeing to this request will be fully recharged to that neighbouring authority, making it cost neutral to NYC.

7.0 LEGAL IMPLICATIONS

- 7.1 The Council as highway authority has a statutory duty pursuant to Section 41 1A of the Highways Act 'to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.'
- 7.2 In complying with its duty the Council has developed a Winter Maintenance Service which is reviewed to see if adjustments need to be made. This report follows from the current review and looks at requests to amend winter gritting routes for 2025/26.

8.0 EQUALITIES IMPLICATIONS

- 8.1 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.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 If officer recommendations are taken then the impact on the environmental / climate change impact would be minimal. If the single route request is 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.

10.0 RISK MANAGEMENT IMPLICATIONS

- 10.1 There are no additional risks associated with this report.

11.0 REASONS FOR RECOMMENDATIONS

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

12.0 RECOMMENDATION

12.1 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 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

Appendix C - The Climate Change Impact Assessment form

Barrie Mason
Assistant Director – Highways & Infrastructure
24 July 2025

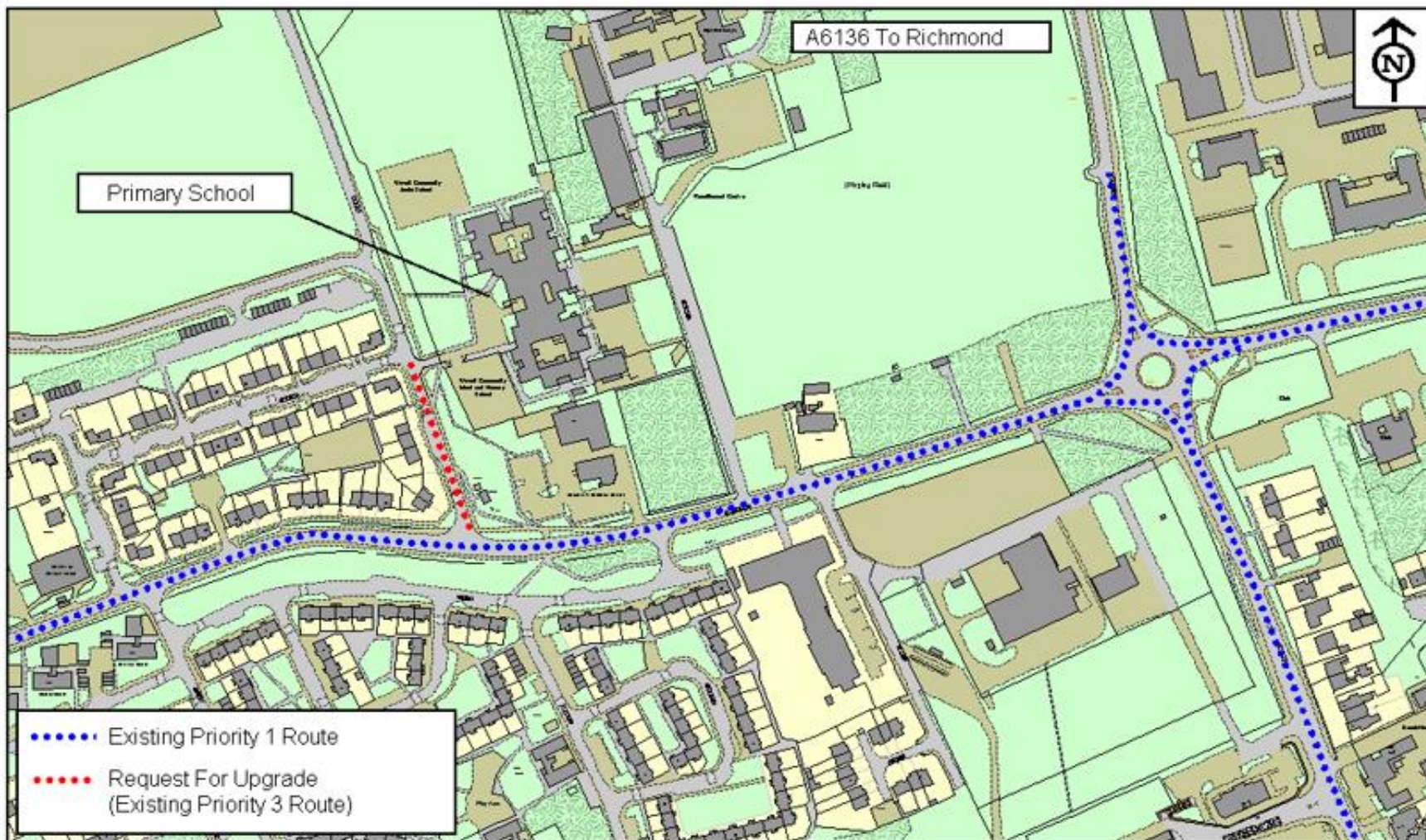
Report Author & Presenter – Nigel Smith, Head of Highway Operations

Winter Gritting Route Request for 2025-26 Season

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
1	1	'Wavell Community Primary School' - Catterick Garrison	<p>Requests that the priority status of Wavell Road for winter maintenance is reviewed.</p> <p>A Governor has advised that during the winter season of 2024 / 25 the school 'was closed for more than it needed to be owing to your lack of gritting'.</p> <p>The Council is advised that 95% of the pupils at the school have parents who are in the armed forces, and it is contended that if the teachers can't get to the school to open it then it is likely that children may be left at home alone.</p> <p>The point is also made that the main entrance to the school is on Wavell Road only approximately 100 metres from its junction with Hipswell Road which is an existing Priority 1 route for winter maintenance.</p>	<p>Current Priority:3</p> <p>Number Of Grit Bins:0 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade:300 metres</p> <p>Priority three routes will not normally receive treatment unless freezing conditions persist for more than 72 hours.</p> <p>Whilst it is appreciated that the road to the school may therefore not be treated during the first onset of a winter event it is considered that with a Priority 1 Route being within approximately 100 metres of the school the opportunity exists for school staff to reach the general vicinity of the school by motor vehicle.</p> <p>Notwithstanding the above and regardless of whether the criteria is met for treatment of the Priority 3 network the Council will however consider any specific requests for assistance from the school and may</p>	No	

				<p>undertake treatments when circumstances dictate.</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>		
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Area	Item
1	1



..... Existing Priority 1 Route
..... Request For Upgrade
 (Existing Priority 3 Route)



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

Project: Request For Upgrade Of Winter Maintenance Route

Drawing Title: Wavell Road - Catterick Garrison

Area 1 Richmond

Drawn By:-

Date:-

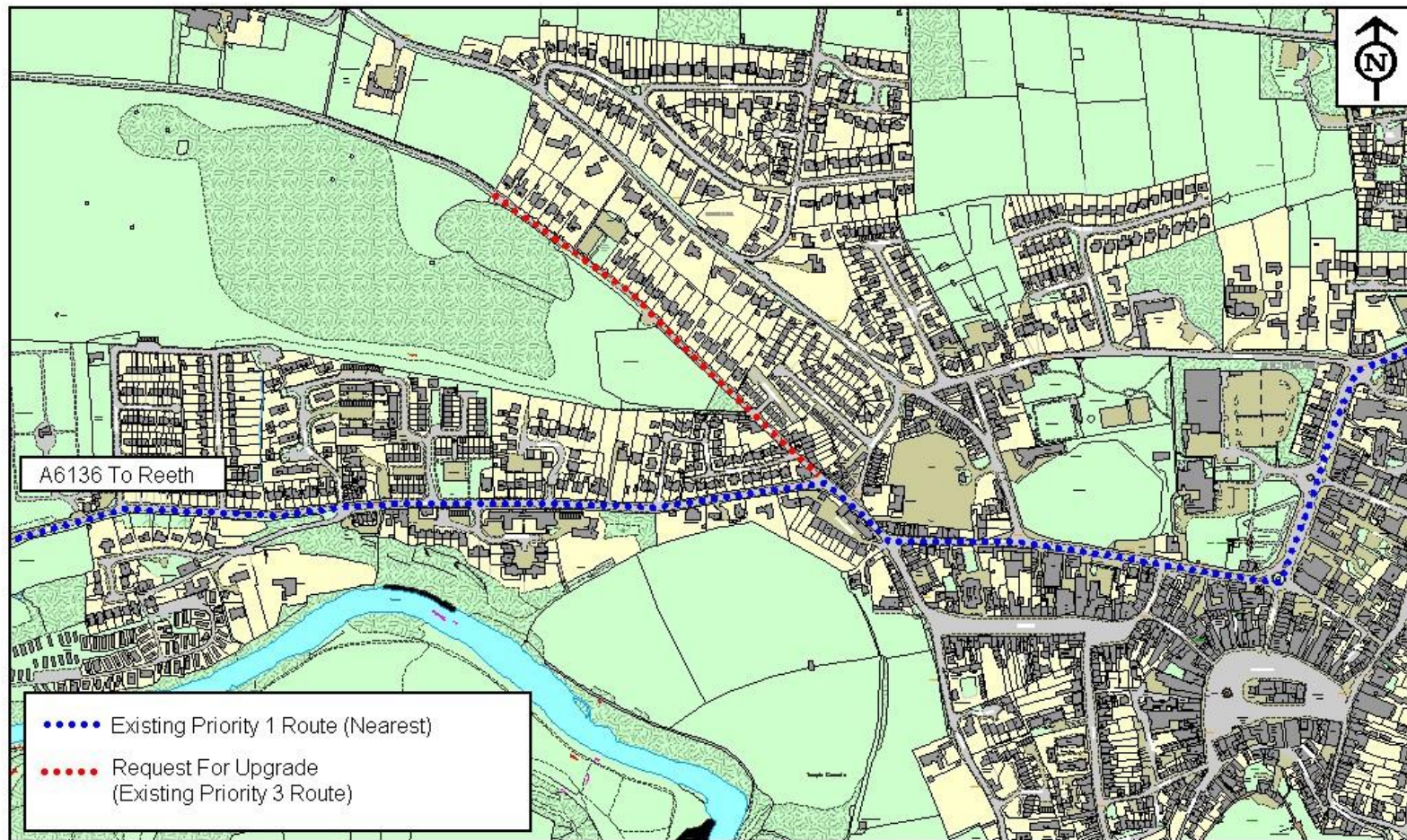
Scale

Drawing No.:-

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
1	2	Local Resident	<p>Requests that the priority status of Westfields in Richmond for winter maintenance is reviewed.</p> <p>During certain winter weather conditions vehicles are said to get stranded owing to the gradient of the road and it is 'impossible for residents to leave for days when ice and snow arrive'.</p>	<p>Current Priority:3</p> <p>Number Of Grit Bins:4 Number Of Grit Heaps:0</p> <p>Length Of Upgrade:1700 metres</p> <p>Priority 3 routes will not normally receive treatment unless freezing conditions persist for more than 72 hours.</p> <p>The developed part of the road is approximately 450 metres in length and within this distance four Council maintained grit bins are provided.</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>	No	

