

North Yorkshire County Council

Business and Environmental Services

Executive Members

20 August 2021

Winter Gritting Routes 2021-22

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 County Councillor Don Mackenzie, Executive Member for Access 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 County Councillor Don Mackenzie, Executive Member for Access prior to the commencement of winter operations.
- 2.2 Requests for amendments to the winter gritting routes for the 2021-22 season have been compiled and are presented in Appendix A. Requests have been received for Area 1 – Brompton on Swale (Richmond); Area 2 - Thirsk (Hambleton), Area 5 (Skipton), Area 6 (Boroughbridge/Harrogate). No requests have been received for Area 3 (Whitby/Scarborough), 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 Cllr Don Mackenzie, Executive Member for Access.

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 and winter reserve funds. Currently there are no routes upgrade requests 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 access; 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 County Councillor Don Mackenzie, Executive Member for Access 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

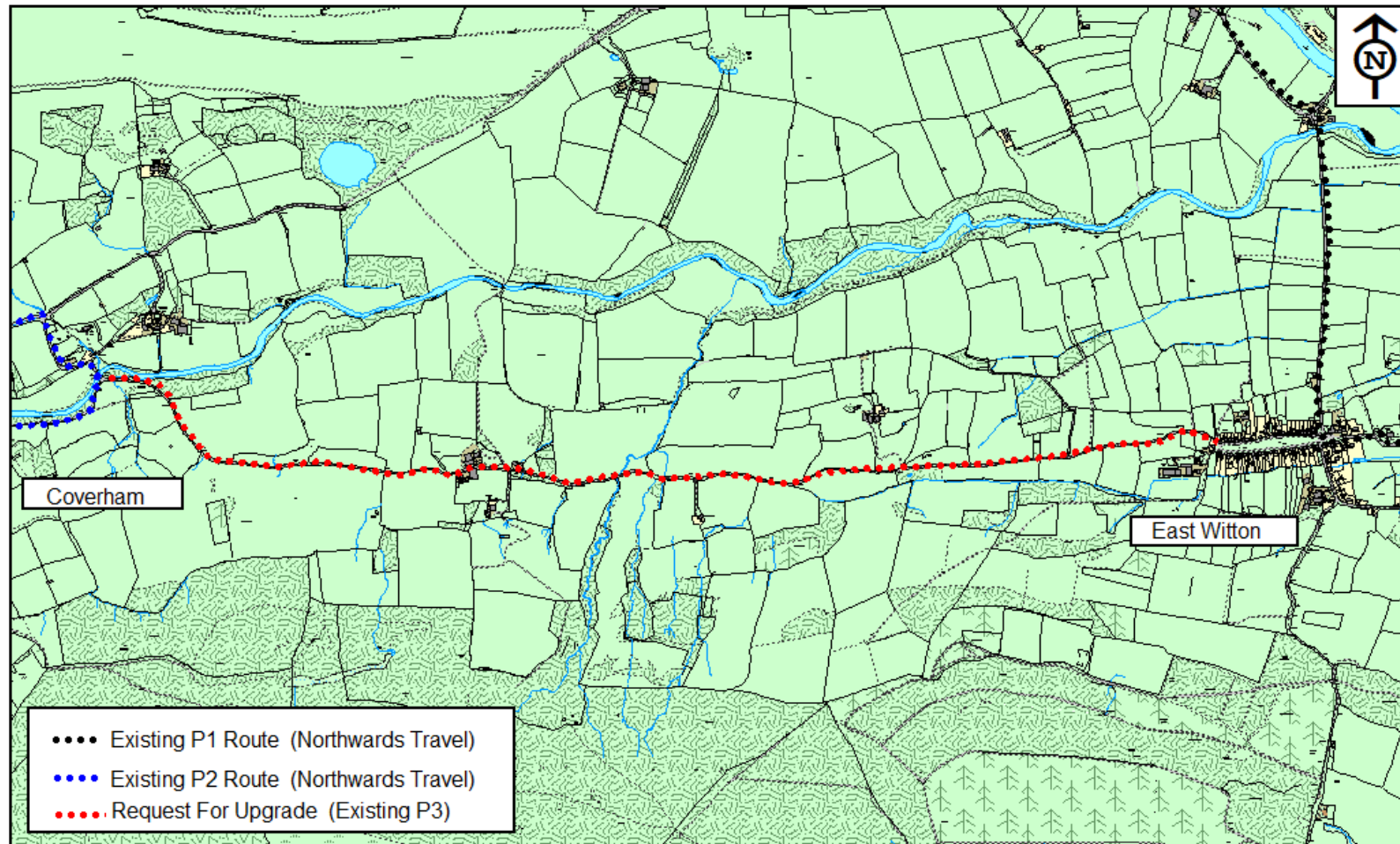
Background Documents: None

Winter Gritting Route Request for 2021-22 season

Area 1.

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
1	1	Resident Braithwaite Lane East Witton	Requests that Braithwaite Lane which links East Witton with Coverham be considered for an upgrade and also for ploughing by contractors	<p>Current Priority: 3</p> <p>Number of Grit Bins: 2 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 4200 metres</p> <p>The upgrade would benefit approximately 50 plus residential properties in the village and a small number of properties and farms outside of 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	

(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017948 ()



- Existing P1 Route (Northwards Travel)
- Existing P2 Route (Northwards Travel)
- Request For Upgrade (Existing P3)

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

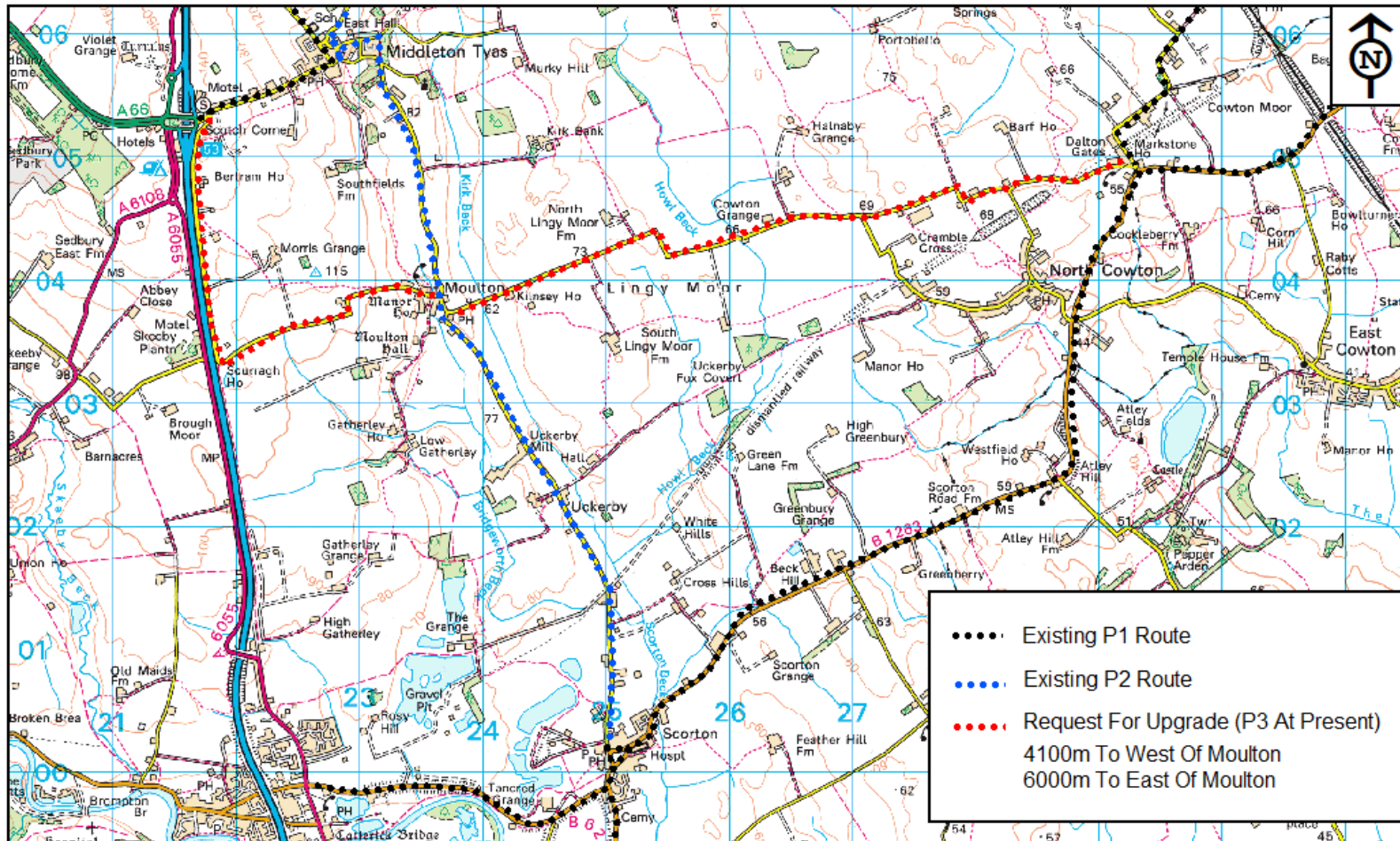
Project:- Request For Winter Maintenance Upgrade
 Drawing Title:- Braithwaite Lane - East Witton

Area 1
 Item 1

Area 1 Richmond
 Drawn By:- I Beighton
 Date:- 26 January 2021
 Scale 1:16383
 Drawing No.:-

1	2	Moulton Parish Meeting	<p>Requests that the road heading north westwards from Moulton to Scotch Corner (R1) and the road which leads eastwards from the village to Dalton Gates (R2) be considered for an upgrade.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins (R1): 4 Number Of Grit Heaps (R1): 0</p> <p>Length Of Upgrade (R1): 4100 metres</p> <p>Number Of Grit Bins (R2): 1 Number Of Grit Heaps (R2): 4</p> <p>Length Of Upgrade (R2): 6000 metres</p> <p>The road which leads to Scotch Corner was constructed as part of the works to upgrade the adjacent A1 to motorway status.</p> <p>The upgrade of the road would benefit approximately 30 plus properties in the village and a small number of properties and farms as well as a care home outside of the village.</p> <p>The upgrade of the road towards Dalton Gates would benefit a small number of properties and farms.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is. The village already has a Priority 2 Route which links into the Priority 1 network.</p>	No	
---	---	------------------------	--	---	----	--

(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017946 ()



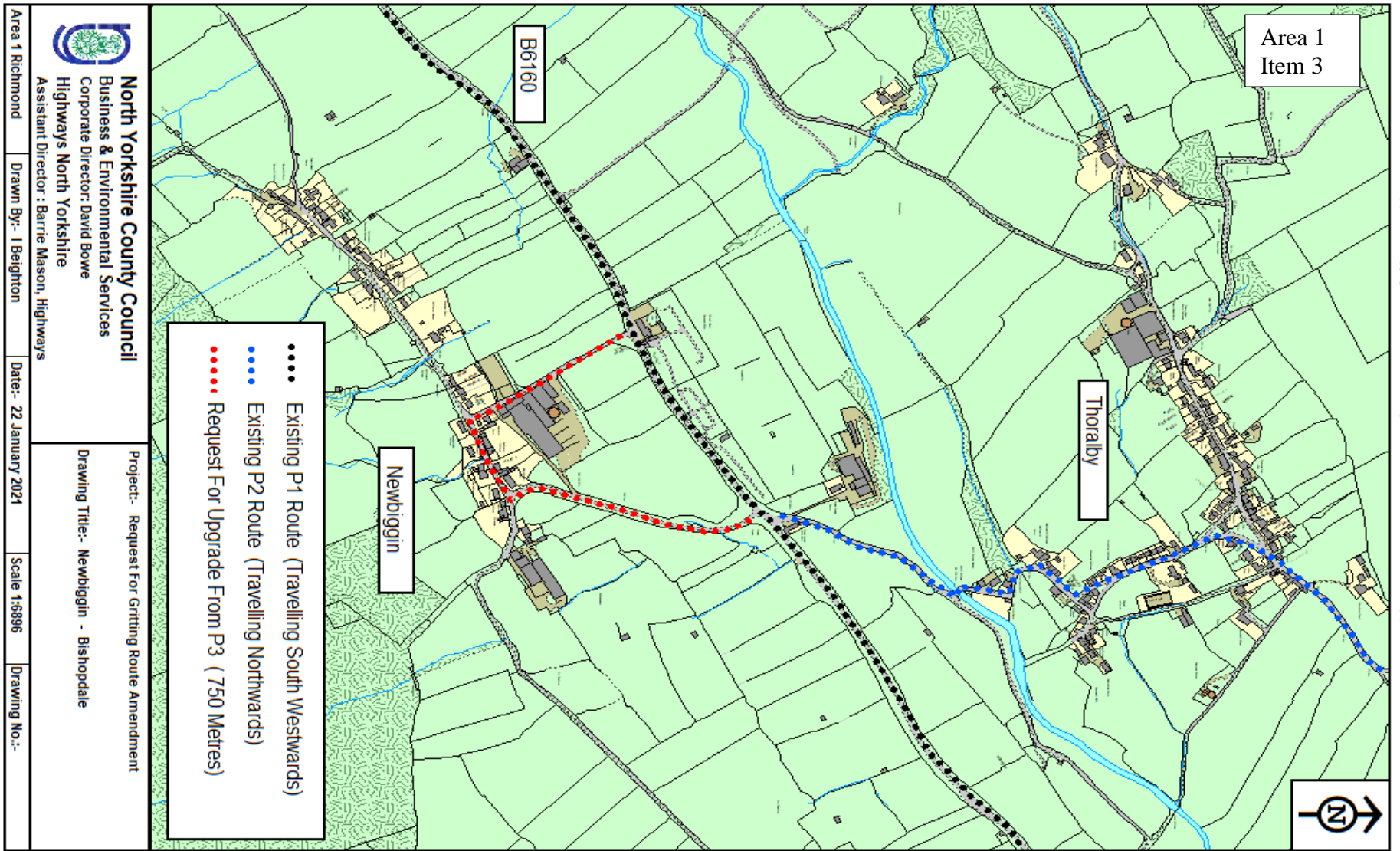
North Yorkshire County Council
 Business & Environmental Services
 Corporate Director: David Bowe
Highways North Yorkshire
 Barrie Mason, Assistant Director, Highways

Project:- Request For Winter Maintenance Upgrade
 Drawing Title:- Moulton Area

Area 1 Richmond
Drawn By:- I Beighton
Date:- 4 March 2021
Scale 1:40350
Drawing No.:-

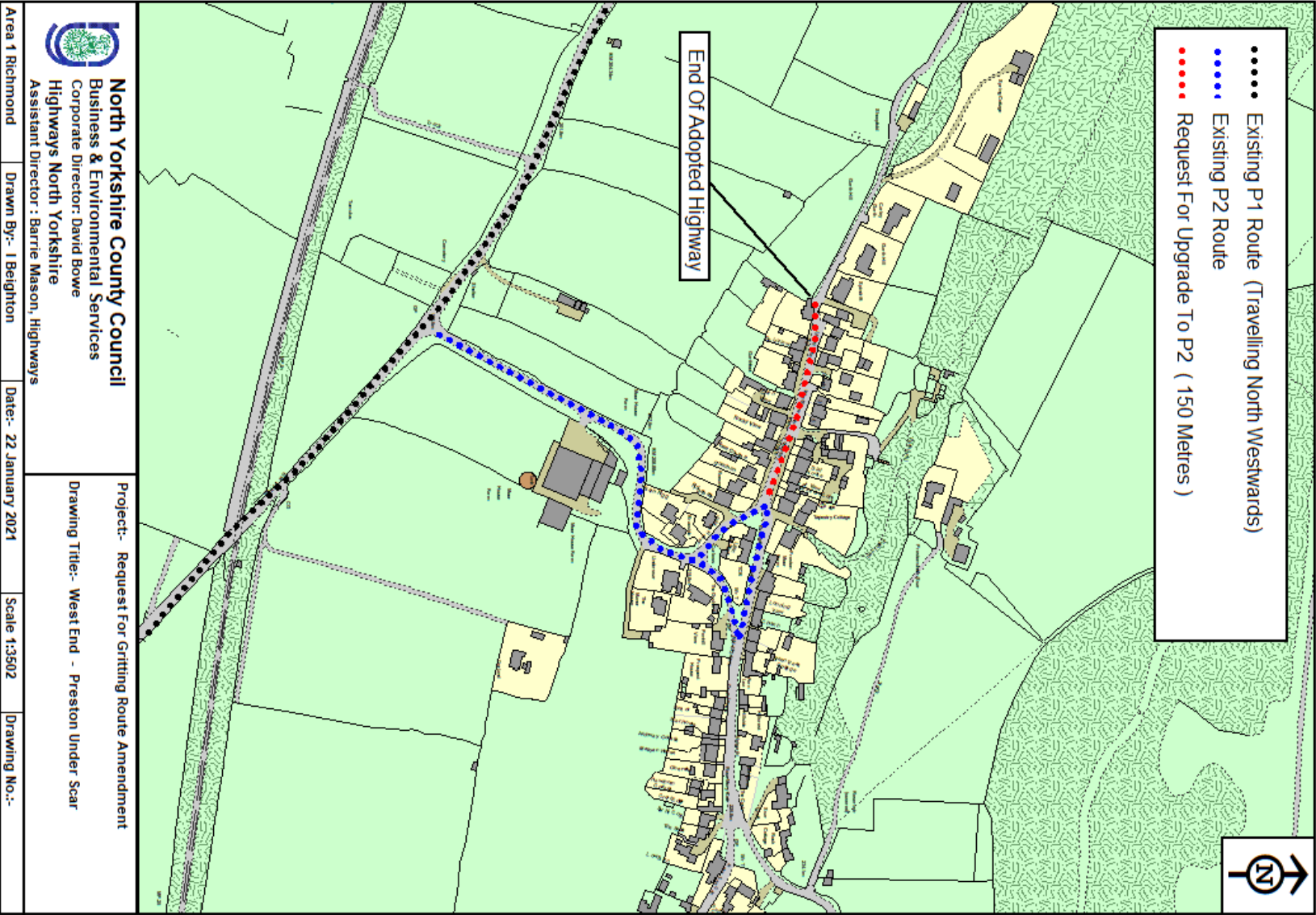
Area 1
 Item 2

1	3	Resident Newbiggin (Bishopdale)	Requests that the village of Newbiggin in Bishopdale be considered for an upgrade.	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 1 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 750 metres</p> <p>Newbiggin has approximately 40 plus residential properties and a number of farms.</p> <p><u>Recommendation</u></p> <p>The priority of the route remains the same 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	
---	---	---------------------------------	--	--	----	--