Area	Item
1	2

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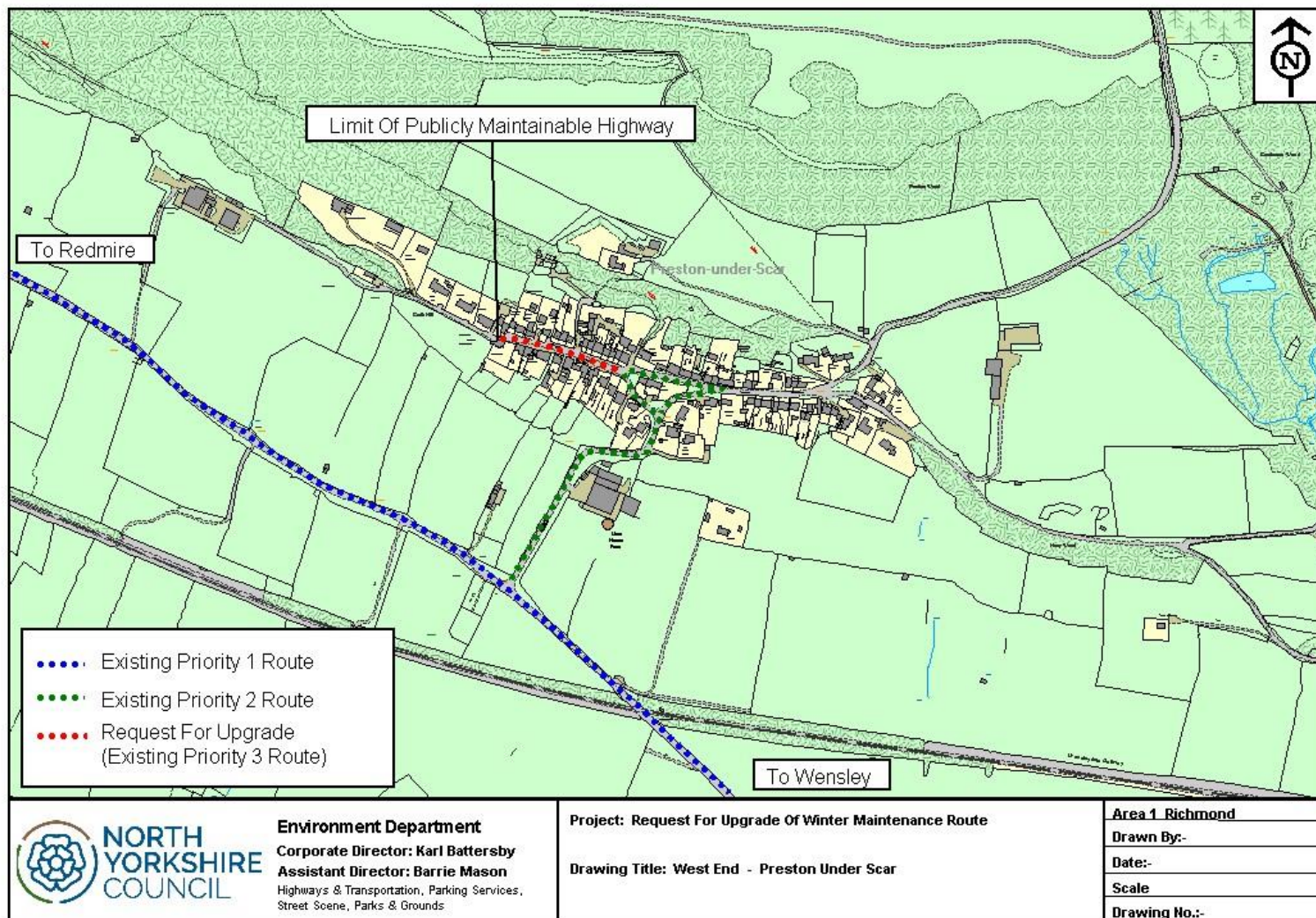


 <p>NORTH YORKSHIRE COUNCIL</p>	<p>Environment Department Corporate Director: Karl Battersby Assistant Director: Barrie Mason Highways & Transportation, Parking Services, Street Scene, Parks & Grounds</p>	<p>Project: Request For Upgrade Of Winter Maintenance Route</p>	<p>Area 1 Richmond</p>
		<p>Drawing Title: Westfields - Richmond</p>	<p>Drawn By:-</p> <p>Date:-</p> <p>Scale</p> <p>Drawing No.:-</p>

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
1	3	Preston Under Scar Parish Council	<p>Requests that the priority status of West End in the village for winter maintenance is reviewed.</p> <p>The Parish Council state that during the prolonged cold and snowy weather last winter the road became impassable due to packed snow and ice for motorists and pedestrians alike.</p> <p>The village is said to have an ageing population a good proportion of whom live in West End. Apparently, many were left unable to get to appointments or shops for a number of days or were only able to manage this with great difficulty.</p> <p>Whilst the Parish Council appreciate that the location has a number of grit bins on several occasions simply getting to the boxes was too hazardous.</p>	<p>Current Priority:3</p> <p>Number Of Grit Bins:3 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade:300 metres</p> <p>Priority 3 routes will not normally receive treatment unless freezing conditions persist for more than 72 hours.</p> <p>The developed part of this cul-de-sac road which lies within the limit of the publicly maintainable highway is approximately 150 metres in length and within this distance one Parish Council funded and two Council maintained grit bins are provided.</p> <p>An existing Priority 2 winter maintenance route passes along the main village street adjacent to its junction with West End.</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>	No	

Area	Item
1	3

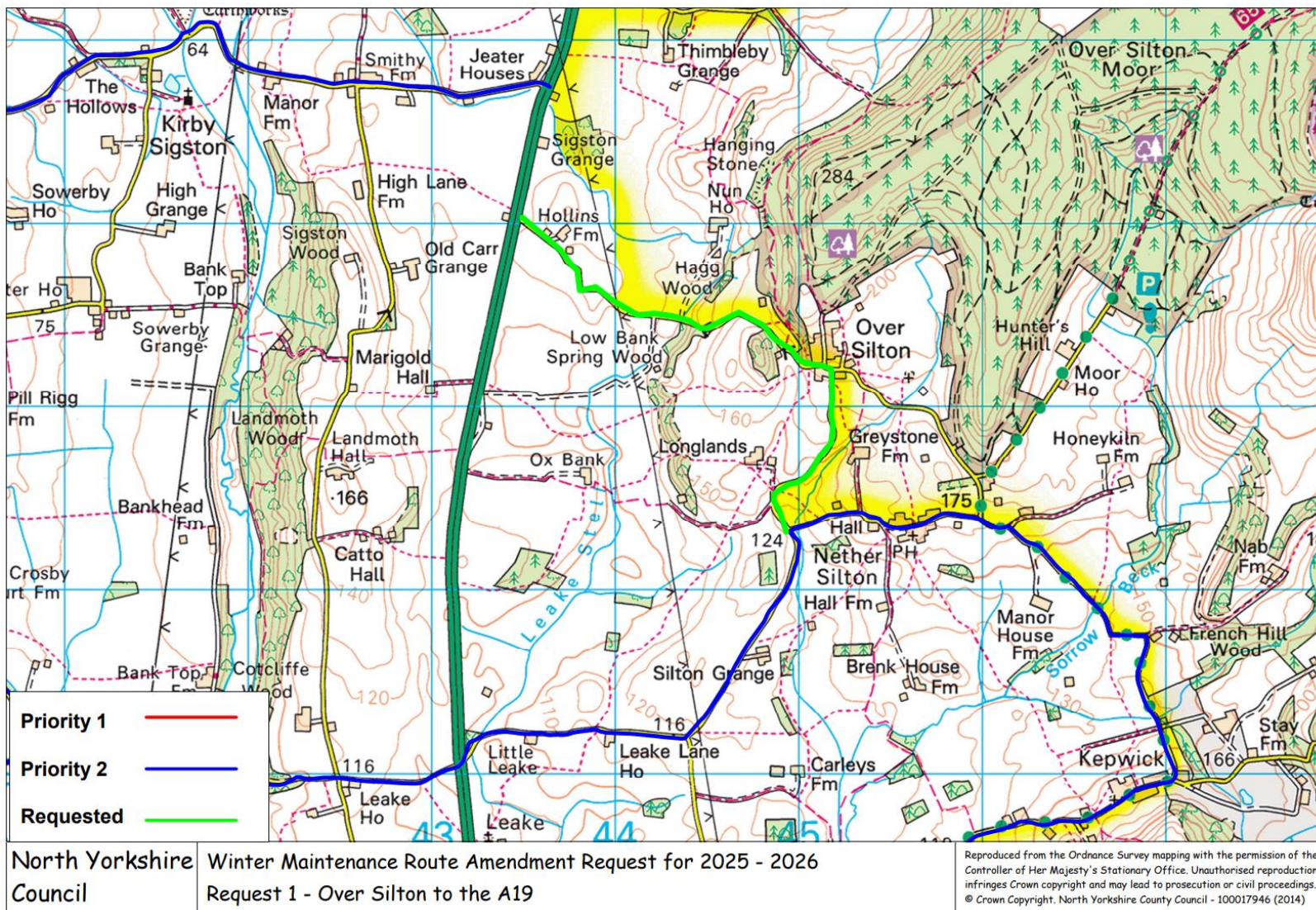
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Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
2	1	Siltons, Kepwick & Landmoth-Cum-Catto Parish Council	<p>I wish to make you aware of a long term issue between Siltons and Kepwick, Landmoth-cum-Catto Parish Council and North Yorkshire Council - Highways Department.</p> <p>For several years the Parish Council has requested the road between the A19 and Over Silton be gritted, and every year NYC refuse to add it to the gritting schedule.</p> <p>The Parish Council has NYC provided details of accidents caused by ice on the road including the post van, the refuse wagon and several large vehicles.</p> <p>Again, this year the road condition is causing great concern to local residents and today a large oil tanker (NRG) skidded on the ice and ended up in the wood. You can see below the truck on the left is winching the tanker back on to the road at Cart Rigging , Over Silton . Can you imagine if this tanker had hit a parents car taking a child to school or a carer trying to get to a client in Over Silton?</p> <p>As you will be aware under the Highways Act 1980:, Section 41(1A) The highway authority has a duty to</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 8</p> <p>Length Of Upgrade: 5.8km (comprising of 3.2km treat and 2.6km dry run) to an existing route.</p> <p><u>Recommendation</u></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> <p>Similar requests that included the route all the way to the A19 to join near Hollins Farm have previously been considered prior to t 2016-2017 and 2018-2019 season but have not approved.</p> <p>A route amendment linking Over Silton to the Priority 2 route running through Nether Silton was considered</p>	No	

			<p>ensure that snow and ice don't endanger safe passage on a highway. The Parish Council feels that NYC is in breach of its statutory duty by repeatedly ignoring information about accidents on this stretch of road. If a Highways Authority is told about a dangerous road and does nothing, where does the liability lie in the event of an accident? Is there anything else the Parish Council can do to make this road safe? Can you help the Parish Council to get the road gritted ?</p>	<p>for the 2011/2012, 2021/2022 and 2023/2024 season but not supported at that time.</p>		
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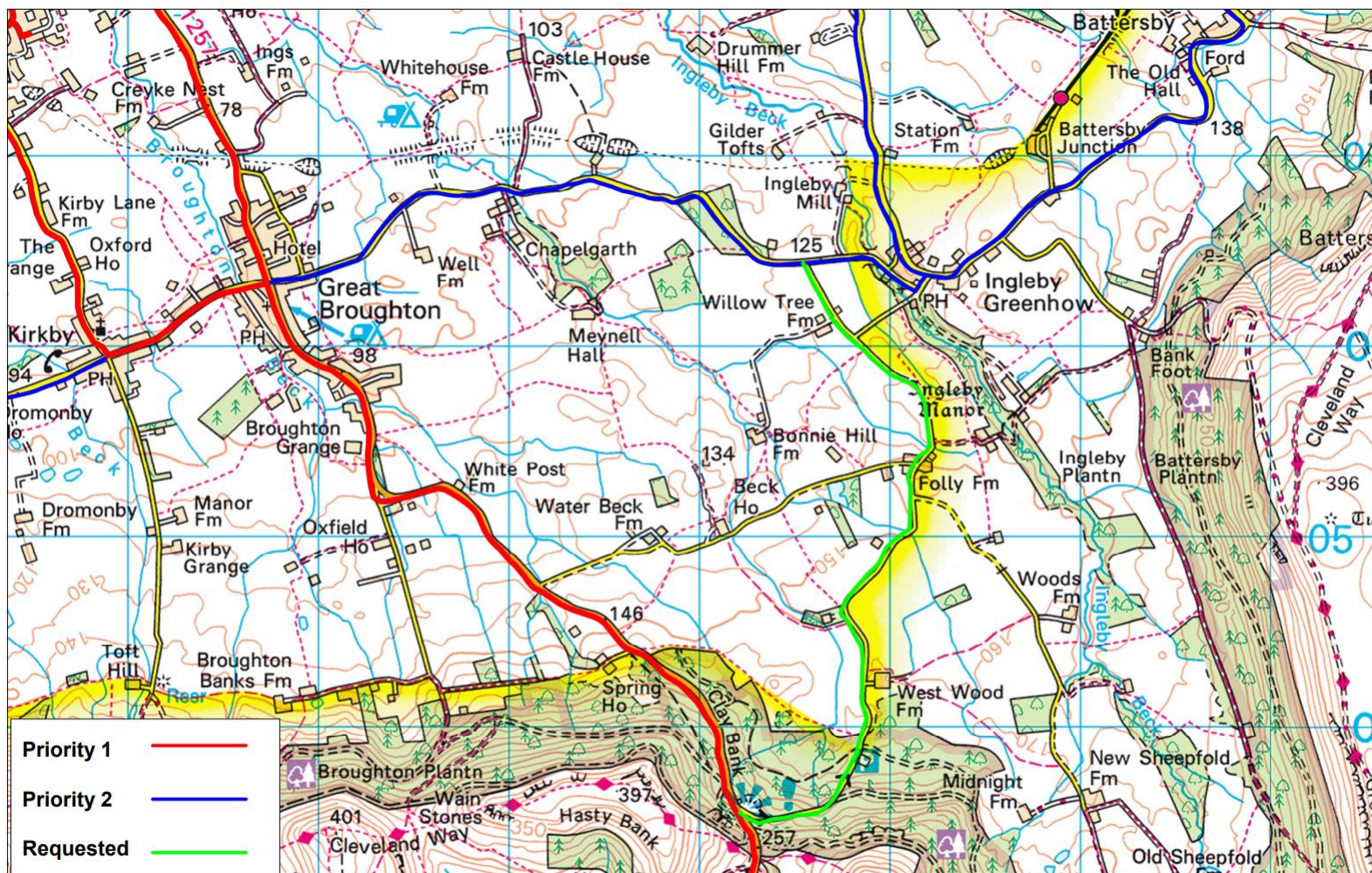
Area	Item
2	1



Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
2	2	<p>Cllr Heather Moorhouse Cllr.Heather.Moorhouse@northyorks.gov.uk</p>	<p>Enclosed a report regarding an accident which happened again on Ingleby Bank today, due to an untreated road. I have repeatedly asked for this road to be upgraded to a priority gritting route, due to the numerous reported accidents and several incidents including wagons/cars been stuck on an annual basis, including one of our own gritters. I am presuming the police, send highways a report on such accidents and you are aware of the problems on this road. Unfortunately, it is difficult for users to access the condition of this road (myself included) from the start of this rural route, and as such, I have asked for signs, showing icy road conditions to be erected to make awareness on approach. This was refused despite having appropriate signage, on the two other roads in my local vicinity.</p>	<p>Current Priority:3 Number Of Grit Bins: Number Of Grit Heaps:12 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 Length Of Upgrade: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> It is recommended that the treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent</p>	No	

			<p>I am aware that the parish council will be raising this issue, alongside a local resident who is constantly giving support and help to these stranded travellers, and which I will forward in due course.</p> <p>Therefore, I do feel based on the enclosed that this road should be put forward for a priority gritting route.</p> <p>I would appreciate acknowledgment of my email and a response that I can send to the parish council next week.</p>	<p>with the approach elsewhere within the County. Local contractors can assist with treating the road when circumstances dictate.</p>		
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Area	Item
2	2



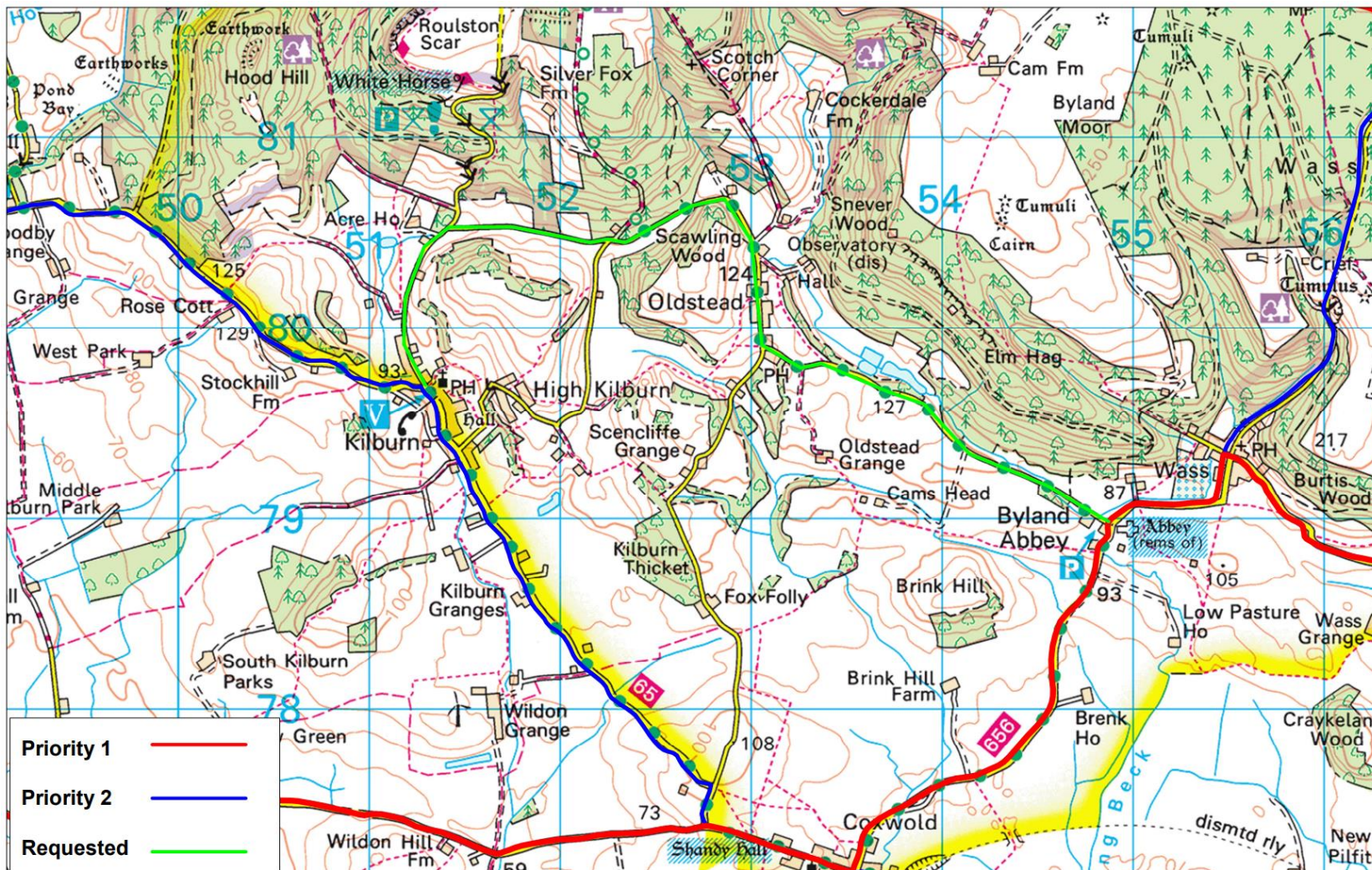
North Yorkshire County Council Winter Maintenance Route Amendment Request for 2025-26
 Request 2 - Ingleby Bank - Lambs Lane, Ingleby Greenhow

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Winter Gritting Route Request for 2025-26 Season

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
2	3	Oldstead Resident	<p>“The road between Kilburn and Oldstead, including Main Street in Oldstead rarely gets gritted. Today is a prime example of this issue with treacherous conditions all along Carr Lane, Oldstead Road, Scawling End Road and Main Street Oldstead. Could you please grit this road and put this on a scheduled grit route as it seldom gets serviced. Second to this, I have previously advised how the road drainage requires maintaining to ensure the water doesn’t continue to flood the road consistently. Until this is addressed, the road will remain treacherous during these sun zero temperatures.”</p>	<p>Current Priority:3 Number Of Grit Bins:0 Number Of Grit Heaps:0</p> <p>Length Of Upgrade: A Priority 2 route serves Kilburn and meets the proposed amendment at Carr Lane and a Priority 1 route meeting the other end of the proposed amendment at Byland Abbey.</p> <p>Would result in an increase of either route by 10.68km comprising of 5.34km treatment and 5.34km dry run.</p> <p><u>Recommendation</u> 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	

Area	Item
2	3



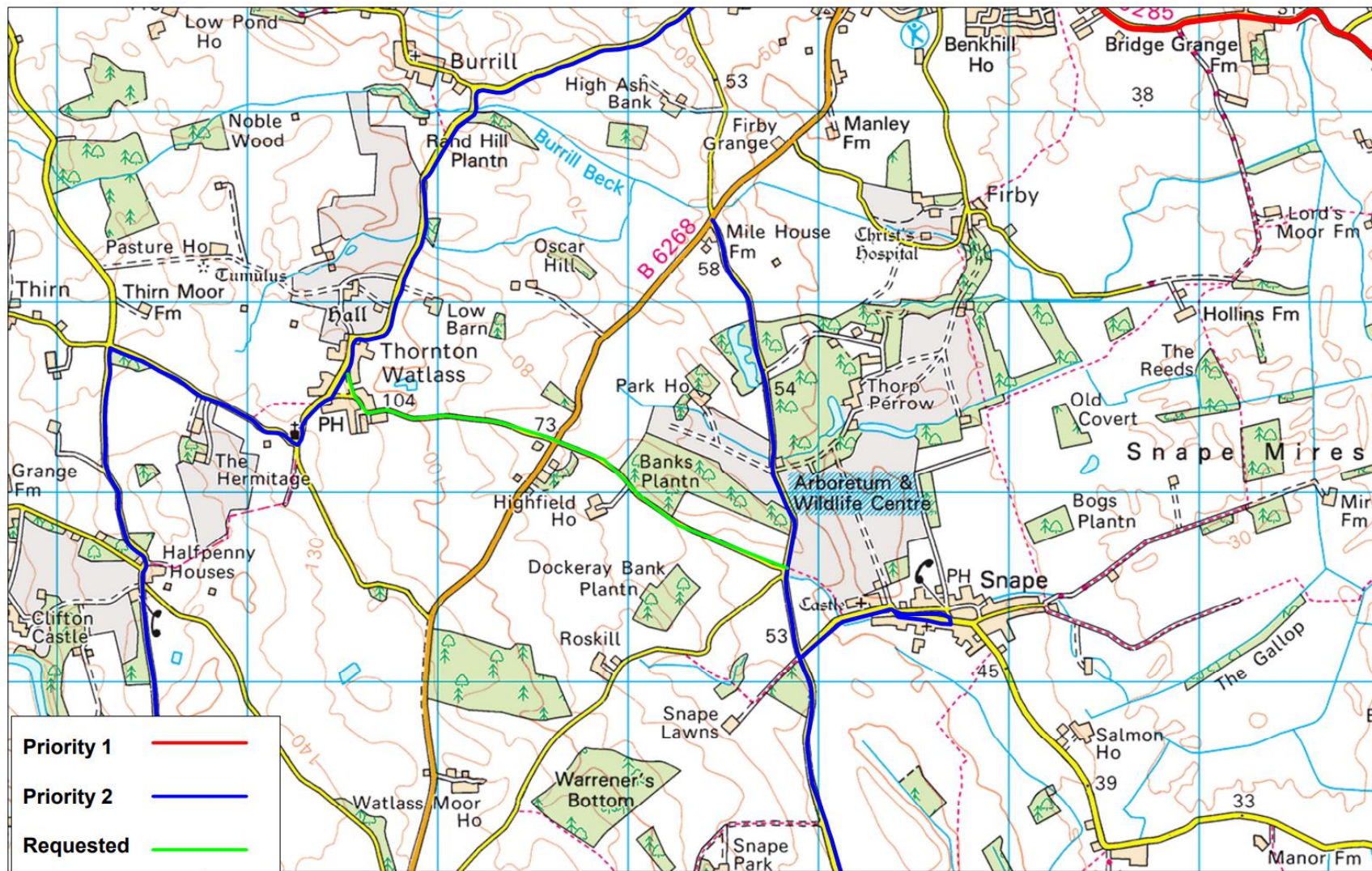
North Yorkshire
Council

Winter Maintenance Route Amendment Request for 2025 - 2026
Request 3 - Carr Lane, Oldstead Road, Scawling End Road and Main Street Oldstead