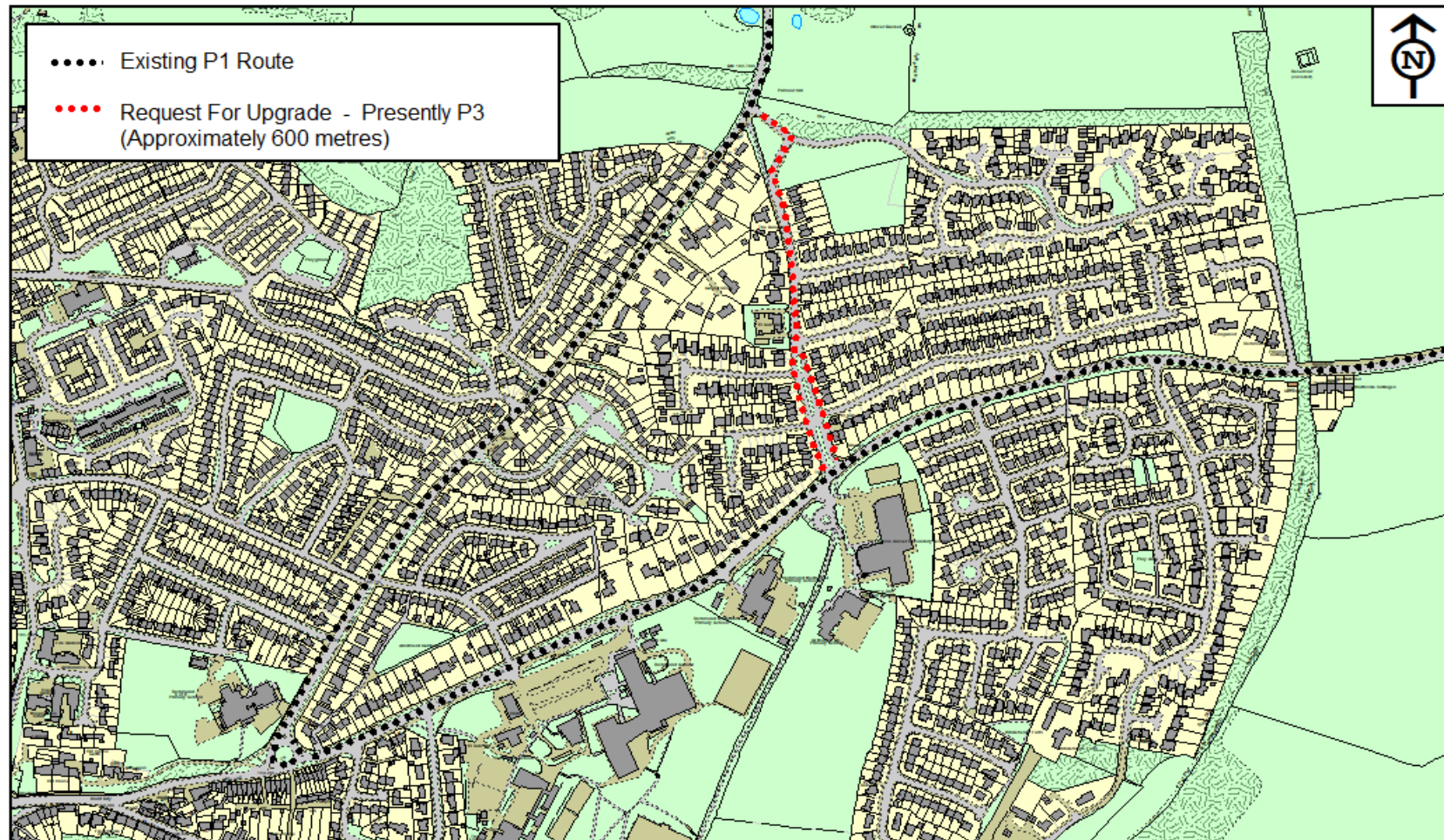
1	4	Preston Under Scar Parish Council	Requests that the cul de sac road known as West End in Preston Under Scar be considered for an upgrade.	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 2 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 150 metres</p> <p>The road has approximately 30 plus residential properties.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is. The village already has a Priority 2 Route which links into the Priority 1 network.</p> <p>The road in question is also level</p>	No	
---	---	-----------------------------------	---	--	----	--


Area 1
Item 4



1	5	Richmond Resident	<p>Requests that Cross Lanes in Richmond be considered for an upgrade.</p> <p>During last winter there was an incident when a land ambulance was unable to negotiate the road and the air ambulance had to be called. The road is also a local bus route.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 2 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 600 metres</p> <p>Cross Lanes has a moderately steep gradient and has approximately 130 plus residential properties either along it or in the cul de sac roads to either side along with a major electricity substation.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is with local contractors treating the road when circumstances dictate.</p>	No	
---	---	-------------------	---	--	----	--

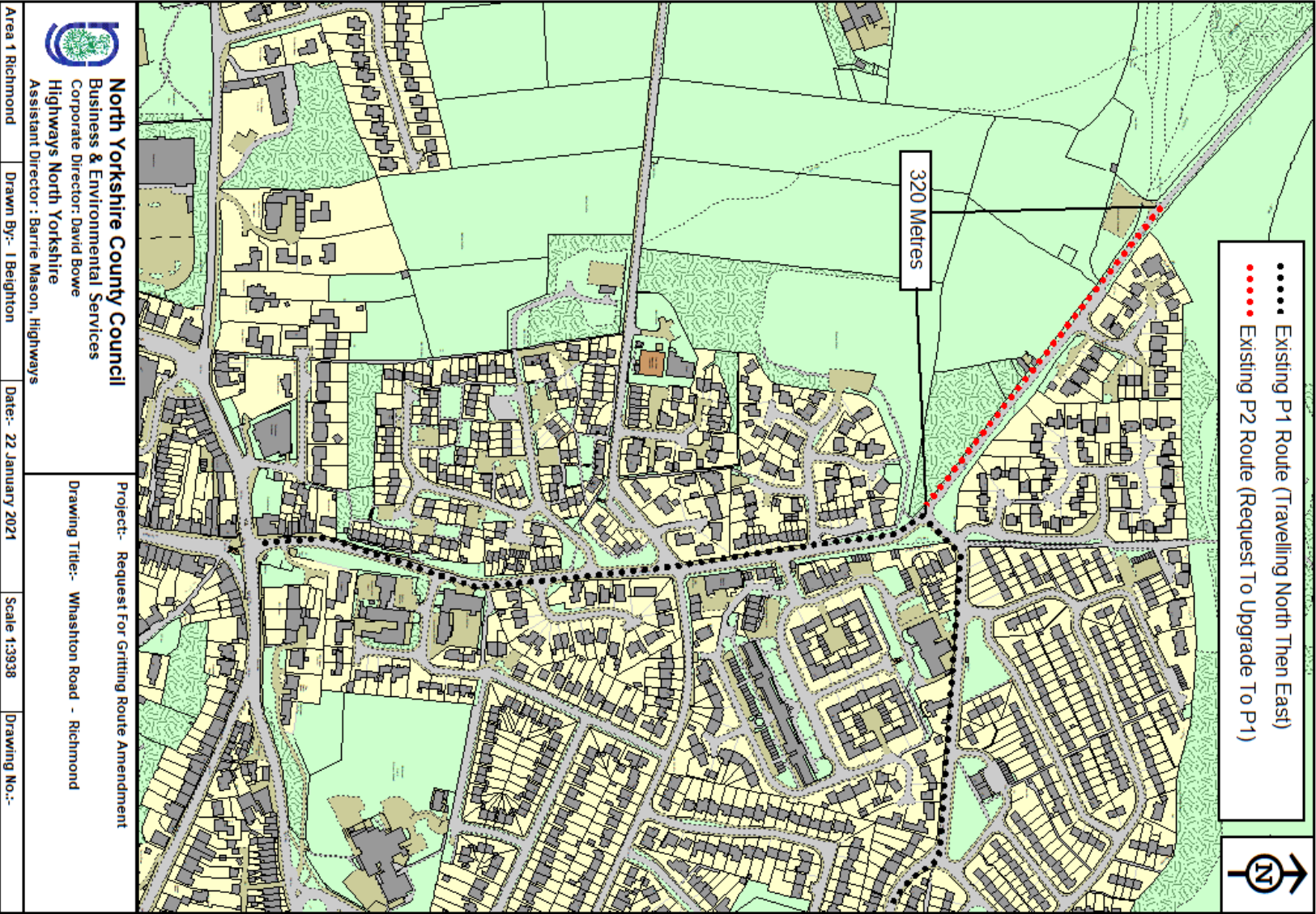
(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017946 ()



 <p> North Yorkshire County Council Business & Environmental Services Corporate Director: David Bowe Highways North Yorkshire Barrie Mason, Assistant Director, Highways </p>	Project:- Request For Winter Maintenance Upgrade	Area 1 Richmond
	Drawing Title:- Cross Lanes - Richmond	Drawn By:- I Beighton
		Date:- 28 January 2021
		Scale 1:5477
		Drawing No.:-

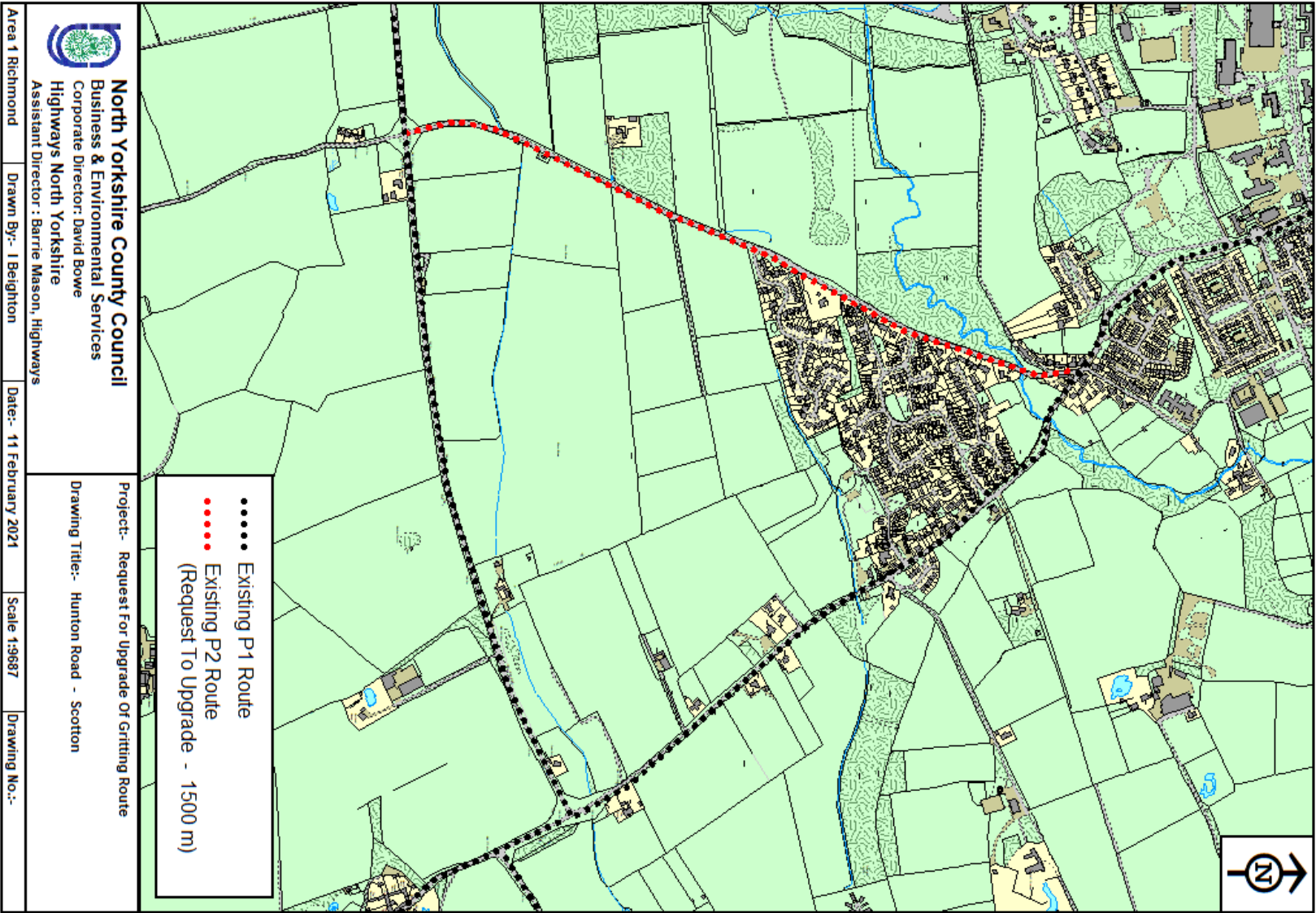
1	6	Richmond Resident	<p>Requests that Whashton Road in Richmond be considered for an upgrade as far as the vehicular access to the racecourse.</p> <p>This is said to be a busy section of road and is right at the top of the hill providing access to a new residential housing estate and the popular dog walkers car park at the racecourse.</p> <p>The route is also used by pedestrians who need to cross the road to access the racecourse.</p>	<p>Current Priority: 2</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 320 metres</p> <p>Whashton Road has a moderately steep gradient and serves approximately 19 residential properties.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is.</p>	No	
---	---	-------------------	---	---	----	--

Area 1
Item 6



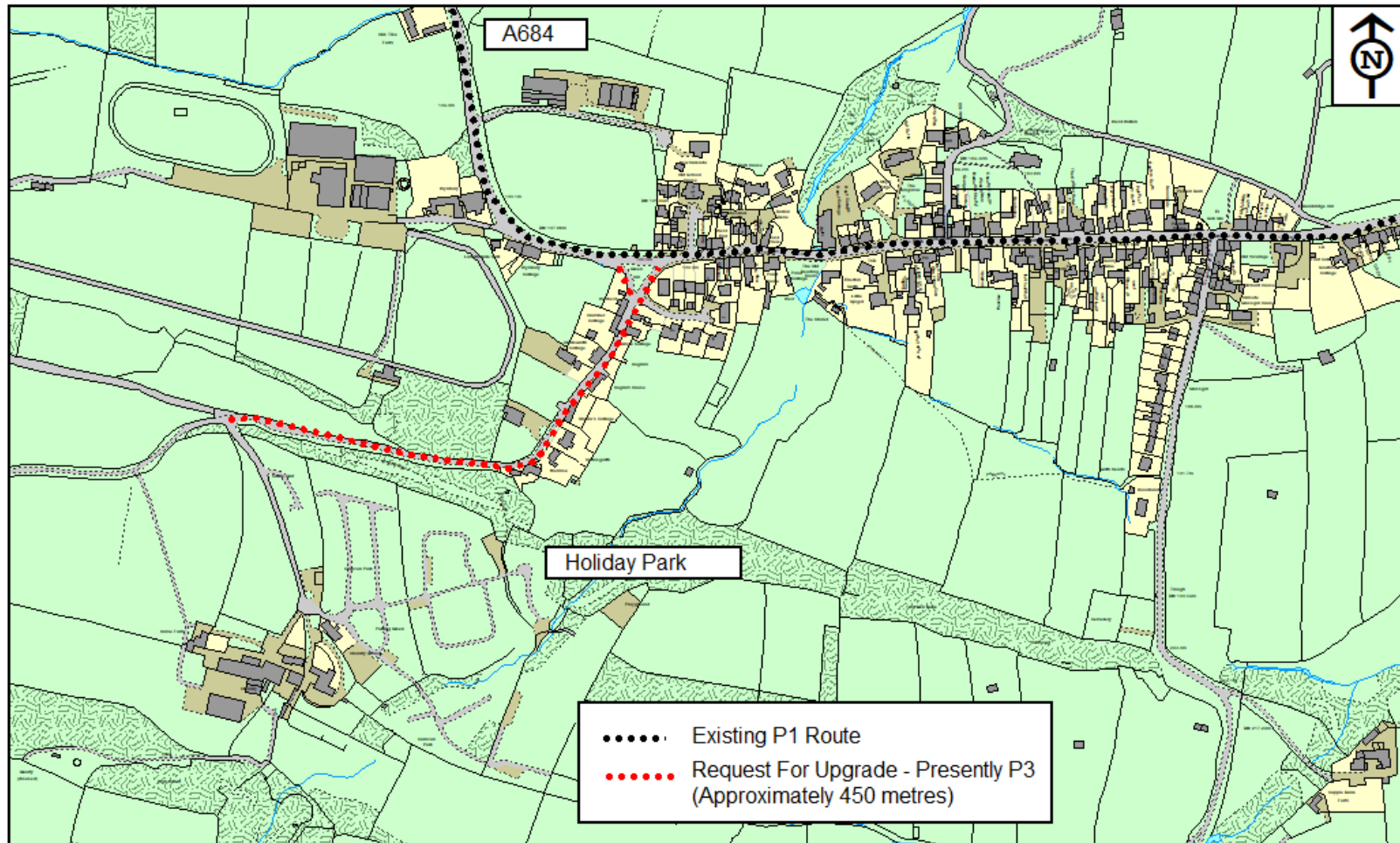
1	7	Resident Oak Tree Avenue Scotton	Requests that Hunton Road in Scotton be considered for an upgrade as many locals are often stranded during winter conditions and cannot leave Oak Tree Avenue.	<p>Current Priority: 2</p> <p>Number Of Grit Bins: 1 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 1500 metres</p> <p>Hunton Road has a moderately steep gradient over much of its length with short sections with a steeper gradient.</p> <p>Oak Tree Avenue is a cul de sac leading from Hunton Road which has approximately 70 plus residential properties.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is. The junction of Oak Tree Avenue with Hunton Road has an existing grit bin to assist local residents.</p>	No	
---	---	--	--	--	----	--

Area 1
Item 7



1	8	West Witton Parish Council	Requests that Chantry Bank (known locally as Kaygram) in West Witton is considered for an upgrade as it is considered to be dangerous for all users in winter conditions.	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 2 Number Of Grit Heaps: 5</p> <p>Length Of Upgrade: 450 metres</p> <p>Chantry Bank is a cul de sac road with a moderate gradient and serves approximately 20 residential properties. It also provides access to the 'Chantry Holiday Park' which has approximately 150 plus caravans and lodges and it is understood that the site is open throughout the year.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is. The road is well served by existing grit bins and grit heaps.</p>	No	
---	---	----------------------------	---	---	----	--

(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017946 ()