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Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
2	4	Thornton Watlass Resident	<p>“Received: 17 Jan 25 22:12 Request for upgrade of gritting route to include Watlass Lane into Thornton Watlass: Customer in previous email already been made aware that gritting routes will not be altered this season: The road I am most concerned about is the Watlass lane into Thornton Watlass, but also have concerns due to the school been joined with Snape that we regularly travel down Watlass lane to Watery lane daily transporting children. The school minibus travels from Snape school to Thornton Watlass school heading up the Snape Avenue on to Watery lane then turning left up Watlass lane. This is a singletrack road, The bus then has to cross the B268 and goes onwards into Thornton Watlass village. This is a steep incline into Thornton Watlass which is often covered in surface water as it pools at the bottom of the road and further up the bank just as you get into the start of the village. It is often that you meet other vehicles heading towards you and one has to stop to allow the traffic to pass in the opposite direction. This is named Watlass lane which is leading to Snape Road, it then bears left to the primary school. I hope this helps.”</p>	<p>Current Priority:3</p> <p>Number Of Grit Bins:1 – in the village Number Of Grit Heaps:0</p> <p>Length Of Upgrade: Would result in an increase of route by 2.7km excluding any dry run distances. Currently falls within Route 3s so an appropriate dry run to incorporate this section would need to be established if taken forward. Note that the B6268 is treated as part of Area 1 Priority 1 routes.</p> <p><u>Recommendation</u></p> <p>This section of carriageway is treated as a Priority 3 route and 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	

Area	Item
2	4



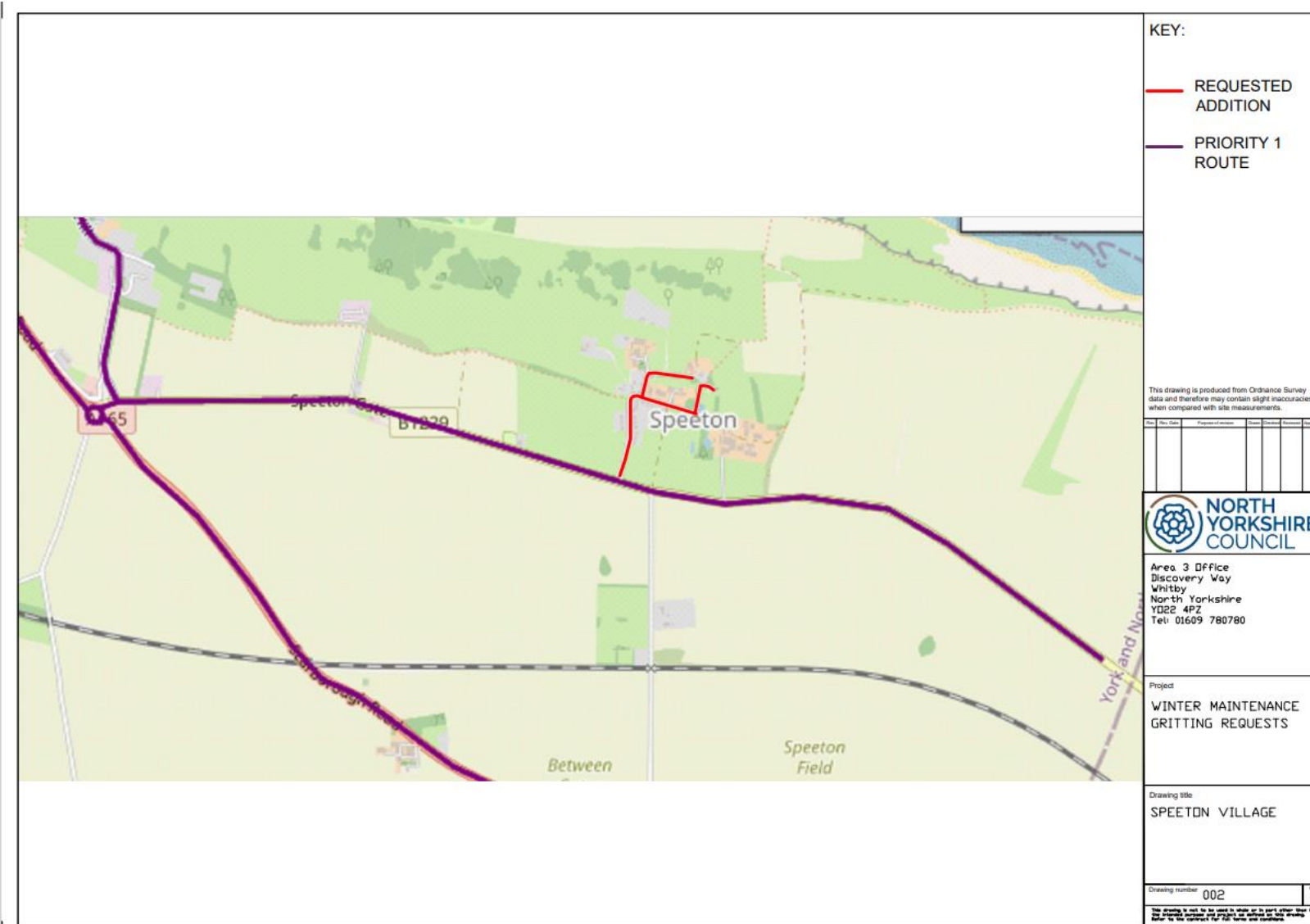
North Yorkshire
Council

Winter Maintenance Route Amendment Request for 2025 - 2026
Request 4 - Watlass Lane, Thornton Watlass

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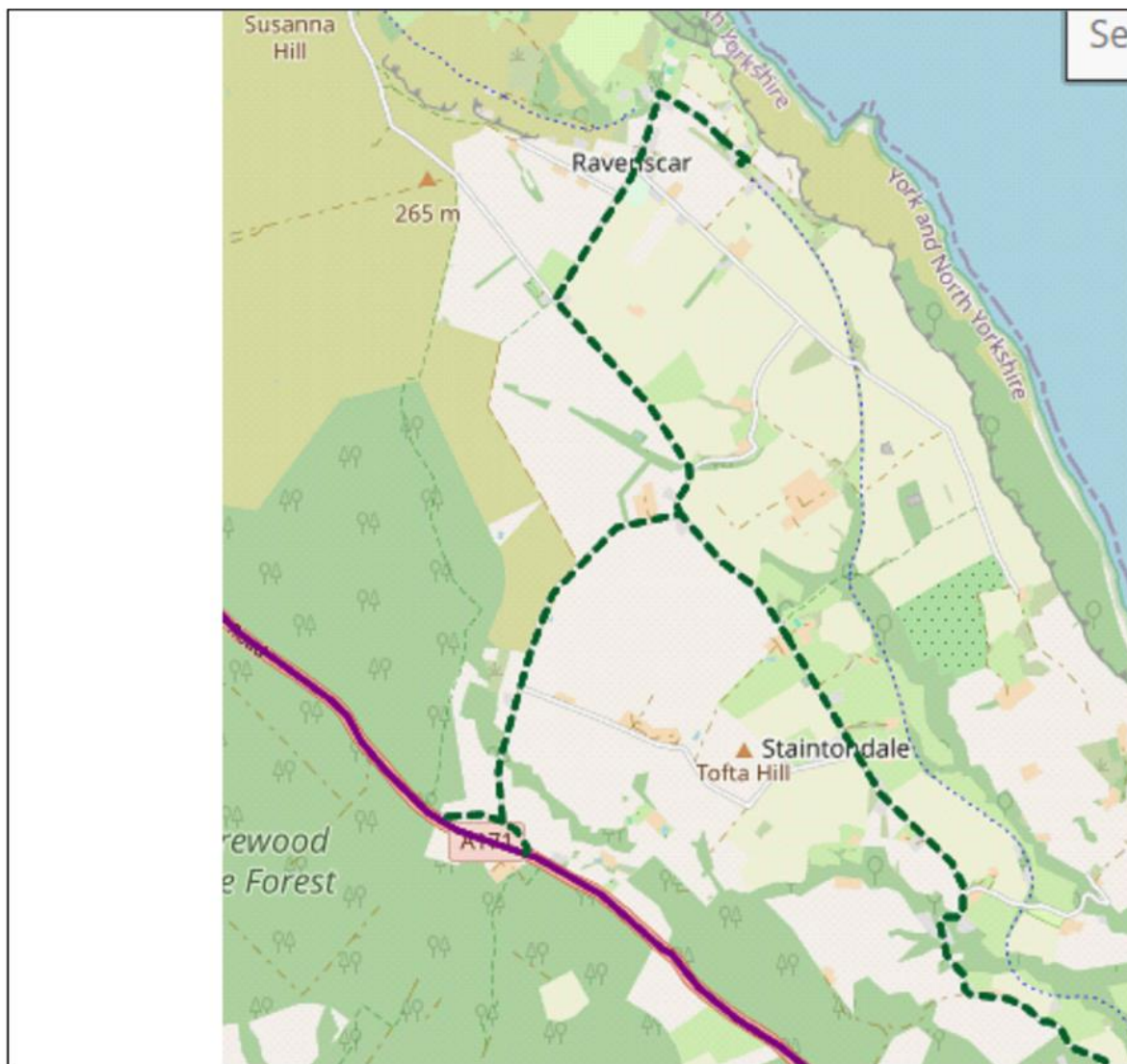
Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
3	1	Local Parish Council	That the gritter treats the roads in Speeton village	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 2 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 660 metres</p> <p>The community of Speeton is not large enough to be added to the Priority 2 network. The roads are relatively flat and easily traversed in all but the worst conditions.</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 Councils policy and is consistent with the approach elsewhere in the County.</p>	No	

Area	Item
3	1



Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
3	2	Local Resident	That the road up to Ravenscar is upgraded from a Priority 2 route to a Priority 1 route	<p>Current Priority: 2</p> <p>Number Of Grit Bins: 4 Number Of Grit Heaps: 32</p> <p>Length Of Upgrade: 10,600 metres</p> <p>The request was received after a particularly heave period of snow fall when it was acknowledged that we were delayed getting onto the Priority 2 routes due to the conditions on the Priority 1 routes in the area.</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 Councils policy and is consistent with the approach elsewhere in the County.</p>	No	

Area	Item
3	2



KEY:

- PRIORITY 2 REQUESTED TO PRIORITY 1
- PRIORITY 1 ROUTE

This drawing is produced from Ordnance Survey data and therefore may contain slight inaccuracies when compared with site measurements.

Date	By	Project	Drawn	Checked	Reviewed

NORTH YORKSHIRE COUNCIL

Area 3 Office
Discovery Way
Whitby
North Yorkshire
YO22 4PZ
Tel: 01609 780780

Project
WINTER MAINTENANCE
GRITTING REQUESTS

Drawing title
RUDDA RD/ RAVENSCAR

Drawing number 001 1 of 1

This drawing is not to be used in whole or in part other than for the intended purpose and project as defined on the Drawing Refer to the contract for full terms and conditions.