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:- Kaygram - West Witton

Area 1
 Item 8

Area 1 Richmond

Drawn By:- I Beighton

Date:- 4 March 2021

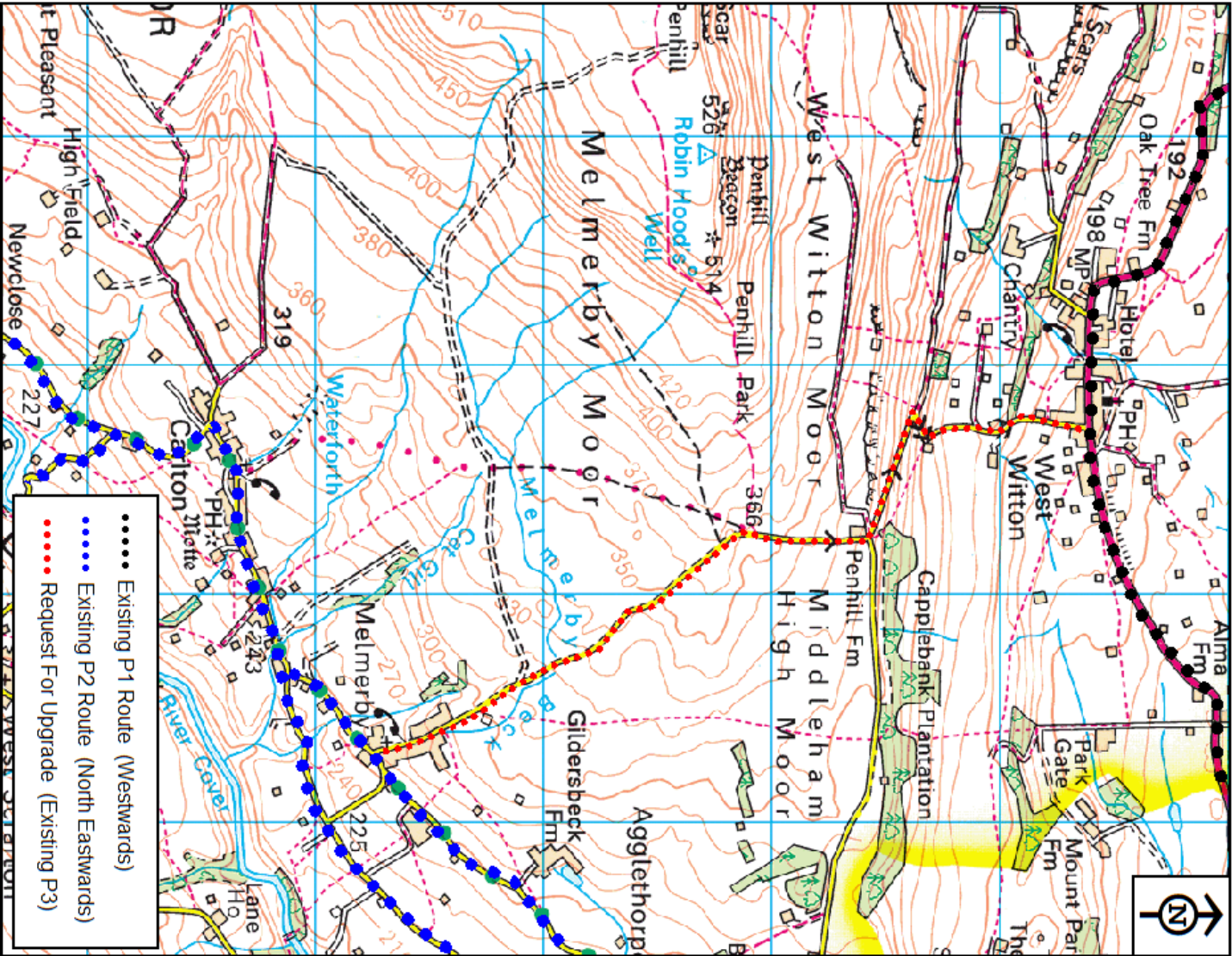
Scale 1:4230

Drawing No.:-

1	9	West Witton Parish Council	Requests that Grassgill Lane in West Witton is considered for an upgrade between the village and Melmerby as the section known as 'Witton Steeps' is particularly difficult in winter conditions.	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 1 Number Of Grit Heaps: 34</p> <p>Length Of Upgrade: 3800 metres</p> <p>The section of road known as 'Witton Steeps' has a severe gradient and several hairpin bends. The road serves approximately 40 plus residential properties in the two villages.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is. The road is well served by existing grit bins and grit heaps. .</p>	No	
---	---	----------------------------	---	---	----	--

Area 1
Item 9

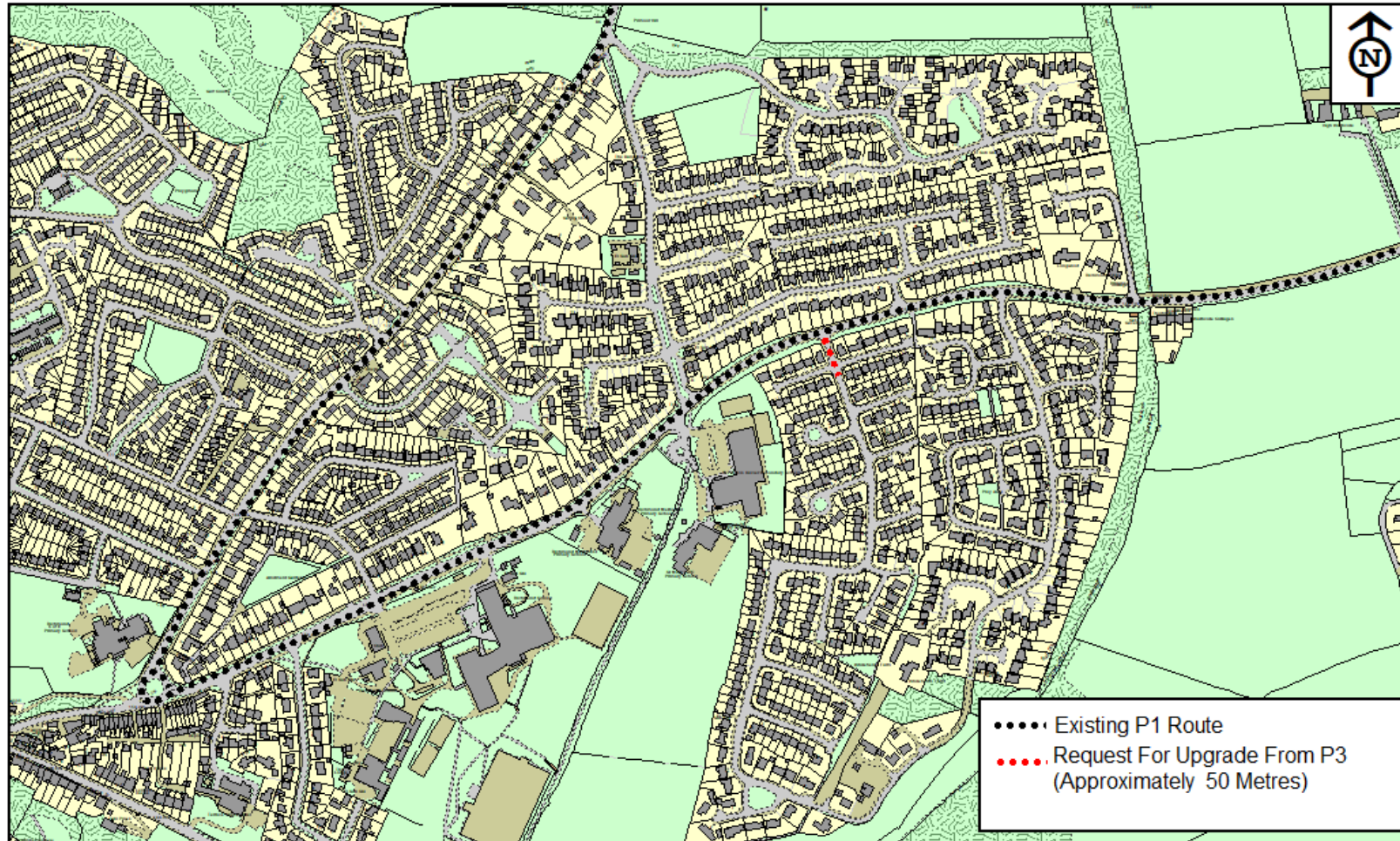
(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017346 ()



 <p>North Yorkshire County Council Business & Environmental Services Corporate Director: David Bowe Highways North Yorkshire Assistant Director : Barrie Mason, Highways</p>		<p>Project:- Request For Winter Maintenance Upgrade Drawing Title:- Witton Steeps - West Witton</p>	
Area 1 Richmond	Drawn By:- I Beighton	Date:- 26 January 2021	Scale 1:21970
			Drawing No.:-

1	10	Richmond Town Council	Requests that the section of Whitefields Drive adjacent to its junction with the A6108 Darlington Road is made Priority 1 due to the gradient.	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 1 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 50 metres</p> <p>Whitefields Drive is a cul de sac forming the only vehicular access to a residential estate with approximately 210 properties all arranged in cul de sac formations.</p> <p>An approximate 50 metres length of the road as it approaches its junction with the A6108 Darlington Road has a moderate uphill gradient.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is. An assessment has however been made to see if an additional grit bin can be provided having regard to the County Council's Policy relating to this and this has shown that an extra bin could be provided. As the existing bin is at the top of the slope, it is suggested that the new bin is located at the bottom.</p>	No	
---	----	-----------------------	--	---	----	--

(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017946 ()



..... Existing P1 Route
 Request For Upgrade From P3
 (Approximately 50 Metres)



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

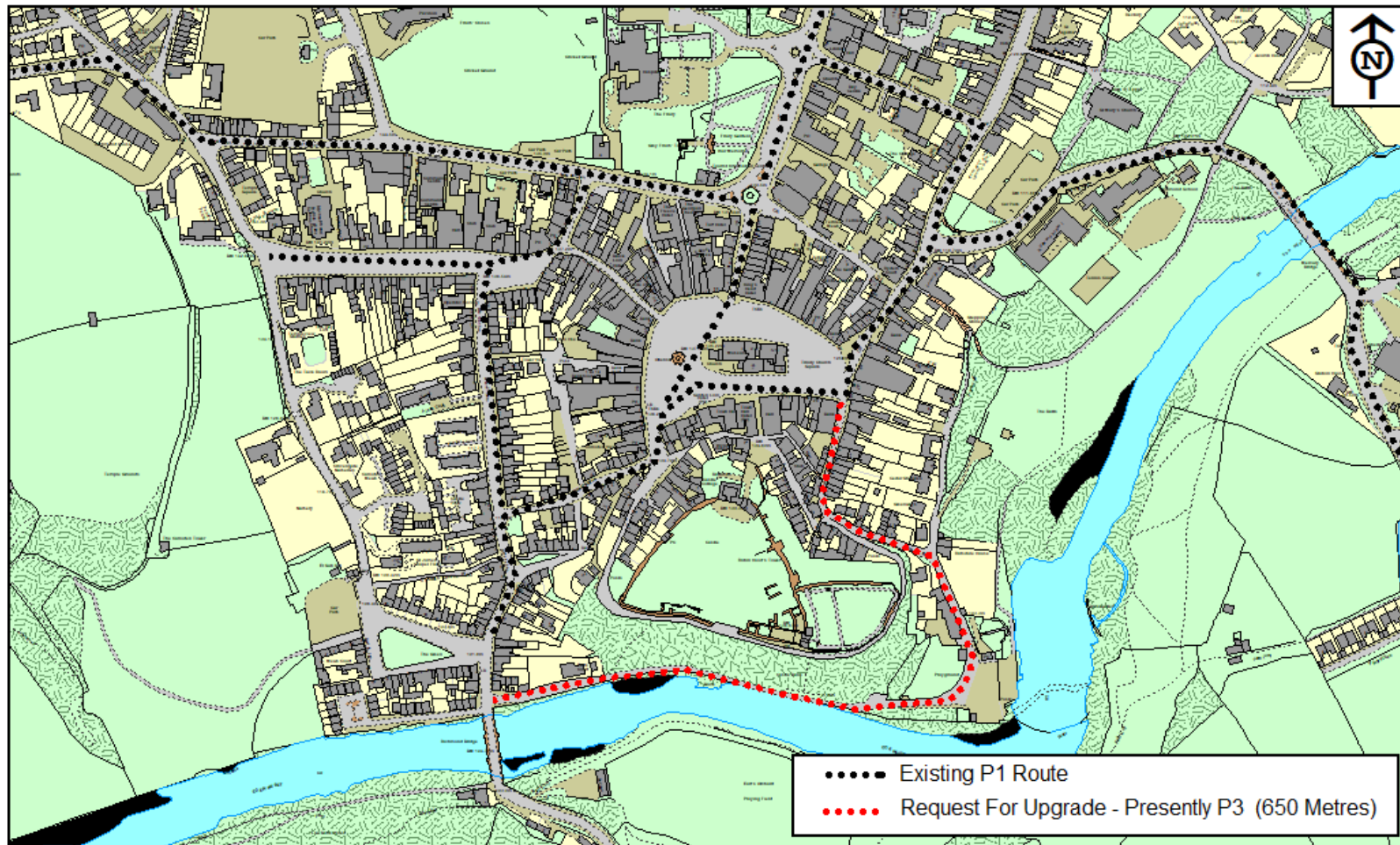
Drawing Title:- Whitefields Drive - Richmond

Area 1
 Item 10

Area 1 Richmond
Drawn By:- I Beighton
Date:- 5 May 2021
Scale 1:5477
Drawing No.:-

1	11	Richmond Town Council	<p>Requests that Millgate and Riverside Road be made Priority 1 as they form an emergency route from the Market Place when traffic entering cannot negotiate the route to the upper part of the Market Place.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 4 Number Of Grit Heaps: 0</p> <p>Length Of Upgrade: 650 metres</p> <p>The roads are narrow with a moderate downhill gradient on Millgate. A section of this road is subject to a One Way flow of traffic with the permitted direction of flow away from the Market Place.</p> <p>Riverside Road is the only vehicular access from the public car park adjacent to the waterfalls and has a moderate uphill gradient on its immediate approach to its junction with Bridge Street.</p> <p>The roads serve approximately 40 properties.</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	
---	----	-----------------------	---	---	----	--

(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017946 ()



..... Existing P1 Route
 Request For Upgrade - Presently P3 (650 Metres)


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

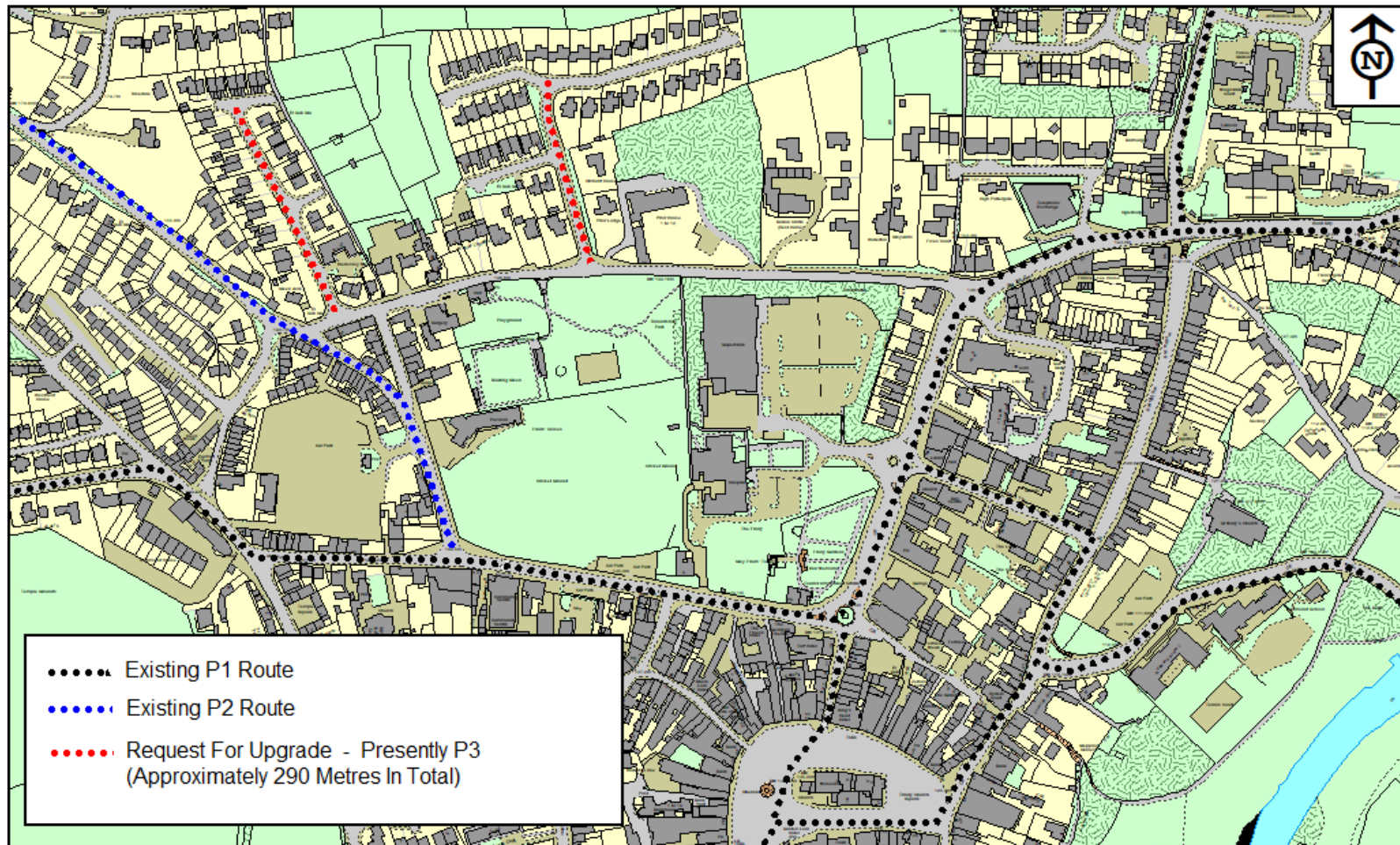
Project:- Request For Winter Maintenance Upgrade
 Drawing Title:- Millgate / Riverside Road - Richmond

Area 1
 Item 11


Area 1 Richmond
 Drawn By:- I Beighton
 Date:- 5 May 2021
 Scale 1:3755
 Drawing No.:-

1	12	Richmond Town Council	<p>Requests that Penn Road (R1) and Prior Avenue (R2) are upgraded due to the steep downhill gradients as each of these roads approach their junction with Quakers Lane. Drivers are said to struggle to stop at these junctions in wintery conditions.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins (R1): 3 Number Of Grit Heaps (R1): 0</p> <p>Length Of Upgrade (R1): 160 metres</p> <p>Number Of Grit Bins (R2): 4 Number Of Grit Heaps (R2): 0</p> <p>Length Of Upgrade (R2): 130 metres</p> <p>The roads are both separate cul de sacs with each forming the only vehicular access to a small residential estate with approximately 40 plus properties at each location.</p> <p>Both roads have a steep gradient which falls towards the respective junctions with Quakers Lane which is also a Priority 3 road.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is.</p>	No	
---	----	-----------------------	---	--	----	--

(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017946 ()

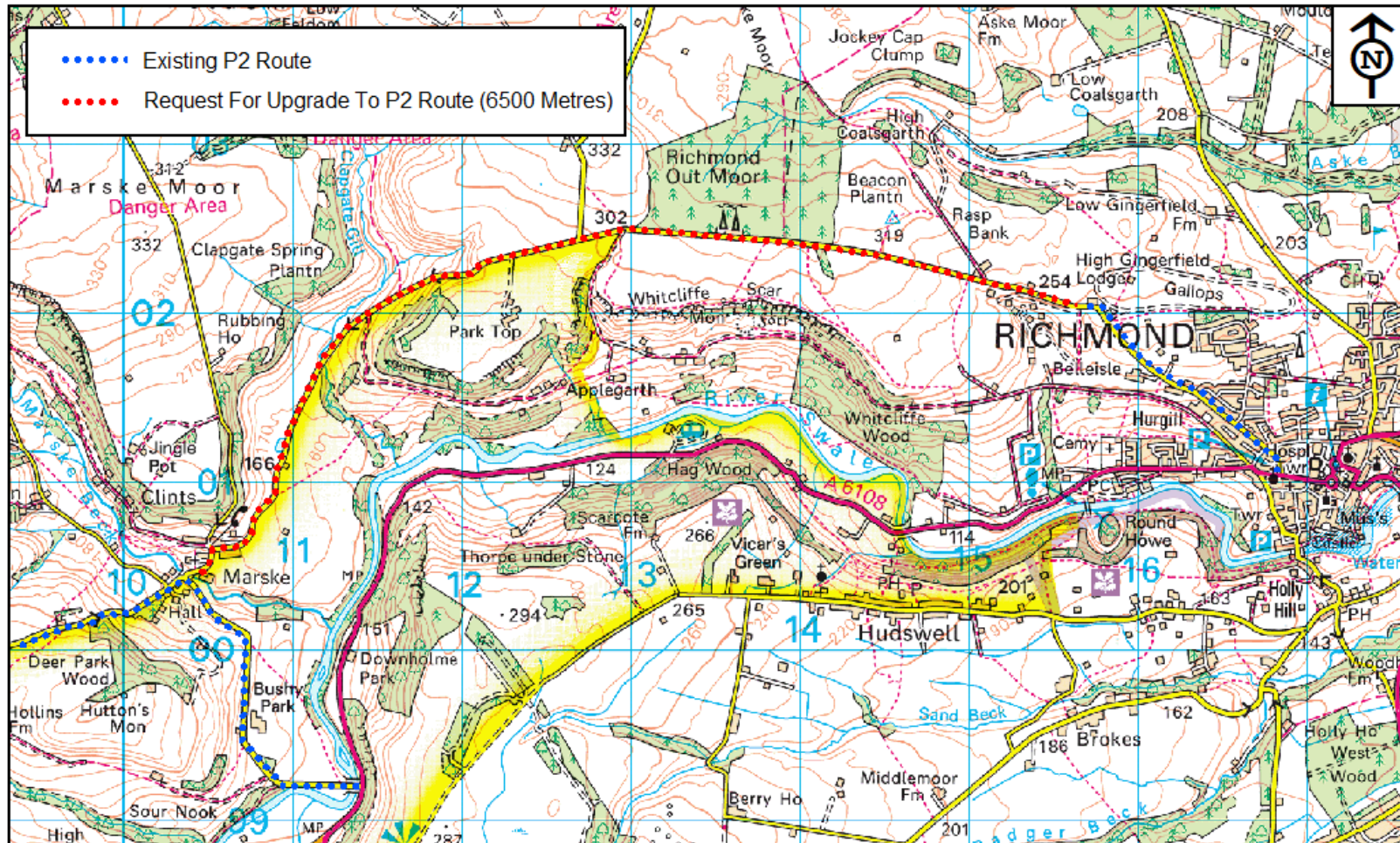


- Existing P1 Route
- Existing P2 Route
- Request For Upgrade - Presently P3
(Approximately 290 Metres In Total)

 <p>North Yorkshire County Council Business & Environmental Services Corporate Director: David Bowe Highways North Yorkshire Barrie Mason, Assistant Director, Highways</p>	<p>Project:- Request For Winter Maintenance Upgrade</p>	<p>Area 1 Item 12</p>	<p>Area 1 Richmond</p>
	<p>Drawing Title:- Penn Road / Prior Avenue - Richmond</p>		<p>Drawn By:- I Beighton</p>
			<p>Date:- 5 May 2021</p>
			<p>Scale 1:3490</p>
			<p>Drawing No.:-</p>

1	13	Marske & New Forest Parish Meeting	Requests that the Clapgate Bank route out of Marske to Richmond is upgraded due to the many gradients on the route and areas of surface water run off across the carriageway.	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 38</p> <p>Length Of Upgrade: 6500 metres.</p> <p>The road serves only a handful of properties once out of the village. A developed section of the road on the outskirts of Richmond already has a Priority 2 classification.</p> <p><u>Recommendation</u></p> <p>That the priority remains as is. The village already has a Priority 2 Route which links into the A6108 to the east which is part Priority 1 network and leads to Richmond.</p>	No	
---	----	------------------------------------	---	--	----	--

(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017946 ()



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

Project:- Request For Upgrade Of Gritting Route

Drawing Title:- Marske Area

Area 1
 Item 13

Area 1 Richmond

Drawn By:- I Beighton

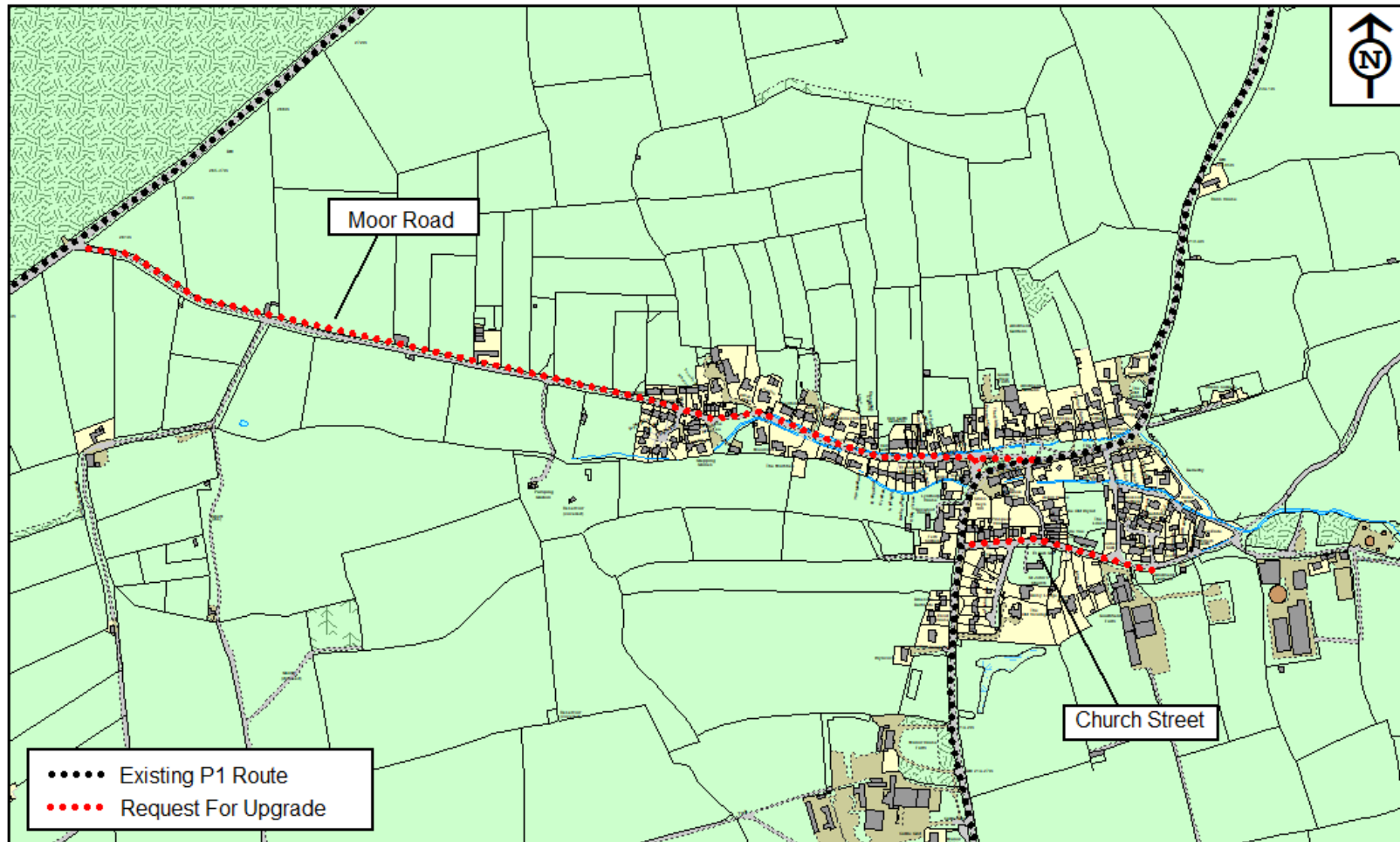
Date:- 20 May 2021

Scale 1:29413


Drawing No.:-

1	14	Bellerby Parish Council	<p>Requests that the following roads in Bellerby are upgraded:</p> <p>Church Street (R1) - Becomes an 'ice rink' at certain times.</p> <p>Moor Road (R2) - Again becomes an 'ice rink' at certain times and the local bus service cannot access the village Bus Stop. The bus then waits on a bend on the adjacent A6108 causing issues for through traffic.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins (R1): 2 Number Of Grit Heaps (R1): 0</p> <p>Length Of Upgrade (R1): 200 metres</p> <p>Number Of Grit Bins (R2): 3 Number Of Grit Heaps (R2): 3</p> <p>Length Of Upgrade (R2): 1300 metres</p> <p>Church Street is a residential street serving approximately 30 properties and the Village Hall.</p> <p>Moor Road serves approximately 70 properties in the village and two further out.</p> <p><u>Recommendation</u></p> <p>The priority stays the same as it is within a short distance of a P1 route</p>	No	
---	----	-------------------------	--	---	----	--

(c) Crown Copyright. North Yorkshire County Council. Licence Number 100017946 ()

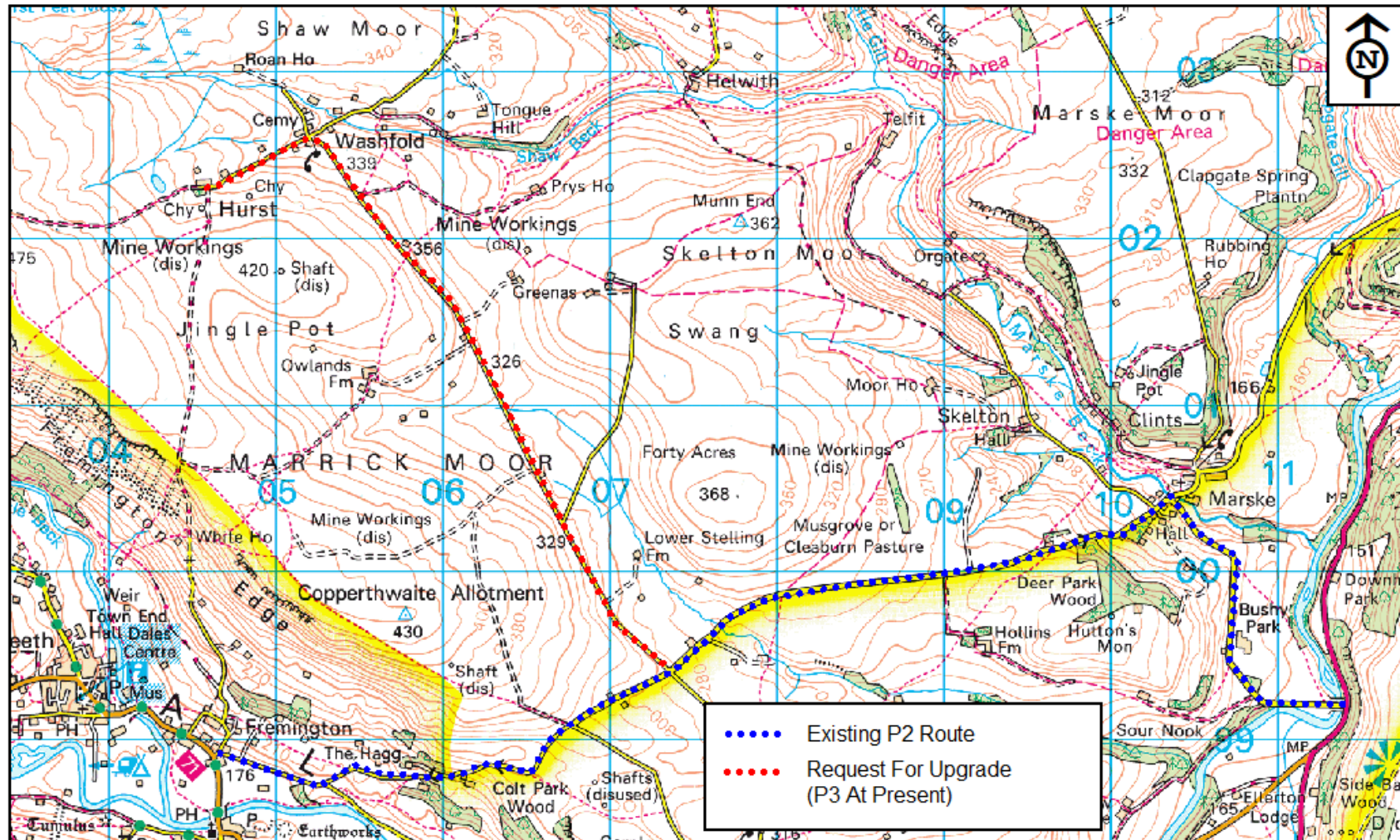



- Existing P1 Route
- Request For Upgrade

 <p>North Yorkshire County Council Business & Environmental Services Corporate Director: David Bowe Highways North Yorkshire Barrie Mason, Assistant Director, Highways</p>	Project:- Request For Upgrade Of Gritting Routes	Area 1 Item 14	Area 1 Richmond
	Drawing Title:- Bellerby		Drawn By:- I Beighton
			Date:- 23 June 2021
			Scale 1:6224 Drawing No.:-

1	15	Marrick Parish Council	<p>Requests that the road into Hurst is upgraded to Priority 1 as it is the only road into and out of the village. Residents are said to have been unable to leave the village for days at a time during last winter and the road conditions were very dangerous.</p>	<p>Current Priority: 3</p> <p>Number Of Grit Bins: 0 Number Of Grit Heaps: 26</p> <p>Length Of Upgrade: 4600 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><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	
---	----	------------------------	---	---	----	--

(c) Crown Copyright. North Yorkshire County Council. Licence Number 10001/946 ()

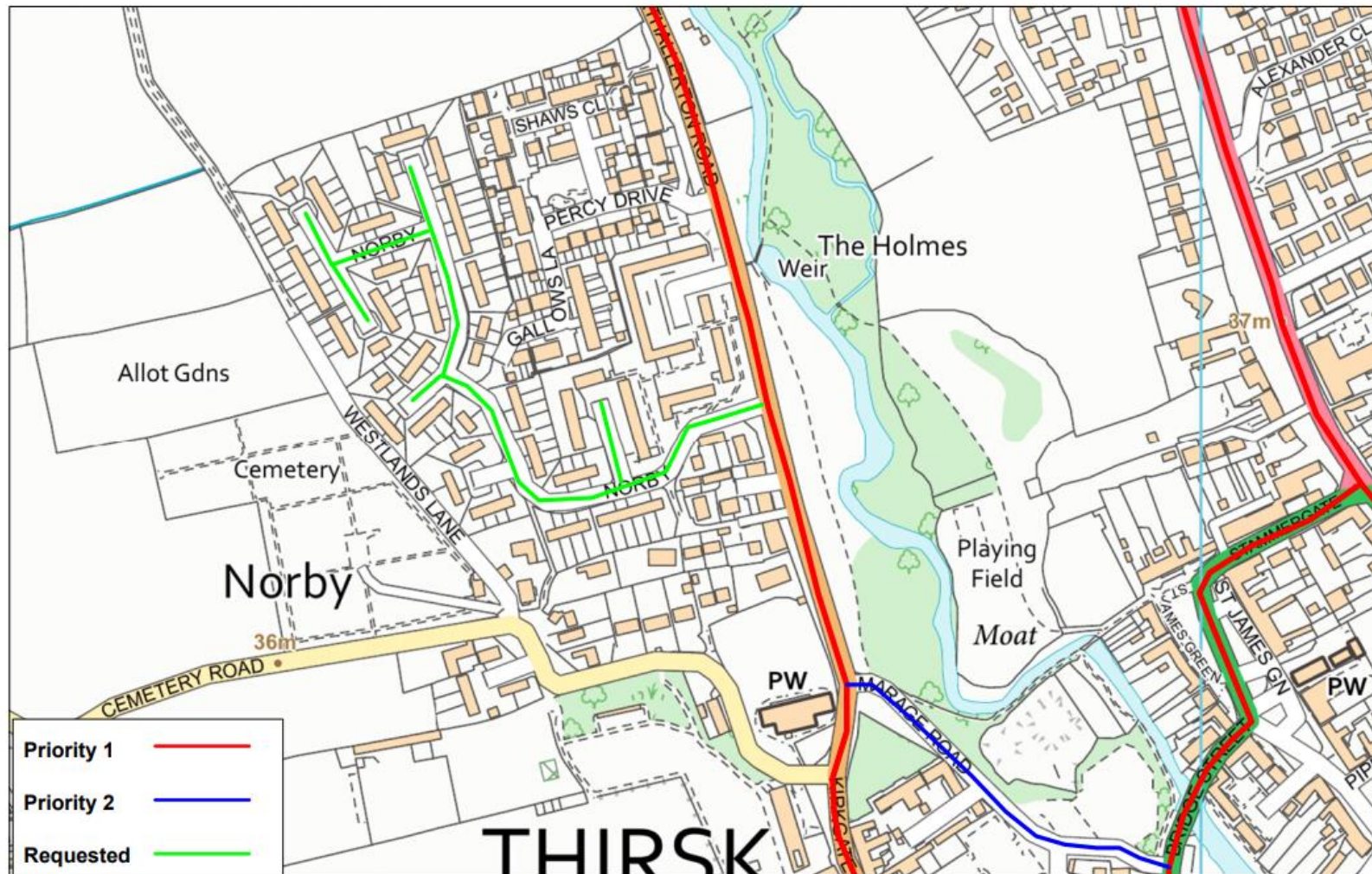


 <p>North Yorkshire County Council Business & Environmental Services Corporate Director: David Bowe Highways North Yorkshire Barrie Mason, Assistant Director, Highways</p>	<p>Project:- Request For Winter Maintenance Upgrade</p>	<p>Area 1 Item 15</p>	<p>Area 1 Richmond</p>	
	<p>Drawing Title:- Hurst</p>		<p>Drawn By:- I Beighton</p>	
				<p>Date:- 23 July 2021</p>
				<p>Scale 1:29662</p> <p>Drawing No.:-</p>

Area 2.