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
4	NIL RETURN					

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
5	1	Local resident	Raikeswood Drive, Skipton Request this location to be added to gritting route.	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 1 – at the junction with Rockwood Drive</p> <p>Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 258 metres</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due the fact that the current level of treatment is in line the Council’s policy and is consistent with the approach elsewhere in the County.</p>	No	

Area	Item
5	1

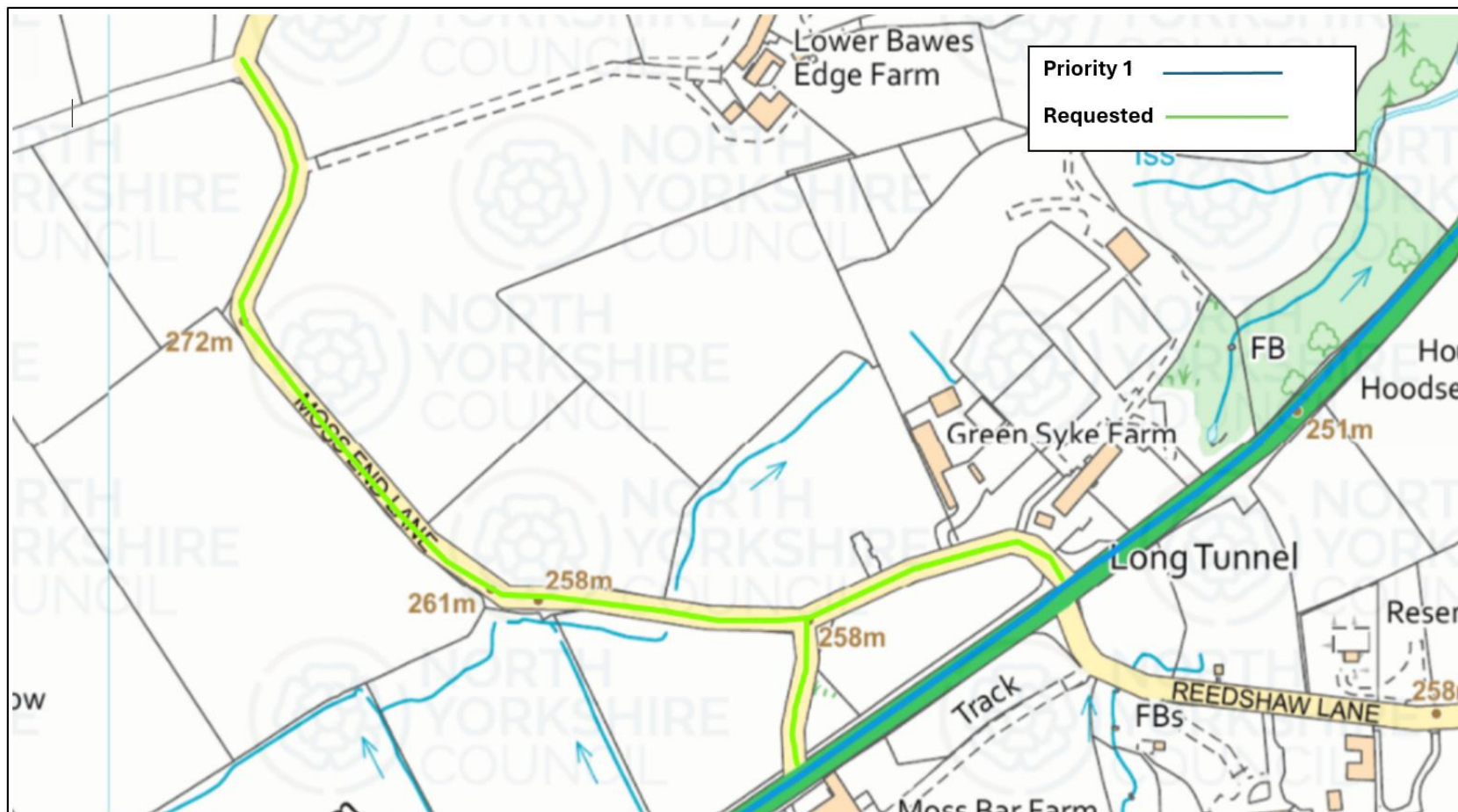




NORTH YORKSHIRE COUNCIL
Environment Department
Corporate Director: Karl Battersby
Assistant Director: Barrie Mason
 Highways & Transportation, Parking Services,
 Street Scene, Parks & Grounds

Area 5: Raikeswood Drive, Skipton
Request for Winter Maintenance Upgrade

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
5	2	Local resident	Moss End Lane, Cowling Request this location to be added to a P2 gritting route.	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 720 metres</p> <p><u>Recommendation</u></p> <p>That the priority remains as is due the fact that the current level of treatment is in line the Council's policy and is consistent with the approach elsewhere in the County.</p>	No	

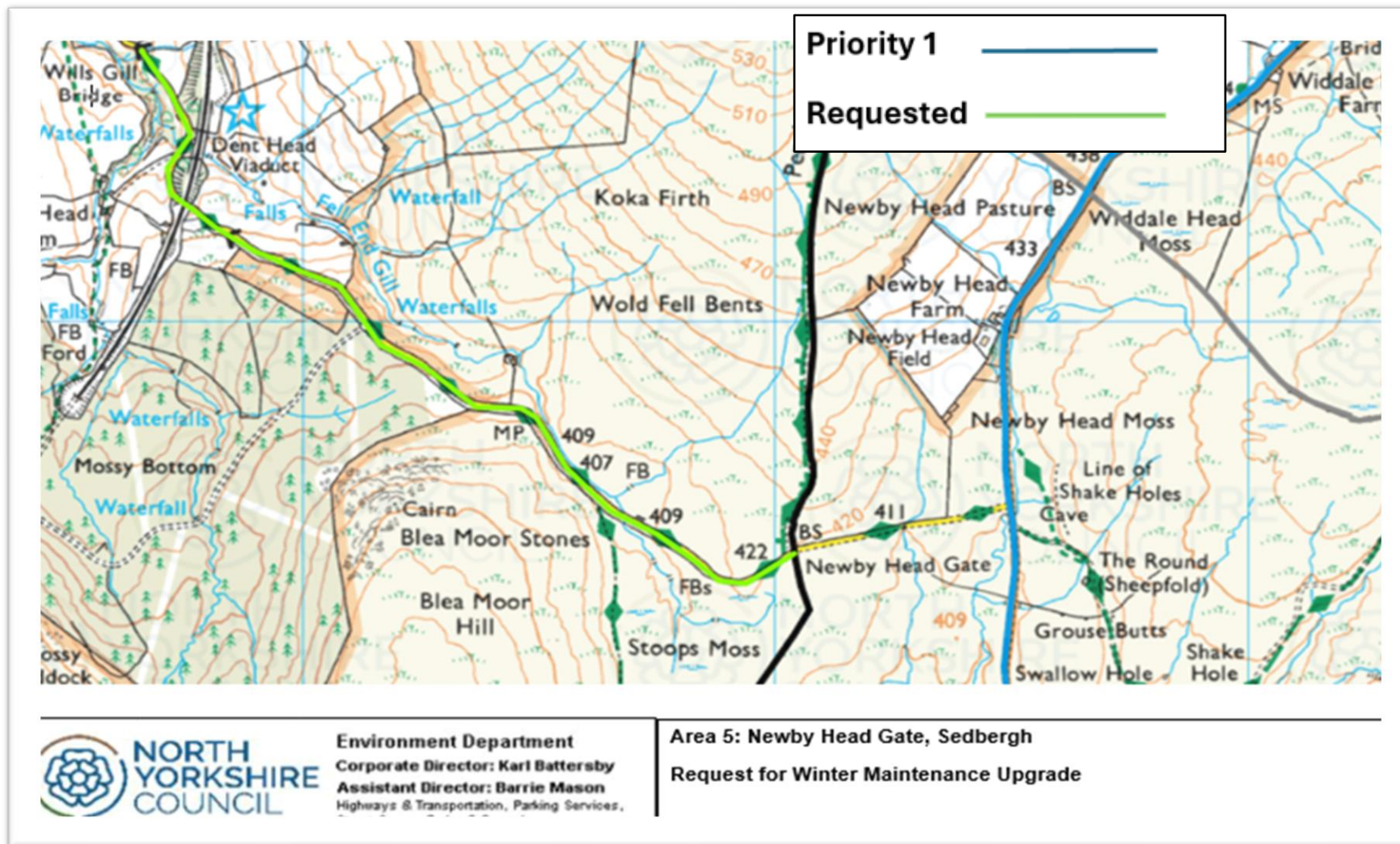
Area	Item
5	2



 <p>NORTH YORKSHIRE COUNCIL</p>	<p>Environment Department Corporate Director: Karl Battersby Assistant Director: Barrie Mason Highways & Transportation, Parking Services, Street Scene, Parks & Grounds</p>	<p>Area 5: Moor End Lane, Cowling Request for Winter Maintenance Upgrade</p>
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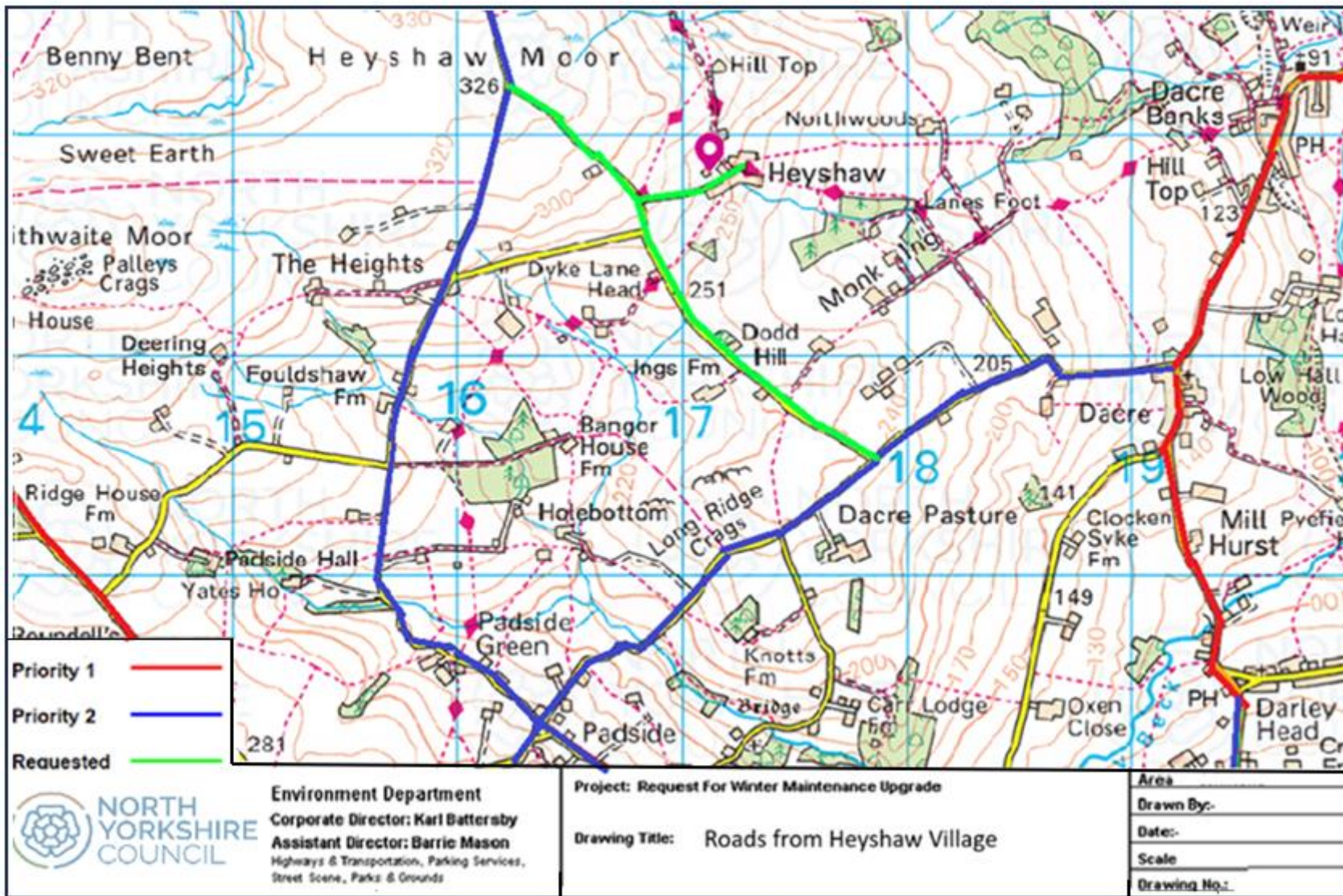
Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
5	3	Westmorland and Furness Council	Cross boundary proposal - Treat road to layby at Dent Head viaduct due to an ongoing landslip	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 2088m</p> <p><u>Recommendation</u></p> <p>The road is unsuitable for treatment by standard gritter vehicles due to its steep downhill gradient and multiple bends. It is therefore recommended that NYC utilise a nearby farming contractor to carry out gritting operations on this section of road down to the Viaduct. However, this treatment should be undertaken under Priority 3 conditions only, in accordance with the Council's winter service policy for P3 routes. It is proposed that support is offered for the duration of the 25/26 winter season given access restrictions exist over the border, but that such treatments are wholly dependent upon the availability of farming / subcontractor resource and following consideration of service need on North Yorkshire's network. If approved the cost of this will be recharged to W&F Council, making it cost neutral to NYC.</p>	Yes, with caveats	