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
2	1	Resident, Norby Estate	Via CSR 453549 Norby Estate, Norby, Thirsk Gritting route Strong request to be considered for gritting route - steep hill, no salt bin nearby (customer going to speak with parish/town council)..	<p>Currently a Priority 3 route, Category 4A</p> <p>Treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County.</p> <p>It should be noted that a grit bin will be placed on the Norby Estate and also Percy Drive (the road serving the estate to the north of Norby Estate) as these locations have been assessed and meet the criteria required for the provision of a grit bin.</p>	N	

Area 2
Item 1



North Yorkshire County Council Winter Maintenance Route Amendment Request for 2021 - 2022
Request 1 - Norby Estate, Thirsk

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
© Crown Copyright. North Yorkshire County Council - 100017946 (2014)

2	2	<p>(Clerk to) Alne Parish Council clerk@alneparishcouncil.uk</p>	<p>Further to an issue in the village regarding the reinstatement of a finger post sign it has been established that the primary route through the village is by way of Monk Green, This was always the Parish Council's understanding of the situation.</p> <p>With this in mind please would you be able to add Monk Green to the gritting schedule.</p>	<p>Currently a Priority 3 route, Category 4B</p> <p>The route that is currently treated through Alne as a Priority 2 route is the C98 and runs passed the road (Jack Hole) that serves the school.</p> <p>The request to treat Monk Green (U1671) would be in addition to the Priority 2 route that runs along the C98 as it is considered that the gritting of the existing route to the school would still be necessary.</p> <p>Given that there is already a route through Alne and the higher classification of road is being treated then it is considered that the current arrangements are appropriate and no changes should be made.</p>	N	
---	---	---	--	--	---	--

Area 2
Item 2



North Yorkshire
County Council

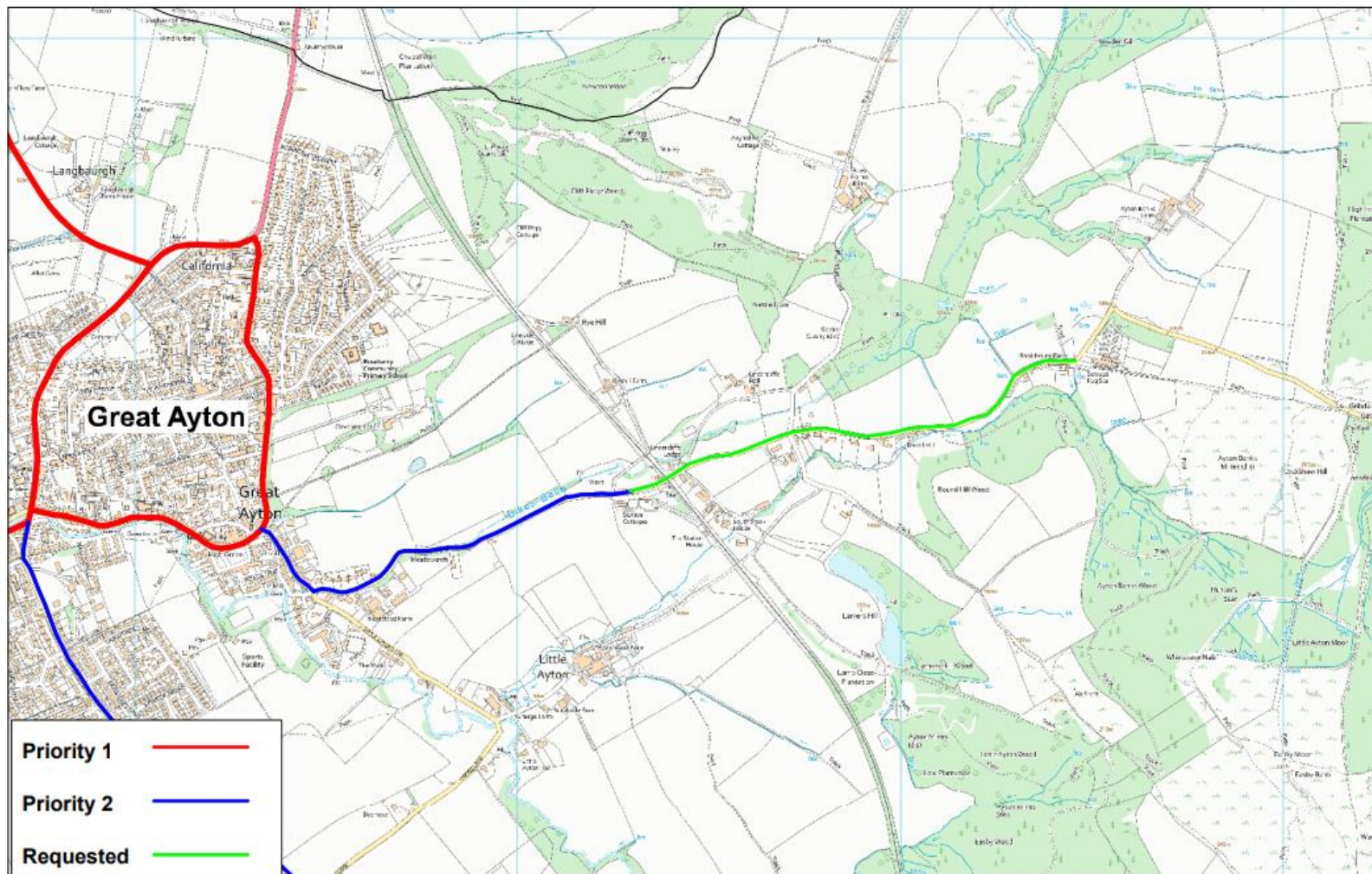
Winter Maintenance Route Amendment Request for 2021 - 2022
Request 2 - Monk Green, Alne

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
© Crown Copyright, North Yorkshire County Council - 100017946 (2014)

2	3	<p>County Councillor Heather Moorhouse</p> <p>Cllr.Heather.Moorhouse@northyorks.gov.uk</p>	<p>Extract of email 17.03.21</p> <p>“His other complaint is in regard to the lack of winter maintenance beyond Gt Ayton Station, and why for some reason it was removed several years ago. This has been compounded by his neighbour falling on the icy road outside his house, and which unfortunately has resulted in him having major brain surgery. In fact I understand that his 6hour operation is being carried out today.</p> <p>I have raised this issue previously particularly in regard to the safety of the children on the school bus, but unfortunately I was not successful in achieving the reinstatement of the service, but was assured that when the other priority routes were carried out, there was a possibility it would be done.</p> <p>A gentleman has alleged that this part of road has had no gritting service this winter at all, which as you can imagine on higher ground it was pretty dangerous, not just cars but for residents who wished to walk into the village as many do. On this particularly stretch of road no footway is available, so</p>	<p>Currently a Priority 2 route upto Ayton Station, (Priority 3 route beyond which is the subject of the request) - Category 4B Ayton Station is an appropriate place for the gritter to turn around safely. Limited population density beyond Ayton Station and treatment as Priority 3 is consistent with the approach elsewhere within the County. There are also concerns in relation to the gritters passing through the area on Dikes Lane where the properties are close to the carriageway which is only single lane particular in challenging conditions.</p>	N	
---	---	--	--	--	---	--

			<p>the road is their only option to walk on.</p> <p>He also complained that he saw a g one of our gritters going up the single track road to Little Ayton, which in his opinion would not be as dangerous as Dykes Lane, and why was such a priority made.”</p>			
--	--	--	---	--	--	--

Area 2
Item 3

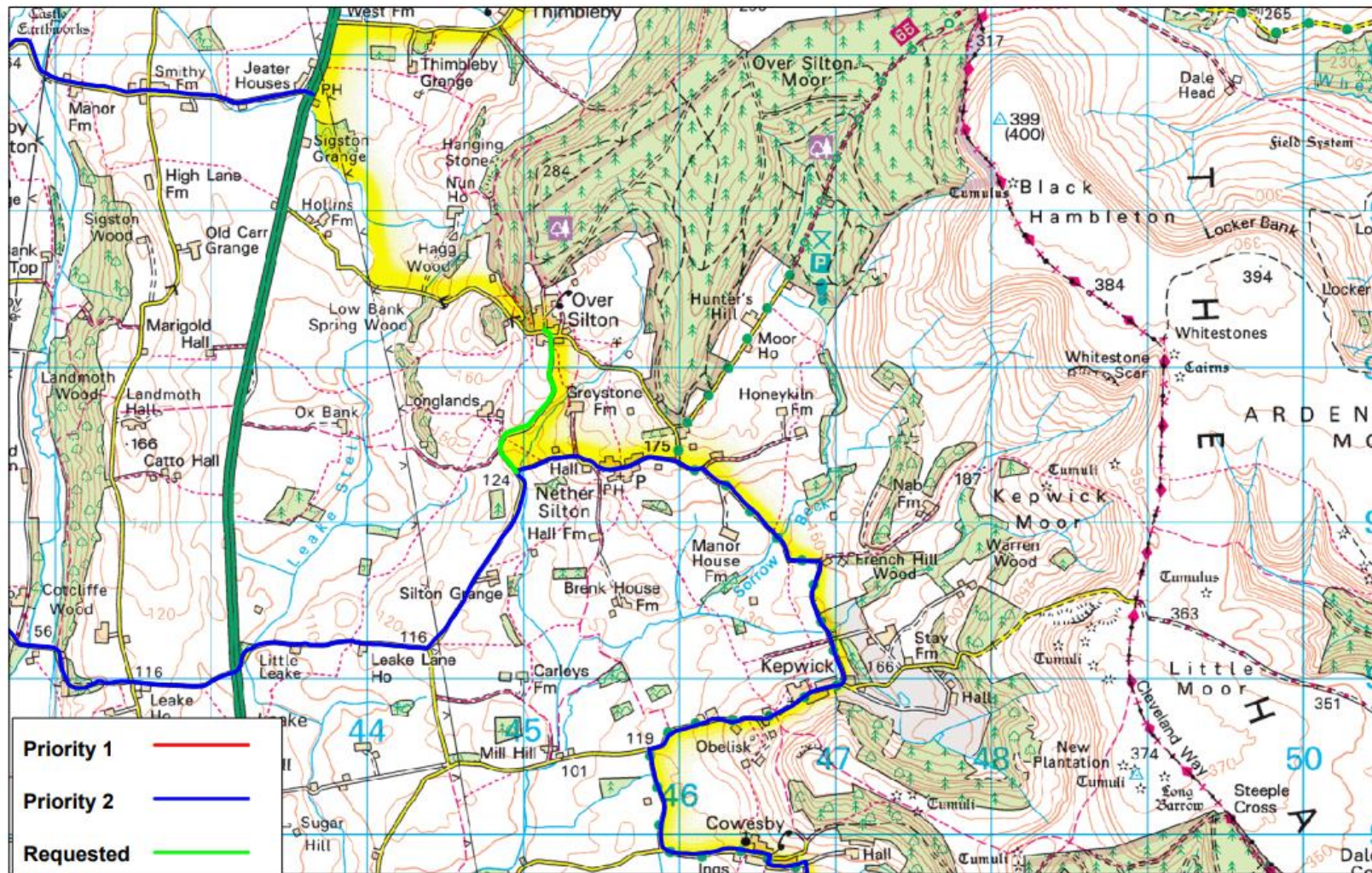


- Priority 1 —
- Priority 2 —
- Requested —

North Yorkshire County Council Winter Maintenance Route Amendment Request for 2021 - 2022
Request 3 - Dikes Lane, Great Ayton

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
© Crown Copyright, North Yorkshire County Council - 100017946 (2014)

2	4	<p>Issues raised directly with Highway Officer for the area when he was carrying out inspections</p>	<p>The section between Over Silton and West lane (C156- highlighted on attached plan) is the preferable choice. That would require the P2 to go up into the village, turn round and head back down to West lane and carry on its original route up into Nether Silton.</p>	<p>Currently a Priority 3 route - Category 4B</p> <p>Treatment as Priority 3 is appropriate to its alignment to the network hierarchy and consistent with the approach elsewhere within the County. A Priority 2 route previously passed through Over Silton but was amended to its present route a number of years ago at the request of the Parish Council.</p> <p>Accommodating this request would add an additional 2.2km (comprising of 1.1km treat and 1.1km dry run) to an existing route.</p> <p>A request that included the route all the way to the A19 to join near Hollins Farm was previously considered prior to the 2011-2012 and 2016-2017, 2018-2019 season but was not approved.</p> <p>Whilst it is agreed that this shorter route could be accommodated and would give Over Silton access to a P2 route. However, based on the rationale above it would be inappropriate to support this request.</p>	N	
---	---	--	--	---	---	--



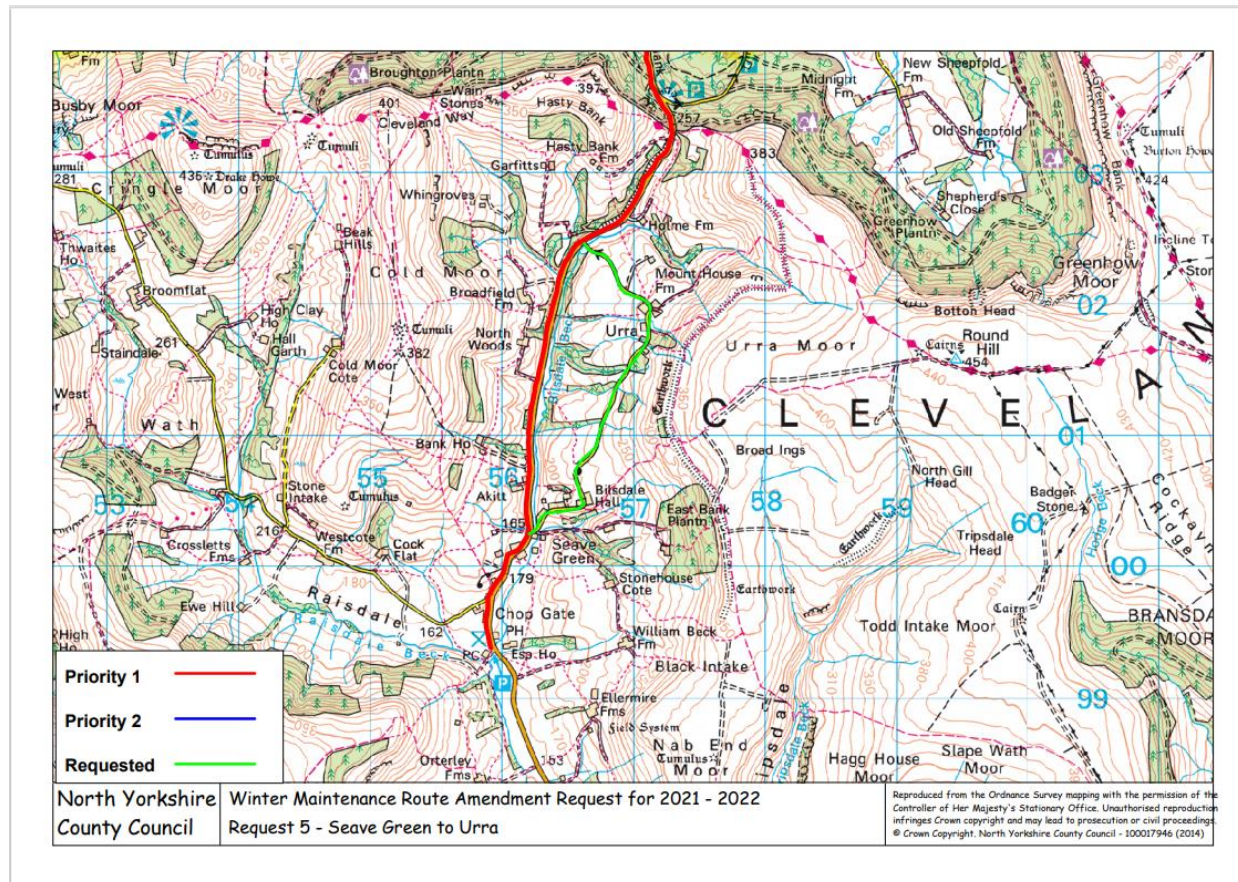
Area 2
Item 4

North Yorkshire
County Council

Winter Maintenance Route Amendment Request for 2021 - 2022
Request 4 - Over Silton

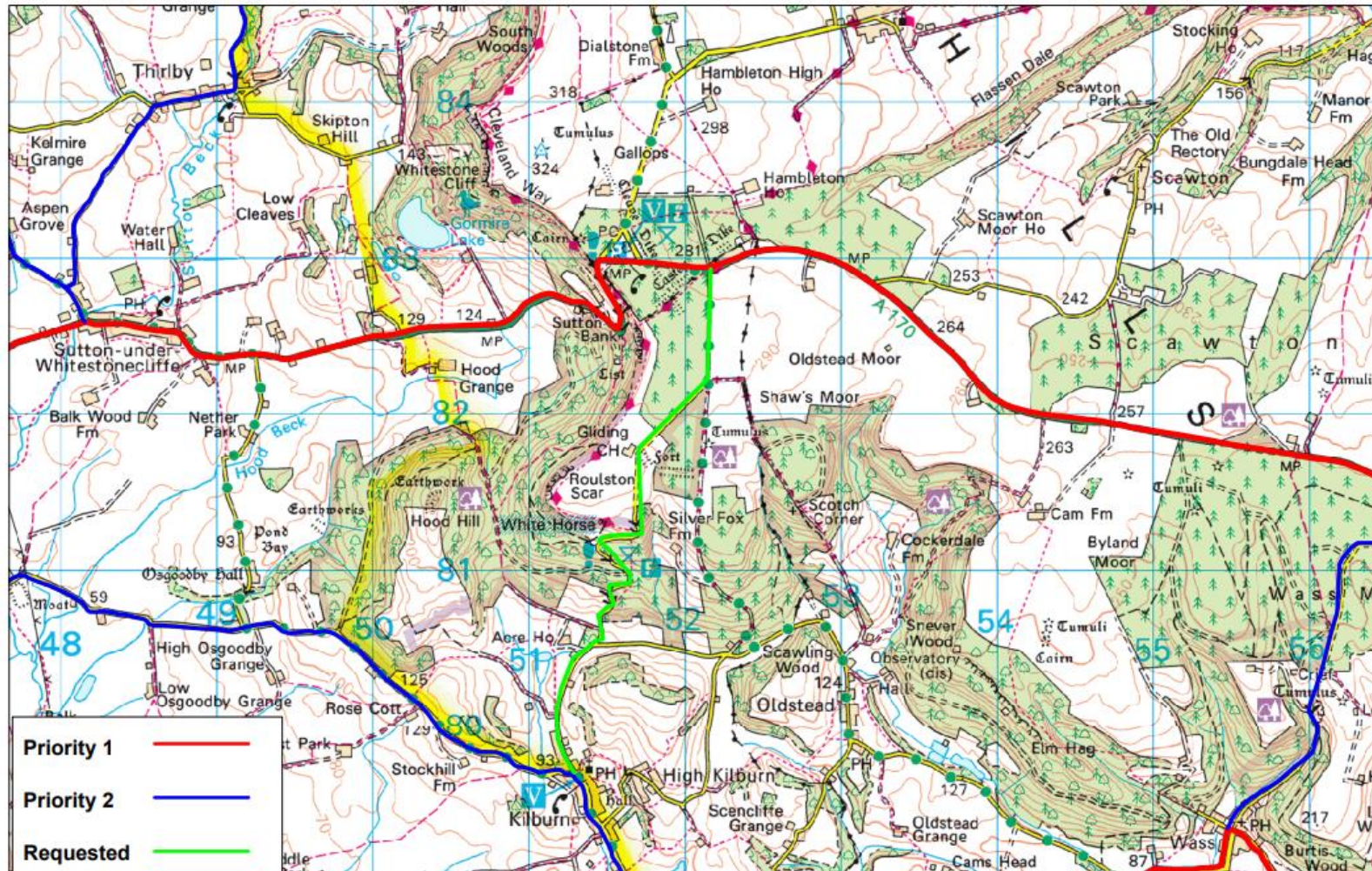
Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
© Crown Copyright. North Yorkshire County Council - 100017946 (2014)

2	5	<p>Verbal request</p> <p>No email supplied</p>	<p>Via CSR 453549 - Seave Green to Urrea Chop Gate has just been snow ploughed up the incline and around the 90 degree bend at the top. Request grit piles placed for vehicles now. Customer requests road is upgraded to P2 next year. Customer also contacting local parish council for bin placement..</p>	<p>Currently a Priority 3 route. Category 4b</p> <p>To treat this road would be inconsistent with the approach elsewhere in the County.</p>	N	
---	---	--	---	---	---	--



Area 2
Item 5

2	6	<p>kilburncouncil@gmail.com</p> <p>Clerk and Responsible Officer to Kilburn Parish Council</p>	<p>Extract from email dated 25.01.21</p> <p>“Another point they would like to mention is that Low Town Bank (known as White Horse Bank) needs to be included in the gritting programme, as whenever there is an accident on the A170 Sutton Bank, numerous vehicles use this narrow, twisting road as a 'cut-through'. In the last week a local resident has had to help dig several people out (2 camper vans! - one delivery truck and 2 MPV-type vehicles) who have lost control of their vehicles (even in low gear) coming down this road, one vehicle had spun and was wedged between both sides of the road as whenever there is ice/snow it is impassable. “</p>	<p>Currently a Priority 3 route. Category 4b</p> <p>To treat this road would be inconsistent with the approach elsewhere in the County.</p>	N	
---	---	--	--	---	---	--



Area 2
Item 6

North Yorkshire County Council Winter Maintenance Route Amendment Request for 2021 - 2022
Request 6 - White Horse Bank, Kilburn to A170

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
© Crown Copyright, North Yorkshire County Council - 100017946 (2014)

Area 3. No formal requests received for gritting route changes this year.

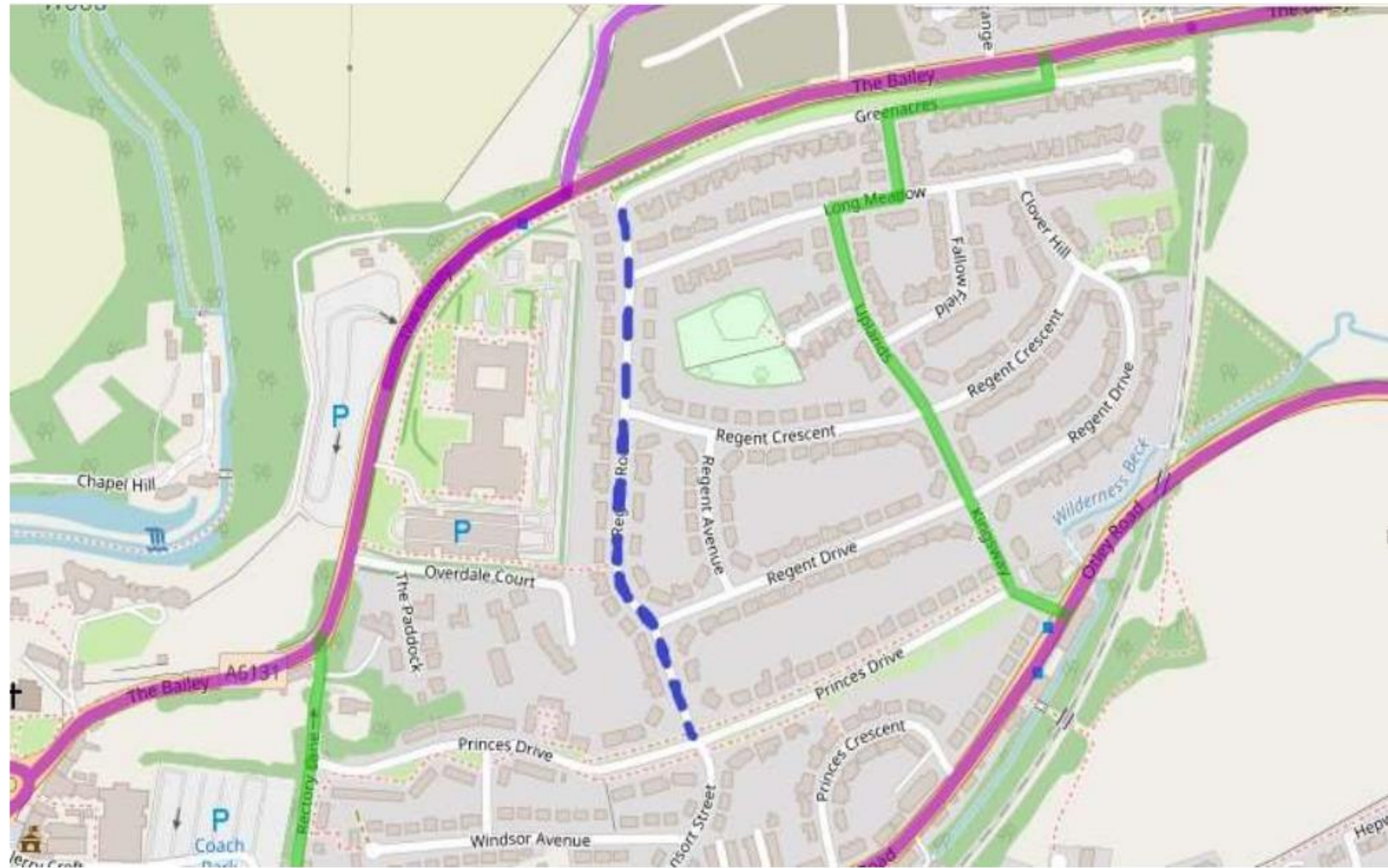
Area 4. No formal requests received for gritting route changes this year.

Area 5.

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
5	1	Local resident supported by Cllr Heseltine	<p>Regent Road, Skipton</p> <ul style="list-style-type: none"> The accident which occurred on the evening of Sunday 3rd January; I'm sure the police will have details as they attended. Regent Road is also a bus route, and, when the Building Society staff begin to return to the office, this will be the busiest road on Regent and the most hazardous. Last Saturday I parked outside my house to unload some shopping. I secured the handbrake. As I got out of the car, with my wife still inside, the car began to slide down the hill. Fortunately, it came to a halt after a few yards. This could have had serious consequences for my wife from 	<p>Unclassified Category Urban 4b</p> <p>Whilst this proposal is supported by County Cllr. Heseltine, the route in question does not fit the description of a Priority One or Two route, namely it is not considered to be an "important" road. Upgrading this road will set a precedent that would make similar requests difficult to reject.</p> <p>Much of this same estate is treated under Priority Route 321B, however, Regent Road is not included in the treatment lengths.</p> <p>Therefore, I propose that Regent Road is added to this Priority Three route to be included in treatments when conditions dictate.</p>	N	

			<p>any oncoming traffic and any pedestrian who might have been walking on the road (the pavements have been a no go area of late).</p> <p>The fact is that Regent Road is dangerous in bad weather and you have a duty to keep residents and car drivers safe. Regent residents wishing to travel to work are faced with a hazardous task. I would imagine some people will be genuinely fearful for their safety</p>	<p>Additional length of 419m</p> <p>NB this is not an upgrade as such – P3 routes form the remainder of the adopted highway network where they have not been designated as either Priority 1 or 2 for the purposes of winter maintenance and as such this is an administrative exercise, hence the officer recommendation is 'No' but the routes needs to be part of any P3 treatments undertaken in future seasons</p>		
--	--	--	---	---	--	--

Area 5 Route Request No. 1



Area 5
Item 1

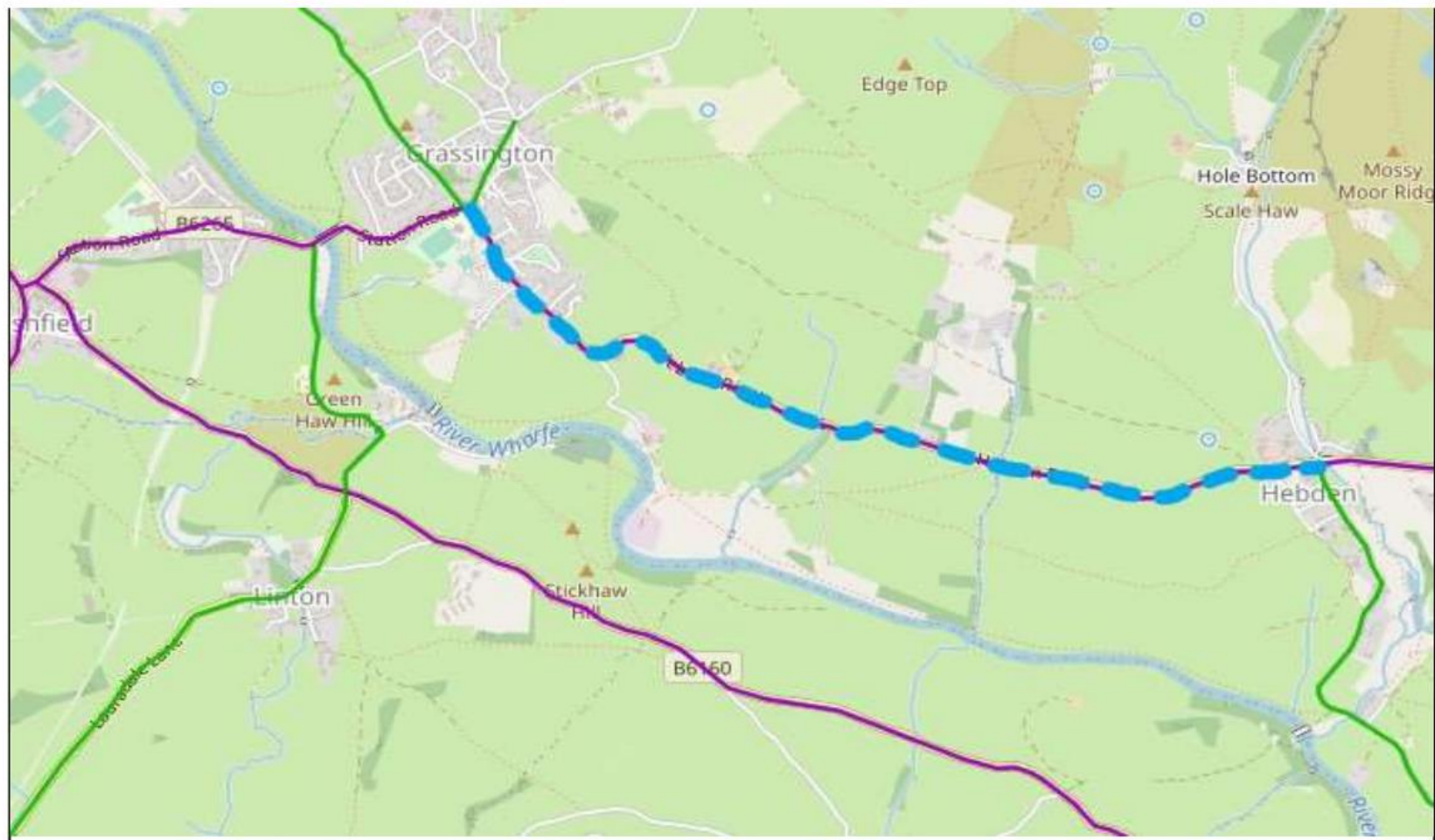
North Yorkshire
County Council

Winter Maintenance Route Amendment Request for 2021 - 2022
AREA 5: Request 1 - Regent Road, Skipton OFFICIAL




Priority Route 1 
Priority Route 2 
Requested 

5	2	Local resident	<p>Symology Enquiry</p> <p>B6265 Hebden Road, Grassington to Hebden</p> <p>There are several times when SK1 is delayed on the A59 or towards Greenhow due to excess ice or snow and vehicles blocking the route etc.</p> <p>Would it be possible for SK2 to extend its route from Grassington bus stop (Colvend car park) by 1.2 miles to Hebden.</p> <p>We carry school children form Grassington area to Skipton and bring children back to Wharfedale School - 250 children in total.</p> <p>There are times when we are unable to get up the slight incline from Hebden to Grassington and or unable to safely decend into the village via a steep hill (High Cross).</p> <p>I understand that SK2 would have sufficient salt supplies to add this short journey.</p> <p>This is the only stretch of road sometimes that is not safe to use and we have to cancel our routes when all the other operators are running on treated roads. I wonder if you could respond to my email with your thoughts, I have sent emails before , last year, with no response</p>	<p>The rationale behind the request from the enquirer is the suggestion that in severe weather events, resources are often directed to the A59 (Route SK1) to deal with drifting over Kexgill to Blubberhouses, with a resulting delay in the treatment of the B6265, Grassington to Hebden.</p> <p>Route SK2 also enters Grassington at its mid-point along the B6160, Skipton to the Area 1 boundary north of Cray.</p> <p>The request is to move the Grassington to Hebden length (2.74km) of route SK1 onto route SK2.</p> <p>Not once during the winter season 20/21 did we fail to treat the entirety of SK2, by the 7am deadline.</p> <p>Later in the 2020/21 season, RIS procured the services of local farmer which enabled, in those severe weather events, a more rapid treatment of SK2 whilst SK1 was being dealt with east of Bolton Bridge Rbt.</p> <p>A continuation of this arrangement with NYH will ensure resilience during those prolonged severe weather events, however this is an operational matter and does not require an upgrade of the route.</p>	No	
---	---	----------------	---	--	----	--

Area 5 Route Request No. 2



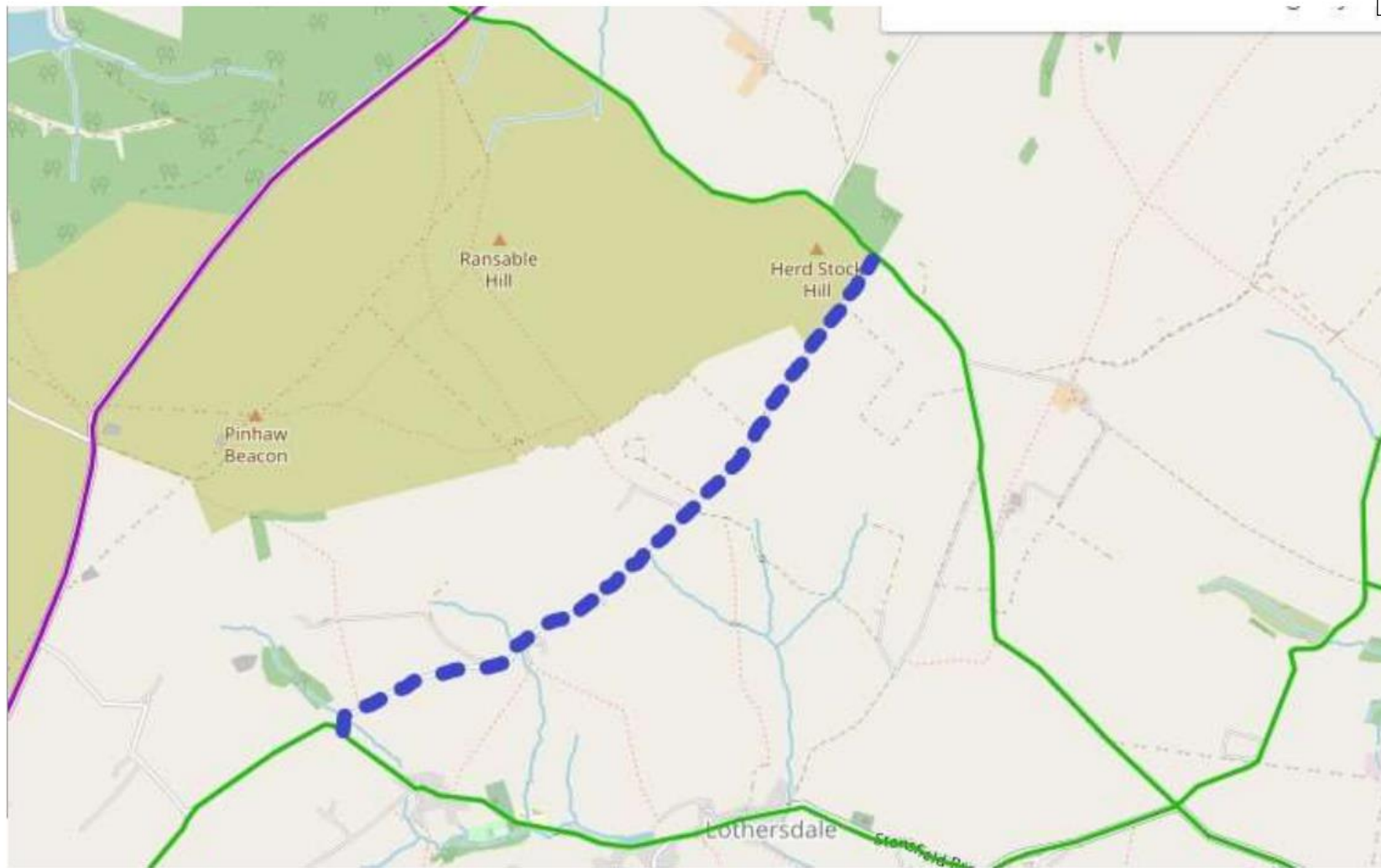
Area 5
Item 2

<p>North Yorkshire County Council</p>	<p>Winter Maintenance Route Amendment Request for 2021 - 2022 AREA 5: Request 2 - B6265 Between Grassington & Hebden</p>	<p>Priority Route 1 </p> <p>Priority Route 2 </p> <p>Requested </p>
---	--	--