Area	Item
5	3



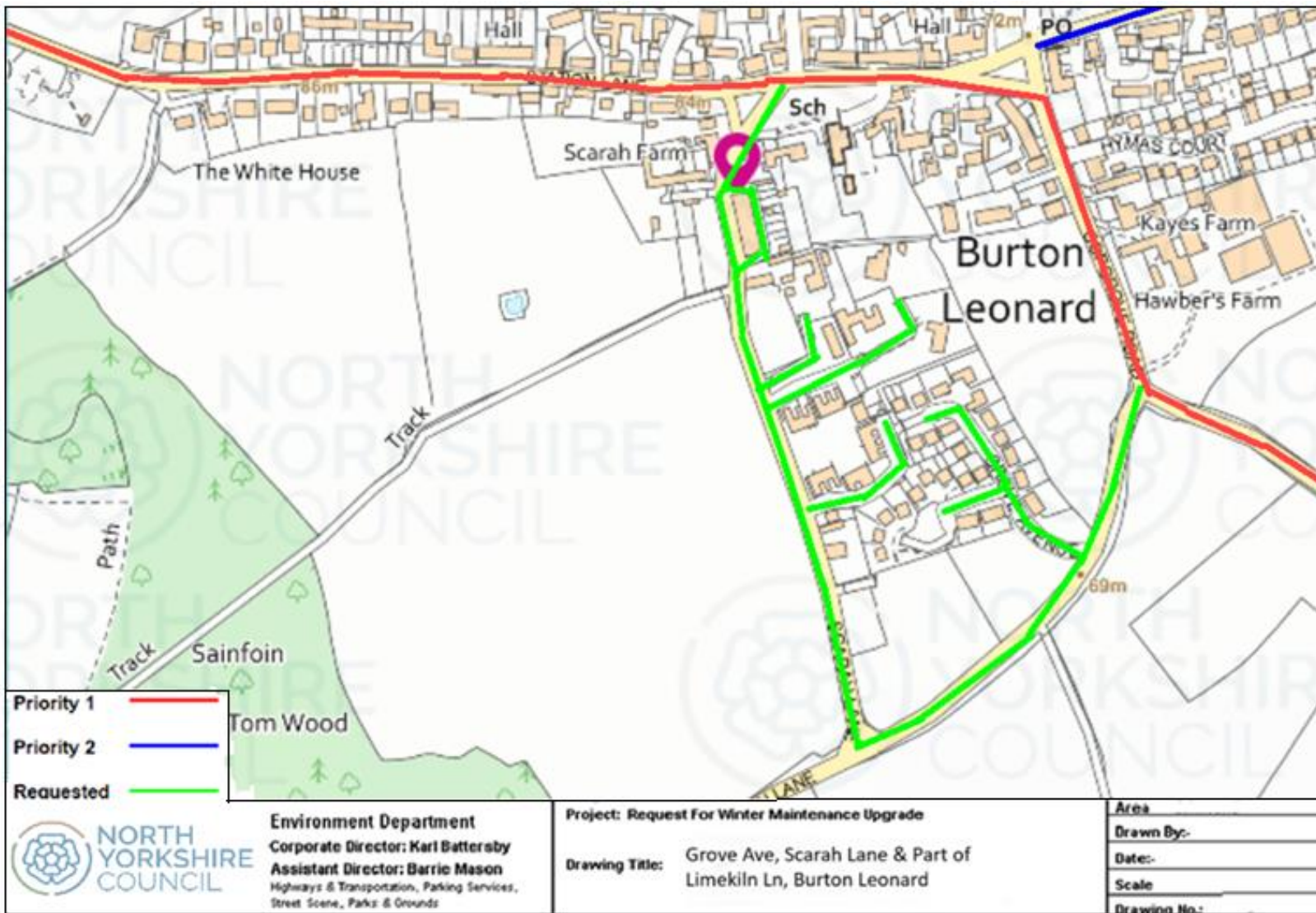
Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
6	1	Petition from Local Residents	<p>Heyshaw Village and Dike Lane, HG3</p> <p>23 local residents out of population of circa. 100 people have signed a petition asking for the roads in and out of the village to be added to a gritting route as the village can become isolated during icy and snowy conditions.</p> <p>Shortest distance from centre of village to a gritted road is approx. 1.15km.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 1 Number Of Grit Heaps: 12</p> <p>Length Of Upgrade: 3000 metres</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 Council's policy and is consistent with the approach elsewhere in the County.</p> <p>Please note that similar requests were considered in 2022, 2023 & 2024 when it was resolved that an upgrade should not be approved.</p>	No	

Area	Item
6	1



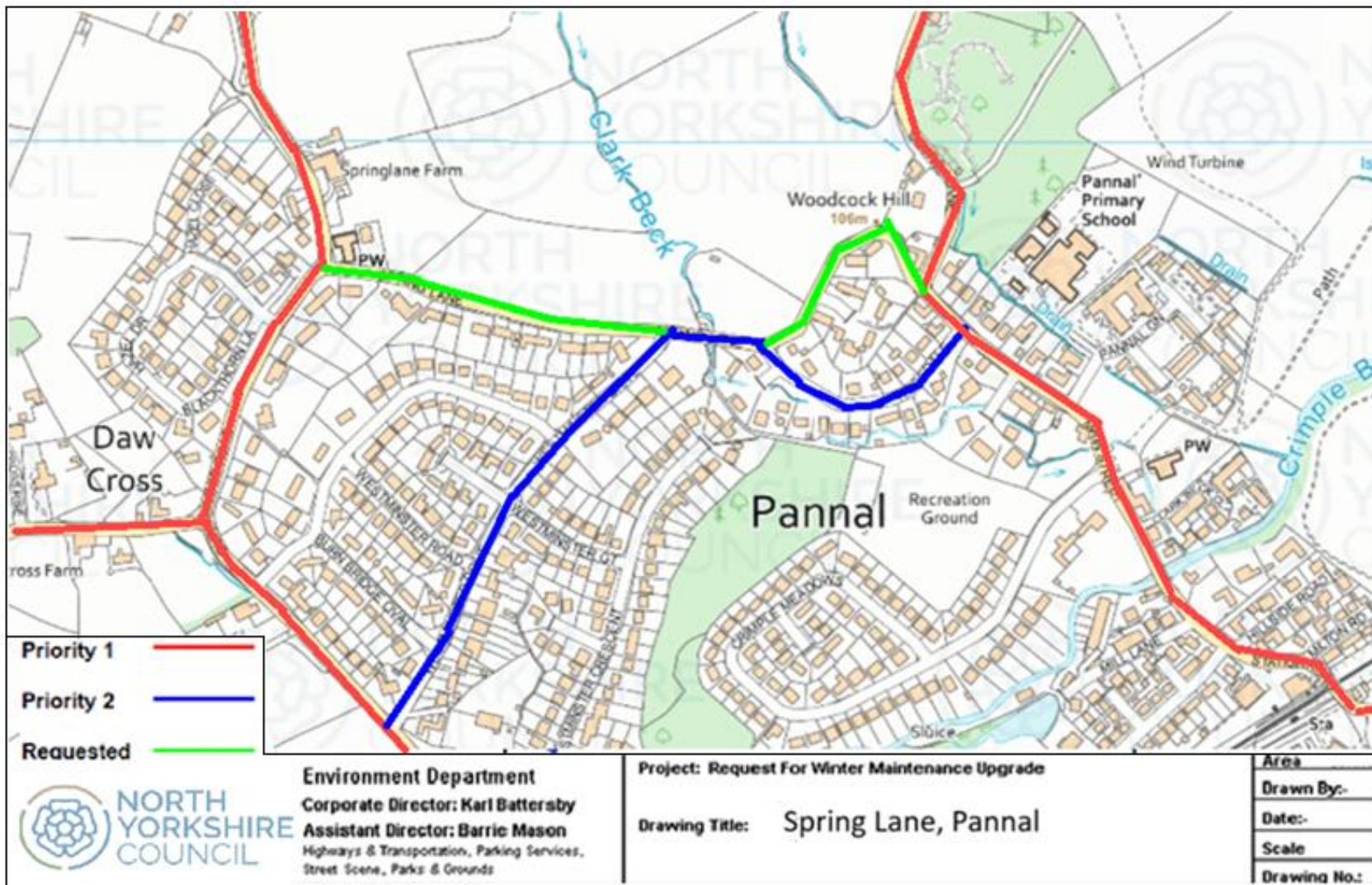
Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
6	2	Local Resident	<p>Grove Ave, Scarah Lane & part of Limekiln Lane, Burton Leonard</p> <p>Request to upgrade residential roads to a P2 route to improve access in and out of these roads.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 3 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 1,507 metres</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 Council's policy and is consistent with the approach elsewhere in the County.</p>	No	

Area	Item
6	2



Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
6	3	Local Member	<p>Spring Lane, Pannal</p> <p>Part of Spring Lane is on a P2 route; however, the request is to include the remaining sections of Spring Lane to the P2 route.</p> <p>The Member notes this will better connect Burn Bridge to Pannal and reduce risk of accidents on this inclined road when it is icy or snowy.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 4 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 555 metres</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 Council's policy and is consistent with the approach elsewhere in the County.</p>	No	

Area	Item
6	3



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

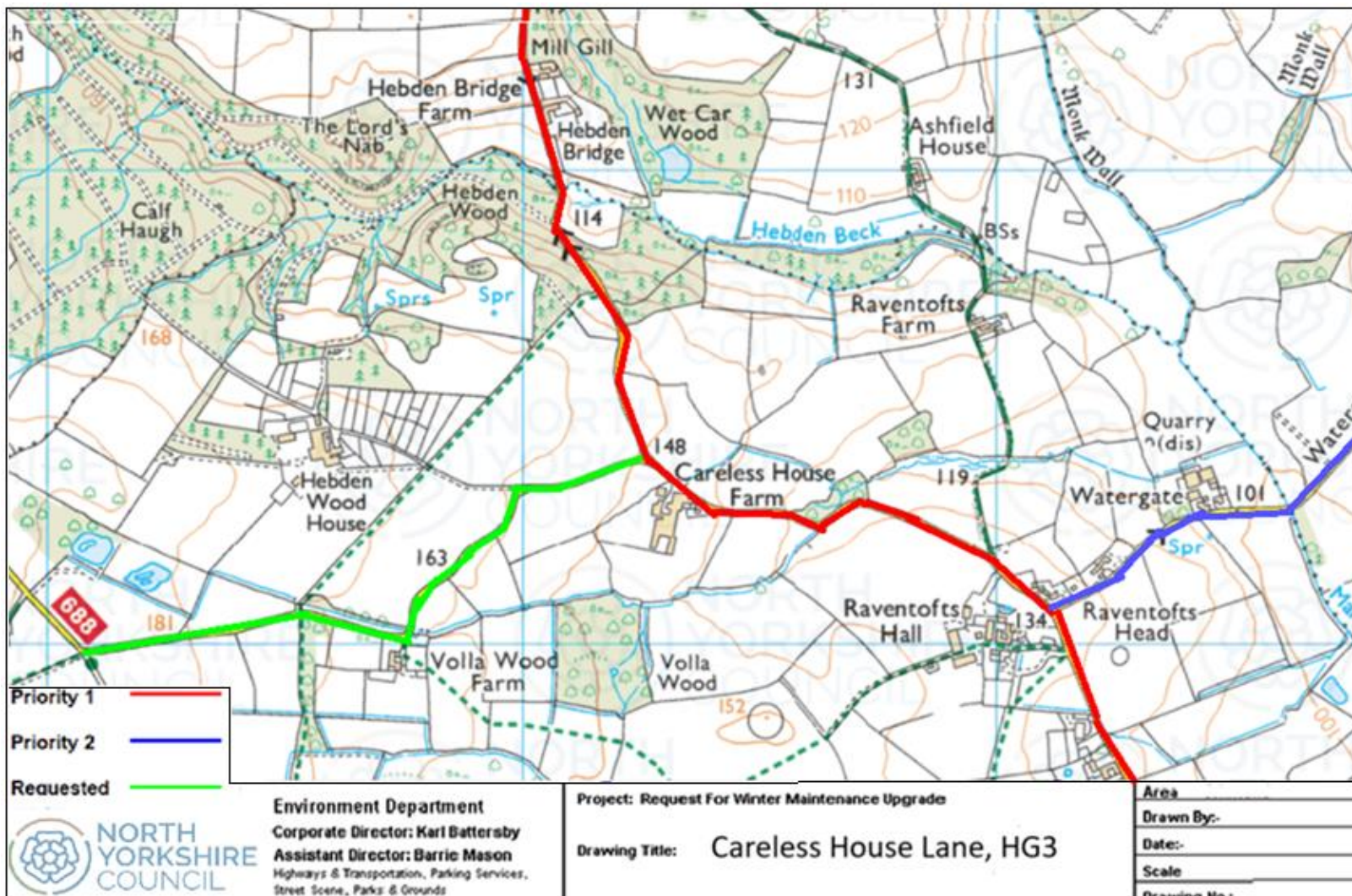
Project: Request For Winter Maintenance Upgrade