5	3	Local resident	<p>Symology Enquiry</p> <p>White Hill Lane</p> <p>A lady called to request possibility of White Hill Lane to be added to gritting route advised will not be looked at until Aug /Sept to be possibly added to route for winter end of 2021</p>	<p>Unclassified Category Rural 4b</p> <p>White Hill Lane is a single lane width rural road, serving several properties and access to farmland. It is well served by salt heaps, it is part of Priority 3 treatment route 319, and there are Priority One and Priority Two alternative routes around this road.</p> <p>Upgrading this road will set a precedent that would make similar requests difficult to reject and would be inconsistent with the approach elsewhere in the County that would require a change in Policy.</p>	No	
---	---	----------------	--	--	-----------	--

Area 5 Route Request No. 3

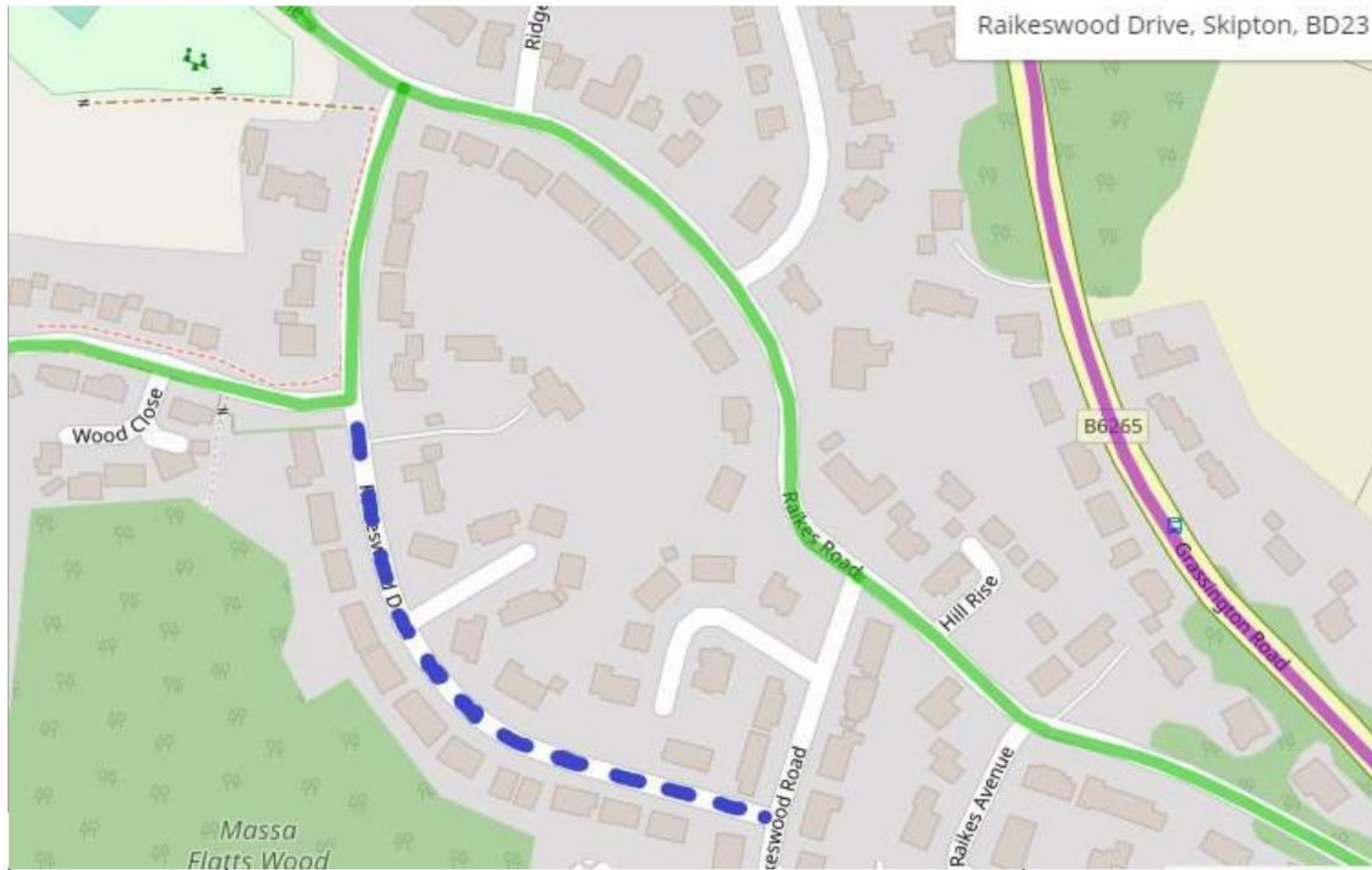
Area 5
Item 3



<p>North Yorkshire County Council</p>	<p>Winter Maintenance Route Amendment Request for 2021 - 2022 AREA 5: Request 3 - White Hill Lane, Lothersdale</p>	<p>Priority Route 1  Priority Route 2  Requested </p>
---	--	--

5	4	Local resident	<p>Symology Enquiry</p> <p>Raikeswood Drive, Skipton</p> <p>Called to enquire if the full length of Raikeswood Drive can get added to gritting route advised will not get looked at until Aug/sept time.</p>	<p>Unclassified Category Urban 4b</p> <p>Raikeswood Drive in its entirety does not fit the description of a Priority One or Two route, namely it is not considered to be an “important” road. However, the northern end of this road (124m) is included in Priority 2 route SK12, presumably because it forms part of a high usage route and/or public transport routes.</p> <p>Some of this estate is also treated under Priority Route 321B, including the small cul-de-sac leg of Raikeswood Drive, but the remaining length (260m) is not included in the treatment lengths.</p> <p>Rakeswood Drive is also serviced by 2 grit bins.</p> <p>Upgrading this road will set a precedent that would make similar requests difficult to reject.</p>	No	
---	---	----------------	--	--	-----------	--

Area 5 Route Request No. 4



Area 5
Item 4

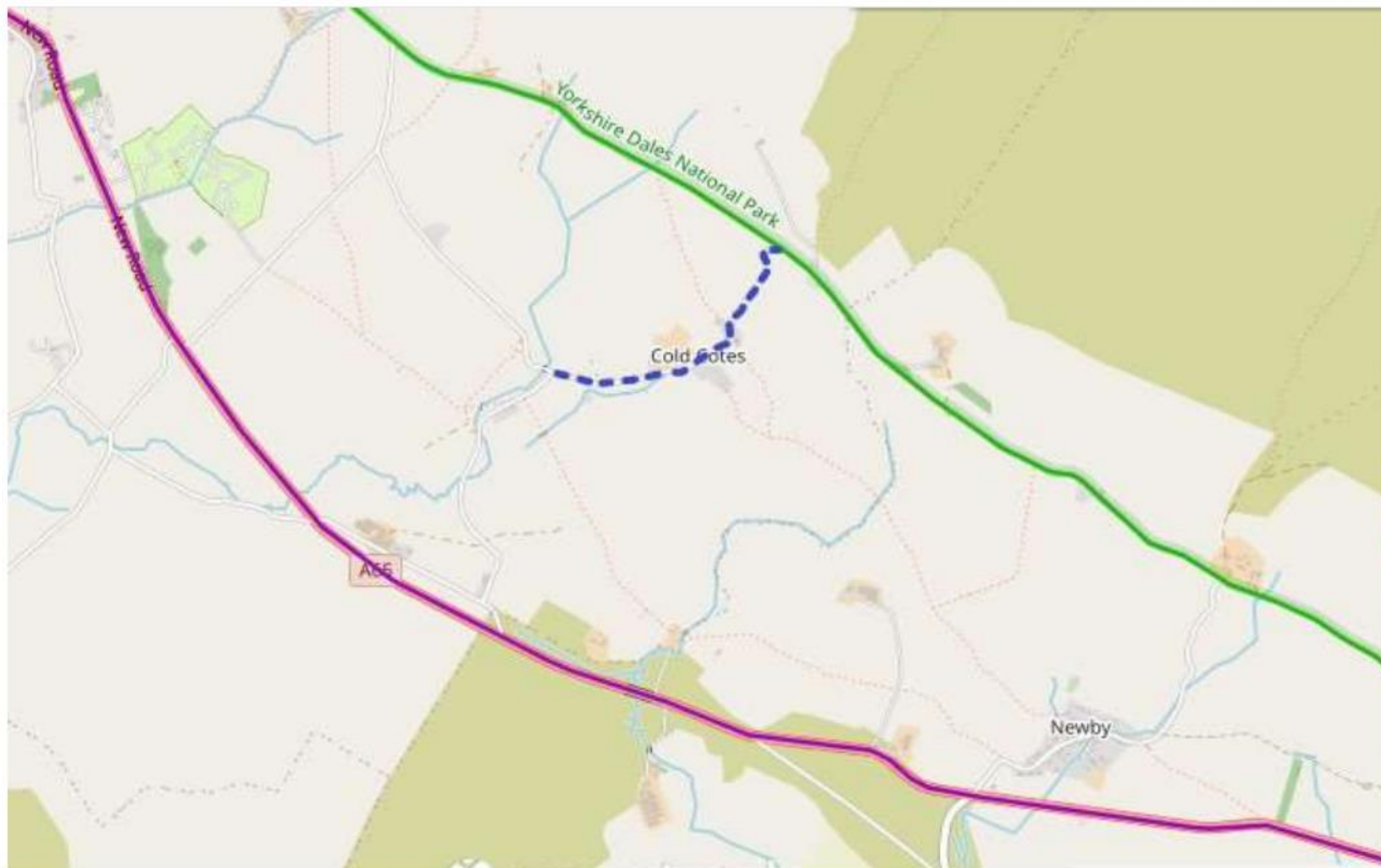
North Yorkshire
County Council

Winter Maintenance Route Amendment Request for 2021 - 2022
AREA 5: Request 4 - Raikeswood Drive, Skipton

Priority Route 1 
Priority Route 2 
Requested 

5	5	Local resident	<p>Symology Enquiry</p> <p>Lowkber Lane, Cold Cotes</p> <p>called to enquire if road through Cold Cotes could be added to gritting route</p>	<p>Unclassified Category Rural 4b</p> <p>Lowkber Lane is a single lane width rural road, serving several properties and accesses to farmland. It is well served by salt heaps, it is already part of Priority 3 treatment route 304, and there are Priority One and Priority Two alternative routes around this road.</p> <p>Upgrading this road will set a precedent that would make similar requests difficult to reject and would be inconsistent with the approach elsewhere in the County that would require a change in Policy.</p>	No	
---	---	----------------	--	---	-----------	--

Area 5 Route Request No. 5



Area 5
Item 5

North Yorkshire
County Council

Winter Maintenance Route Amendment Request for 2021 - 2022
AREA 5: Request 5 - Lowkber Lane, Cold Cotes

Priority Route 1 
Priority Route 2 
Requested 

APPENDIX A

5	6	Local resident	<p>Gooselands Hill to Out Gang Lane & Out Gang Lane to Windbank Farm (B6160), Arncliffe & Hawkswick</p> <p>Thanks for taking the time for our conversation this morning and for explaining the current position to me that our village road is essentially Priority 3 but does not feature in any of the current gritting routes, under any circumstances. We agreed I would put my main points to you in an email and that you would take two courses of action:</p> <ol style="list-style-type: none"> 1) Follow a process to change the gritting route to include Hawkswick village as a priority 2 road 2) Investigate the potential for a grit bin / replenished salt pile in the village <p>We moved to Hawkswick in early 2019 and the issue of gritting was raised at the annual village meeting where we were advised that gritting could take place but only where resources permitted and/or in very adverse weather conditions (i.e. priority 2). In the time we have been here, the road has never been gritted and we have had some severe ice and snow, particularly January/February 2021. For example, I was unable to get out of the village for 5 consecutive days recently because of ice on the roads.</p> <p>My main focus, and reason for contacting you, is to ensure that everyone, particularly the elderly and vulnerable in the village, can be accessed in an emergency or can leave the village in bad weather, e.g. ice/snow.</p> <p>We also have key-workers such as teachers in the village and it is important for them to remain mobile wherever possible. As contributors through our council</p>	<p>Unclassified Category Rural 4b</p> <p>Gooselands Hill to Out Gang Lane & Out Gang Lane to Windbank Farm (B6160) comprises a narrow, single lane width rural road, serving several properties and accesses to farmland.</p> <p>The narrow nature of this route would mean a risk assessment would be required to assess the suitability of using HGV gritters along this road, for inclusion in the Priority 2 route SK15, during the return journey from Halton Gill, via Arncliffe.</p> <p>The enquirer does point out that HGV traffic and large farm machinery uses the route without difficulty. Ploughs mounted to salt-spreading vehicles, however, would undoubtedly create a greater hazard.</p> <p>The route, if considered, would not add any additional driving distance or time, but will add a salt-spread length of 4.99km (2.75m – 3m width)</p> <p>It is already part of Priority 3 treatment route 311, and there is a Priority Two alternative route around this road, although residents of Hawkswick must use the road, or Out Gang Lane itself, also part of the Priority 3 route 311.</p> <p>Upgrading this road will set a precedent that would make similar requests difficult to reject and would be inconsistent with the approach elsewhere in the County that would require a change in Policy.</p> <p>Consideration will be given to the provision of salt piles or bins in Hawkswick and on Outgang Lane.</p>	No
---	---	----------------	---	--	----

APPENDIX A

			<p>tax payments we should be given due consideration in this regard. One of our main frustrations is that we regularly see the gritters on the top road (south of the river Skirfare) travelling up the dale to Halton Gill and then doing exactly the same journey in reverse, completely ignoring the Hawkswick road.</p>		
			<p>It would not be unreasonable in my view for the vehicle to take a slightly different return route from Halton Gill by turning to the left just before Arncliffe Bridge and taking in Hawkswick village with a return to the main B6160 road down Wind Bank at Skirfare Bridge. You confirmed this road is fully adopted and is as wide as the road to Halton Gill, in fact the Refuse Collection vehicle of a similar size uses this same route every week without issue. We have also had delivery vehicles of all shapes and sizes from Myers, Merritt & Fryers etc., including a large cement mixer! There would be negligible increased costs/time to take this route, just slightly more salt I guess, although I do accept a proper Risk Assessment would need to be carried out before any changes could be agreed. I would also emphasise that there is no expectation to have Outgang Lane gritted as it is too narrow I hope this helps and look forward to hearing from you with some positive news.</p> <p>Kind regards,</p>		

Area 5 Route Request No. 6

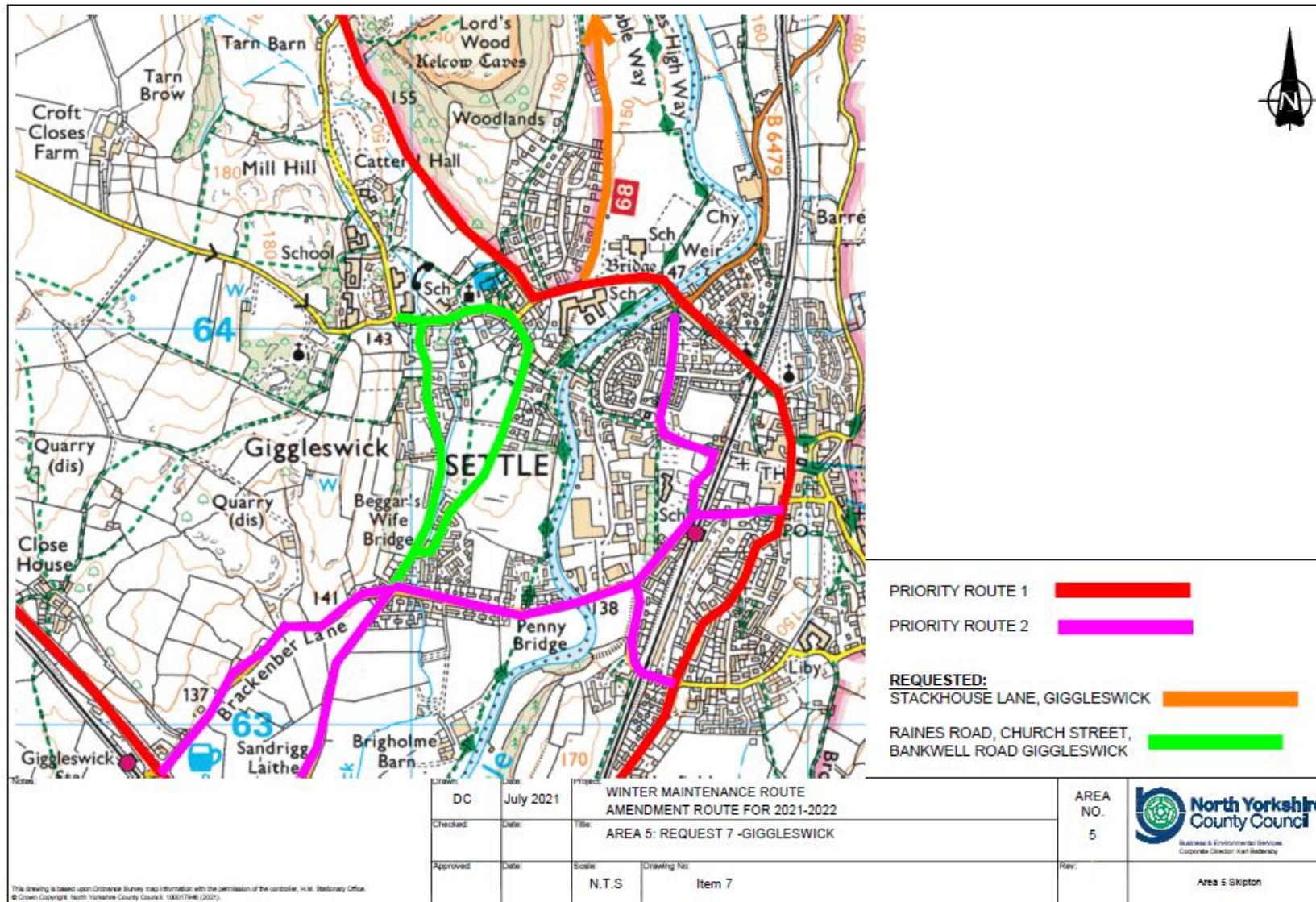
Area 5
Item 6



<p>North Yorkshire County Council</p>	<p>Winter Maintenance Route Amendment Request for 2021 - 2022 AREA 5: Request 6 Gooselands Hill to Out Gang Lane & Out Gang Lane to Windbank Farm (B6160), Arncliffe & Hawkswick</p>	<p>Priority Route 1  Priority Route 2  Requested </p>
---	--	--