Drawing Title: Spring Lane, Pannal

Area
Drawn By:
Date:
Scale
Drawing No.:

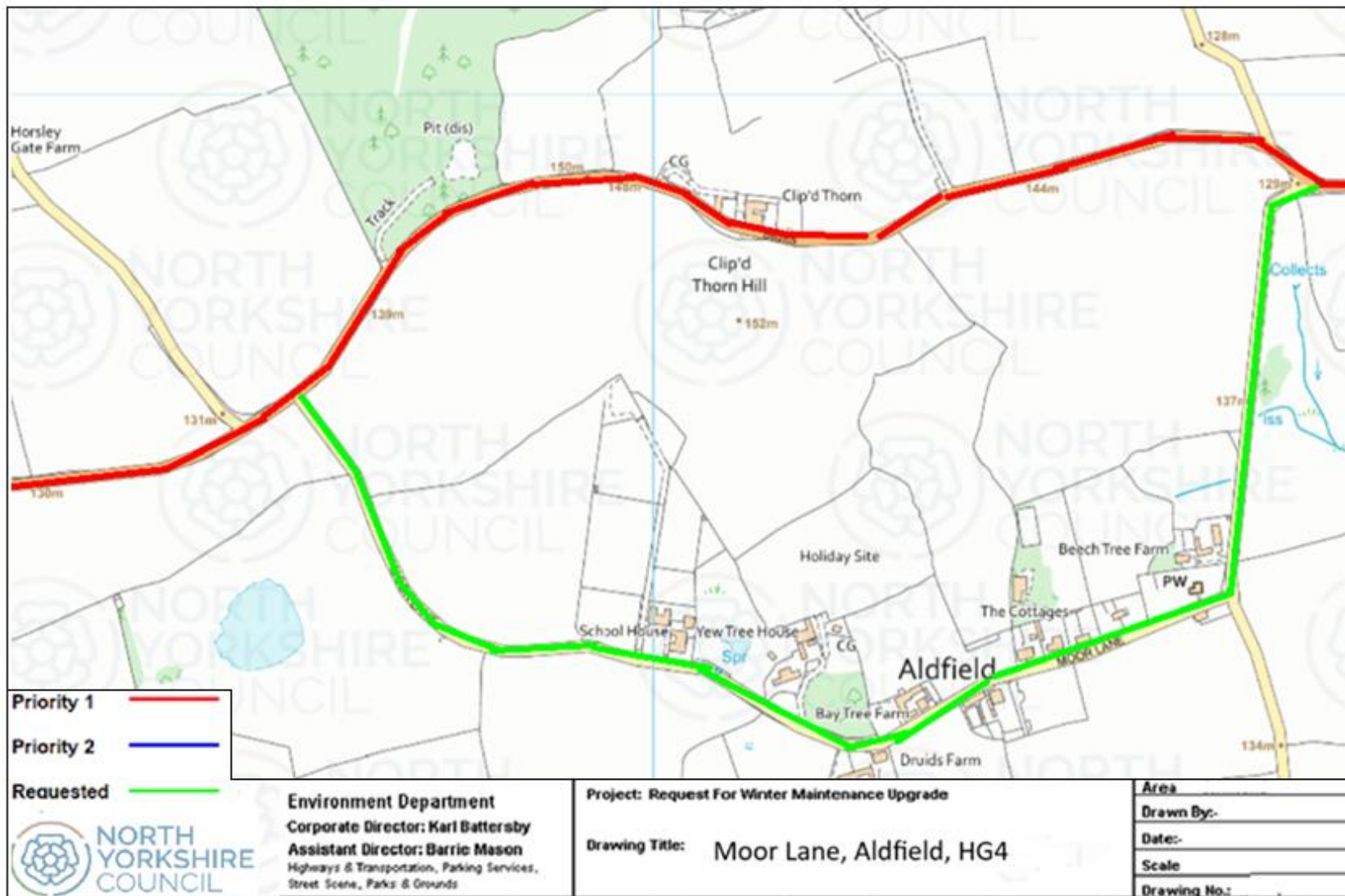
Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
6	4	Local Resident	<p>Careless House Lane, HG3</p> <p>Part of this named road is gritted as a P1 but the rest is a P3.</p> <p>P1 route is close to the area of the request and the location has two farms along the road.</p> <p>The local resident noted this road was difficult to navigate when icy / snowy unless you have a 4 x 4.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 1380 metres.</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 Council's policy and is consistent with the approach elsewhere in the County.</p>	No	

Area	Item
6	4



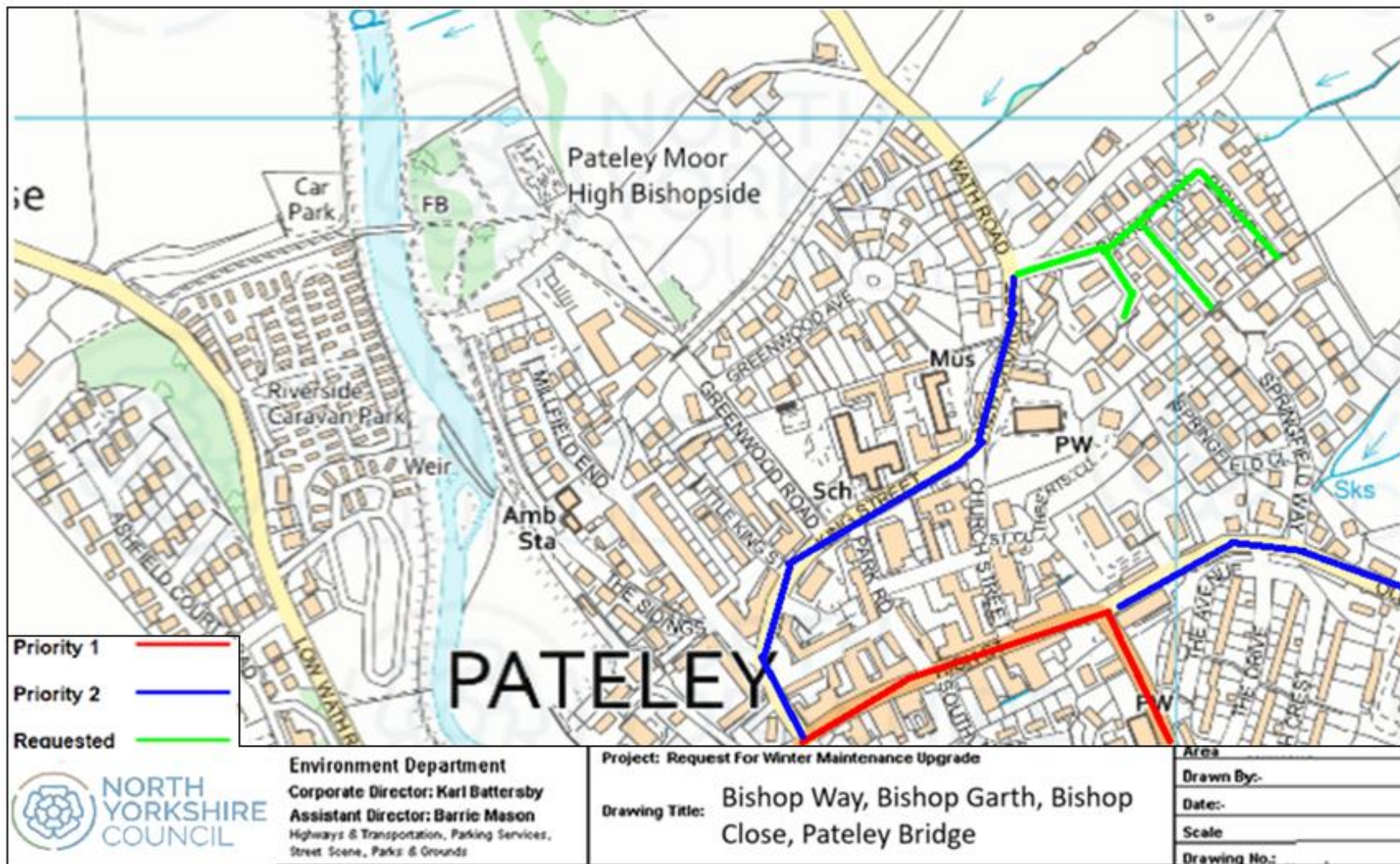
Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
6	5	Local Resident	<p>Aldfield, Moor Lane, HG4</p> <p>Request to add these roads as a P2 route so to link the roads from Alderfield village to the B6265 which is a P1 route.</p> <p>The local resident advises that the road through the village is difficult to drive along when icy/snowy and the village can be isolated as a consequence.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 1660 metres.</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 Council's policy and is consistent with the approach elsewhere in the County.</p>	No	

Area	Item
6	5



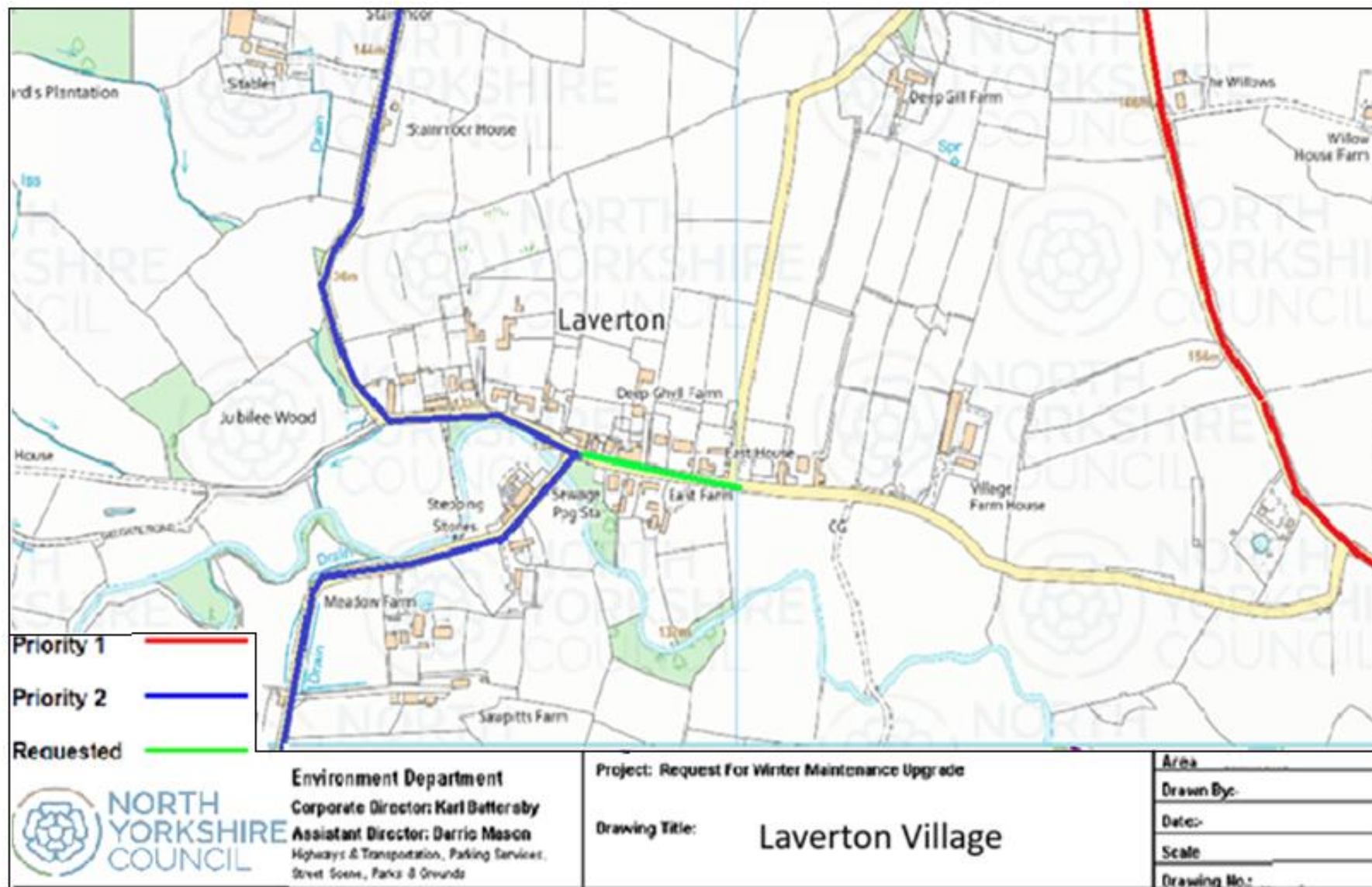
Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
6	6	Local Resident	<p>Bishop Way / Bishop Garth / Bishop Close, Pateley Bridge</p> <p>Request from a local resident to include these residential roads as part of a P2 route.</p> <p>Roads are steep making driving when icy /snowy difficult.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 8 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 345 metres.</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 Council's policy and is consistent with the approach elsewhere in the County.</p>	No	

Area	Item
6	6



Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
6	7	Local Member & Local Parish Council	<p>Laverton village</p> <p>To include a short section that runs in front of approx. 18 properties, this is just off a current P2 route and will help these residents, there is also a junction so the gritter can turnaround.</p>	<p>Current Priority: 3</p> <p>Number of Grit Bins: 3 Number of Grit Heaps: 0</p> <p>Length of Upgrade: 200 metres</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 Council's policy and is consistent with the approach elsewhere in the County.</p> <p>Please note that a similar request was considered in 2024 when it was resolved that an upgrade should not be approved.</p>	No	

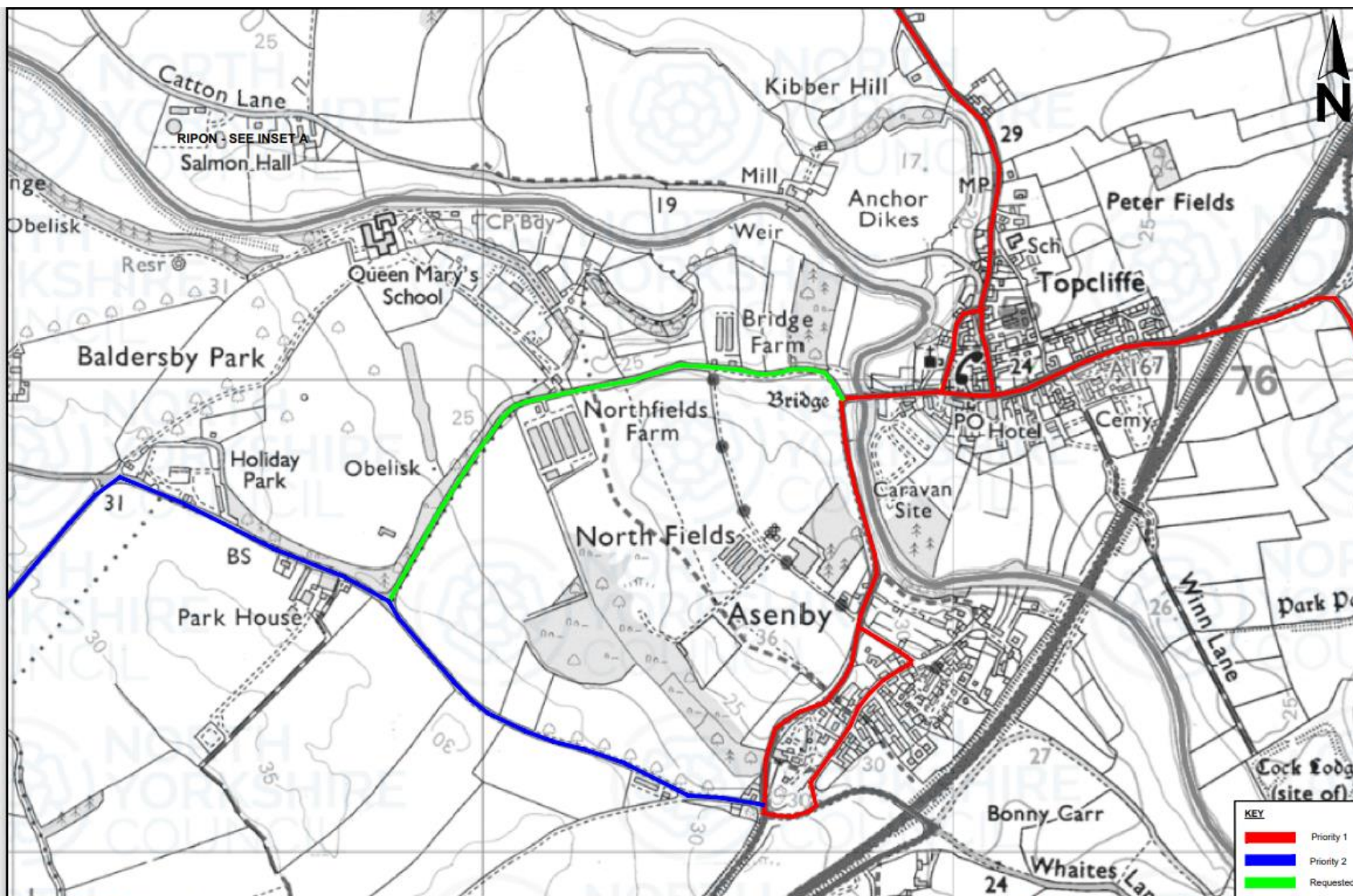
Area	Item
6	7



Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
6	8	Park Road, Asenby	<p>Park Road, Asenby (referenced as Park Lane in request)</p> <p>This request was originally considered in the 9 August 2024 meeting with the following narrative:</p> <p>Change requested: Residential road currently a P3, resident has requested this be upgraded to P2 so they can get out of this road when it snows or is icy.</p> <p>At the 9 August 2024 meeting, the officer recommendation (upheld by Corporate Director & Executive Member) was: 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> <p>The resident has communicated further with NYC (between April and June 2025), stating: The submission that was presented to the Executive Members did not resemble the request I originally submitted. In particular,</p>	<p>Current Priority: 3</p> <p>Number of Grit Bins: 0 Number of Grit Heaps: 0</p> <p>Length of Upgrade: 1200 metres</p> <p><u>Officer comments (August 2025):</u> Routes treated as part of the Priority 1 and Priority 2 network have evolved over a significant number of years. Some of the overarching principles in determining these routes include ensuring access to as many communities (and their facilities, including schools) as much as is reasonably practicable. It is recognised that key destinations such as schools, hospitals and service centres (town centres) benefit from being part of that winter treatment regime and many are on, or accessed from, Priority 1 & Priority 2 routes. Given the vast network in North Yorkshire, and with over 450 schools / colleges / academies in the county alongside and an extensive network of private and public bus routes, it is not practicable to accommodate every request without the potential to</p>	No	

			<p>it failed to mention that Park Lane is an access road to a school something I highlighted in my original request.</p> <p>The resident went on to say: I still don't understand how decisions are made. Specifically, I'm unclear what guidance or criteria the Environment Executive Members use to make impartial and informed decisions on which roads to approve or deny for gritting. I was sent the following link as a reference: NYCC Winter Maintenance Policy, but I don't feel it provides a clear explanation of how requests like mine are assessed.</p> <p>Given that Park Lane serves as an access route to a school, I would also appreciate clarification on whether school access routes are given any priority within the gritting policy.</p>	<p>significantly increase what is an already-comprehensive network treatment regime across the county and would likely be cost prohibitive.</p> <p>There is a means of accessing a treated route that facilitates passage to Topcliffe Primary School from the southwest (and is adjacent / runs parallel to Park Road). The routes that are currently treated benefit roads users travelling to that school and to / from adjacent communities and wider destinations. It is recognised existing treatments do not serve Queen Mary's School to the same extent.</p> <p>However, facilitating such a request has the potential to set a precedent for other such calls for treatment. This would require a full and fundamental review of all winter gritting routes in order to manage the overall cost of delivering the winter service given the wider financial challenges we are currently managing across the council.</p> <p>Interrogation of our records indicates there have been no accidents (winter weather related or otherwise) on Park Road in the last 5 years (01/01/2020-12/06/2025).</p> <p>It is therefore the officer recommendation that that the priority remains 'as is' due to the fact that the current level of treatment (P3) is in line with the Council's policy and is consistent with the approach elsewhere in the County for a road of this category.</p>		
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Area	Item
6	8



KEY

- █ Priority 1
- █ Priority 2
- █ Requested

NORTH YORKSHIRE COUNCIL
 Environment Department
 Corporate Director: Karl Battersby
 Assistant Director: Barrie Mason
Highways & Transportation, Parking Services, Street Scene, Parks & Open Space

Project: Request for Winter Maintenance Upgrade
Drawing Title: Park Road, Asenby

NO.	DESCRIPTION	DATE	BY	CHECKED	DATE	BY	SCALE	REVISIONS
1	ISSUED FOR TENDERS	24/08/2025	CP	CP	24/08/2025	CP	1:1	
2	FOR INFORMATION							
3	FOR INFORMATION							
4	FOR INFORMATION							
5	FOR INFORMATION							
6	FOR INFORMATION							
7	FOR INFORMATION							
8	FOR INFORMATION							
9	FOR INFORMATION							
10	FOR INFORMATION							

NTS/ AS SHOWN
 A6-WM-GRITTING-UPGRADE
 ORIGINAL: A3 DATE: AUGUST 2025

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	CD / Member Approved
7	1	Drax Power Station	To include the material handling entrance of Drax Power Station due to hundreds of vehicle movements requiring access.	<p>Current Priority: Route 2A</p> <p>Length Of Upgrade: 433 metres</p> <p><u>Recommendation</u></p> <p>This would require salting an additional 433m (New Road), turning round in the material handling entrance then travelling south back to Carr Lane and then left into Carr Lane and continuing with the existing route. Whilst this is easily achievable, acceding to this request does have the potential to set a precedent for other similar requests, which may then have a significant cumulative impact across the county and generate further service demand from other large employers / places of business, schools, hospitals, residents etc.so the No recommendation ensures parity when considered against other requests.</p>	No	

Area	Item
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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 2025/26 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.

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 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	Nigel Smith [nigel.smith@northyorks.gov.uk]
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 2025

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 as well as a request for assistance from a neighbouring authority.

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 minimal 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 a minimal increase in cost, but this could be recharged to the neighbouring authority (see Para 5.1).

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
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			

Section 7. How will this proposal affect people who...		Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
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	
If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.	

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

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)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	Yes
2. Adverse impact - adjust the proposal - 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.	
3. Adverse impact - continue the proposal - 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)	
4. Actual or potential unlawful discrimination - stop and remove the proposal – 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.

Action	Lead	By when	Progress	Monitoring arrangements
None				

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: Nigel Smith

Job title: Head of Highway Operations

Directorate: Environment

Signature: N Smith

Completion date: 24 July 2025

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 26/07/2025

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	Winter Gritting Route Requests and Proposed Changes in advance of 2025/26 season.
Brief description of proposal	Seek authorisation for any alterations to the priority 1 and 2 gritting routes in advance of the coming winter season and consider a request from a neighbouring authority
Directorate	Environment
Service area	Highway Operations
Lead officer	Nigel Smith
Names and roles of other people involved in carrying out the impact assessment	None
Date impact assessment started	June 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.

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

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.

<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,</p>	<p>Emissions from travel</p>		<p>X</p>	<p>Very minor impact for a limited time and only if assistance is provided during extreme snow conditions</p>	<p>Only treat when necessary and resources permit and during snow events</p>	<p>This offer of support to neighbouring authority would only extend during the 25/26 winter season</p>

<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>increasing energy efficiencies etc.</p>	<p>Emissions from construction</p>	<p>X</p>				
	<p>Emissions from running of buildings</p>	<p>X</p>				
	<p>Emissions from data storage</p>	<p>X</p>				
	<p>Other</p>	<p>X</p>				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>X</p>				
<p>Reduce water consumption</p>		<p>X</p>				
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>X</p>				

<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>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance conservation and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</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:

Name	Nigel Smith
Job title	Head of Highway Operations
Service area	Highway Operations
Directorate	Environment
Signature	
Completion date	24 July 2025

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

Date: **30/07/2025**