5	7	<p>Managing Director Of local Business</p>	<p>Giggleswick 1. Stackhouse Lane 2. Raines Road - Church Street - Bankwell Road.</p> <p>I have serious concerns about the standard of winter roads service in Giggleswick - where both my business and home are located, and where I am also a parish councillor.</p> <p>The standard of winter roads service has been deteriorating here for a number of years now - and last winter reached a dangerously low level. At times even the main (Category 1) road connecting Giggleswick and Settle to the A65 was not gritted for several icy days.</p> <p>Unlike neighbouring Settle, there are currently no Level 2 gritting routes at all in Giggleswick. As a consequence, the main roads through the village were again dangerously icy for many days last winter. Walking along Church Street, I slipped and hurt my back badly. I know of others who were also similarly injured. When the local roads are not gritted they are not only dangerous for driving, they are also very dangerous for walking.</p> <p>Last winter the parish council took up the opportunity of participating in a community gritting scheme, and</p>	<p>The originator's view that the service levels have deteriorated is not supported. The service levels are unchanged and continue to be delivered in line with the approved policy.</p> <p>With regard to existing provision, there are P2 routes in Giggleswick with part of Raines Road and the full length of Brackenber Lane and Station Road into Settle all part of the P2 network.</p> <p>The routes on the current P1 and P2 networks are appropriate for the network in this area and the addition of the roads requested is not supported.</p>	<p>No</p>	
---	---	--	--	---	------------------	--

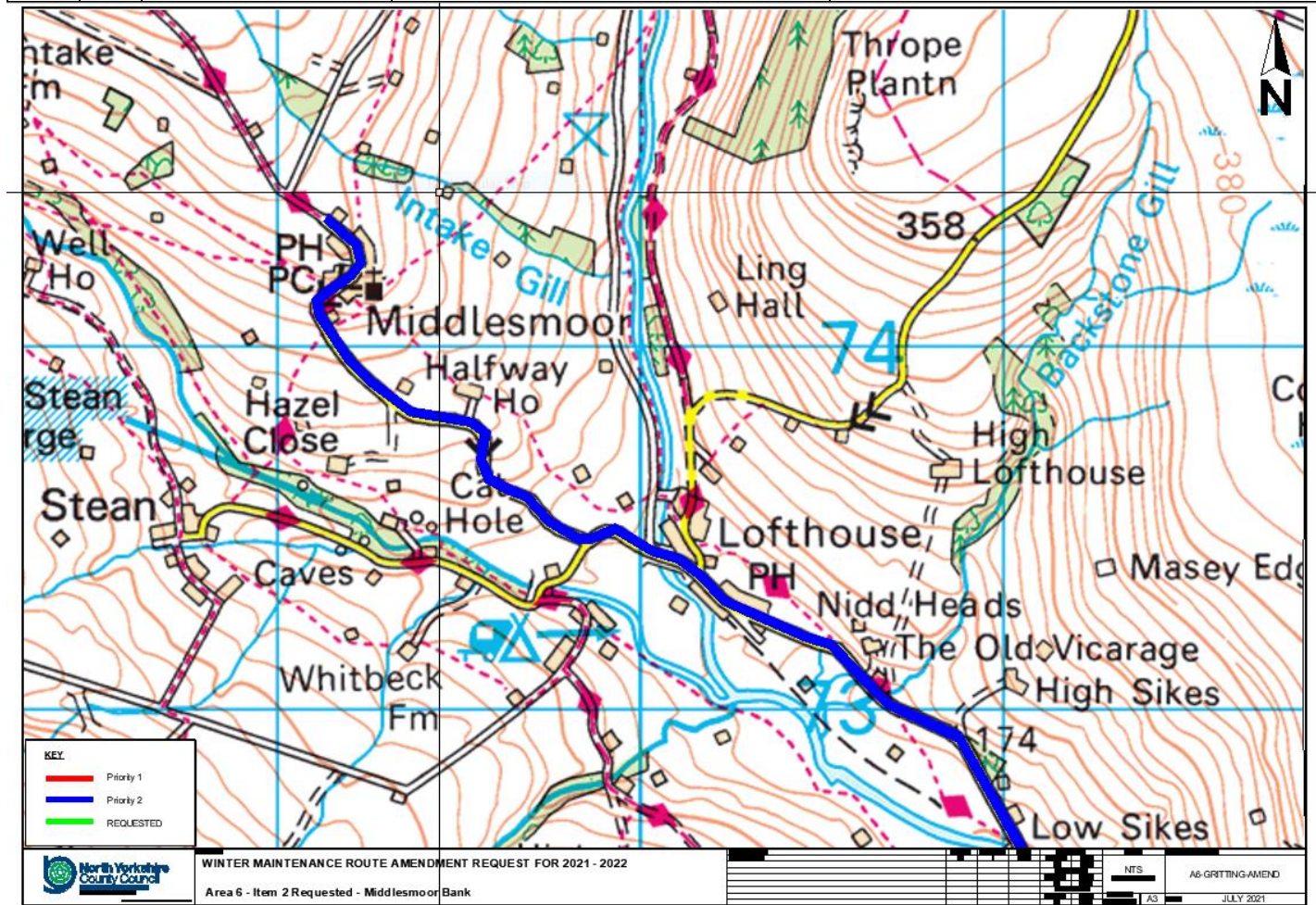
			<p>purchased a hand spreader. But it is very hard manual work, trying to spread grit any distance at all from a grit bin - and is just not a practical or sustainable solution.</p> <p>I understand that the winter roads service is reviewed each August. In anticipation of this, can I please respectfully request an improved service for Giggleswick. Not only does the village host growing local businesses that need safe roads access in the winter, there are also three schools in the village, plus the recently reopened Castleberg Hospital.</p> <p>Cont'd...</p>			
			<p>Specifically, can I please request that very careful consideration be given to adding two Category 2 (before 10.00am) routes to the winter roads service in Giggleswick.</p> <p>The following two gritting routes would be a huge improvement.</p> <ol style="list-style-type: none"> 1. Stackhouse Lane 2. Raines Road - Church Street - Bankwell Road. <p>Many thanks for your time and kind consideration to this matter. Thus far, the parish council raising similar concerns has received only the same standard reply letter twice(!)</p>			



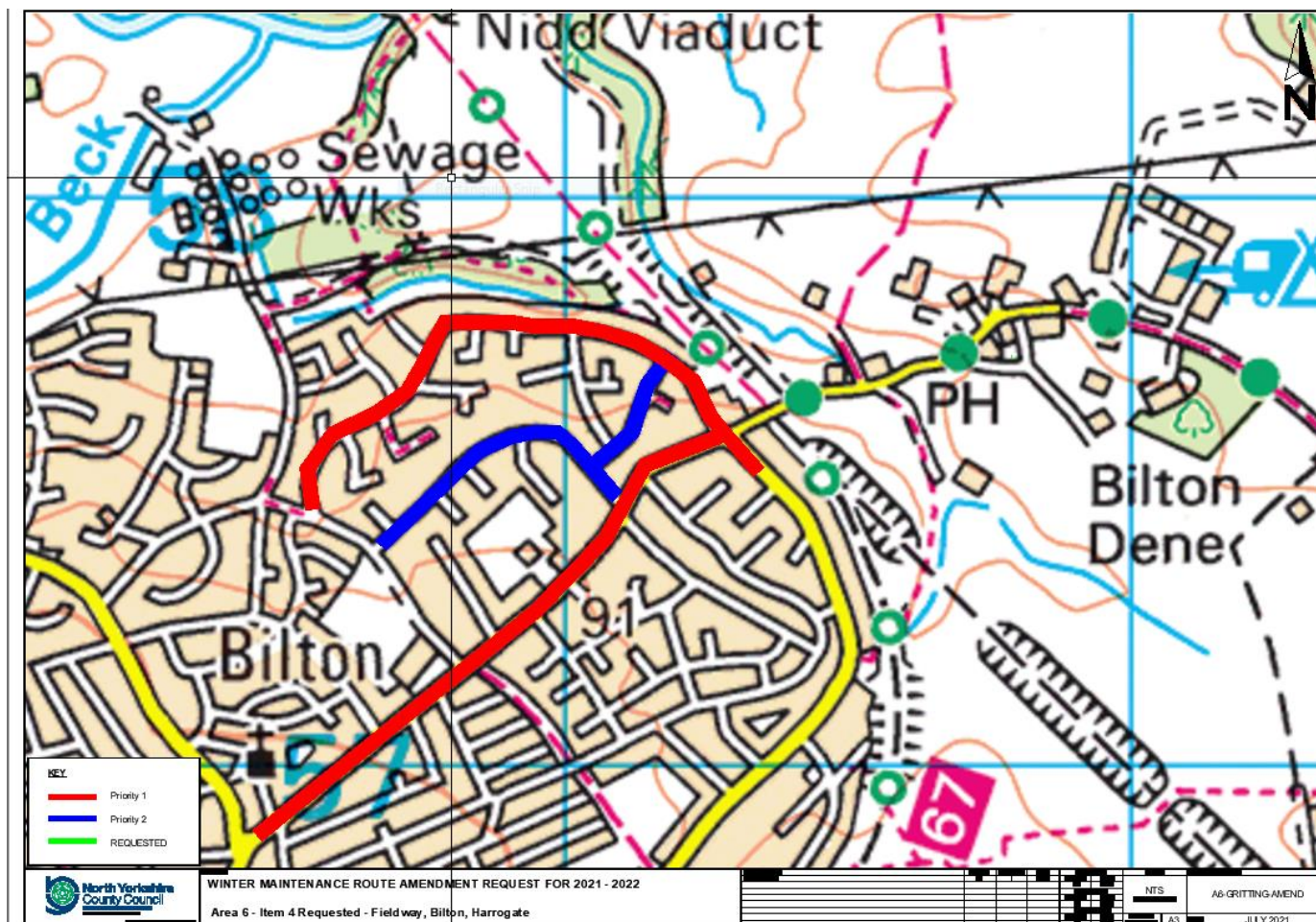
Area 6.

Area	Item	Requested by (and contact details)	Change Requested	Officer Comments	Officer Recommend	Member Approved
6	1	Parish Council Proper Officer (Clerk/Responsible Financial Officer) To Tockwith with Wilstrop Parish Council W: www.tockwith.gov.uk	A number of developments completed and in and around Tockwith village have increased traffic therefore requested that Tockwith Lane & Bilton Lane added to winter gritting route.	Development occurs across the county but no reason this area in particular needs priority gritting, both lanes are Cat 4b and does not meet winter policy to be changed.	NO	

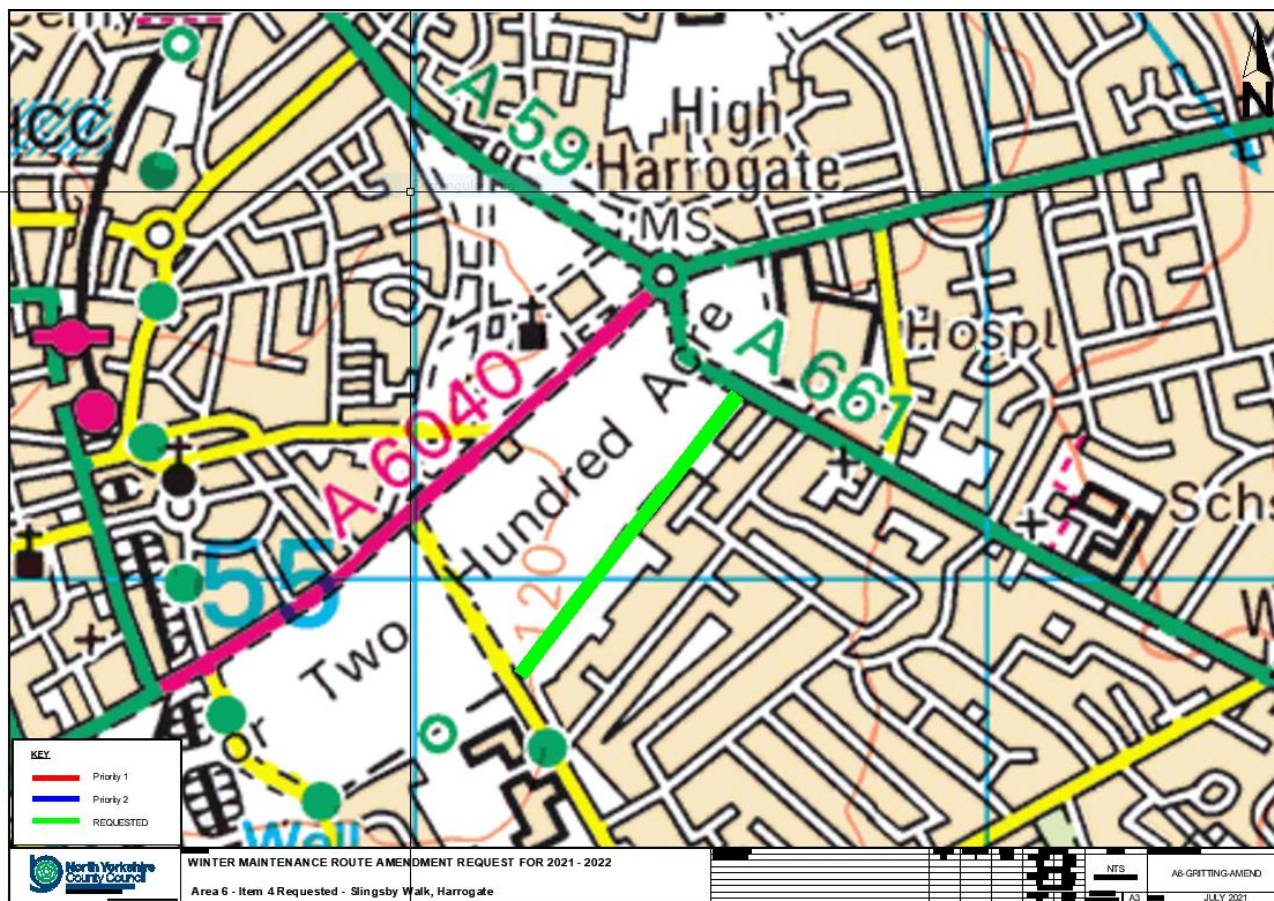
6	2	Local resident:	Middlesmoor Bank, Pateley Bridge, Harrogate to be included in gritting route as icy conditions impact vehicles ability to climb the hill.	No past historic incidents to suggest a regular occurrence, village access road already on P2 route with salt heaps so treatment appropriate for category of road.	NO	
---	---	-----------------	---	--	----	--



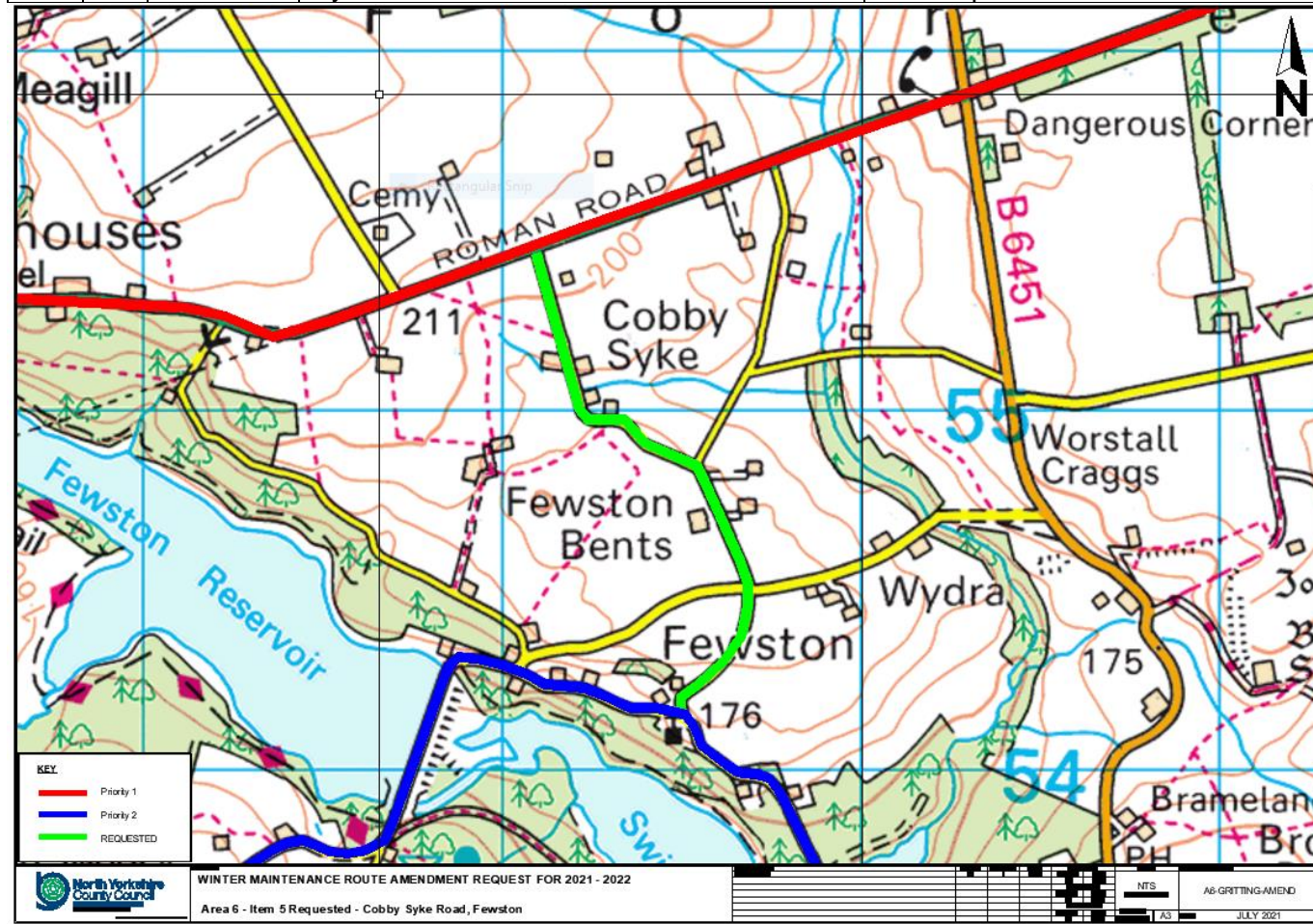
6	3	Councillor Geoff Webber < Cllr.Geoff.Webber@northyorks.gov.uk >	Fieldway, Bilton became impassable for all vehicles and is on a bus route	No historic incidents only one during last winter, already P2 gritting route which is appropriate for a Cat 4b residential street.	NO	
---	---	---	---	--	----	--



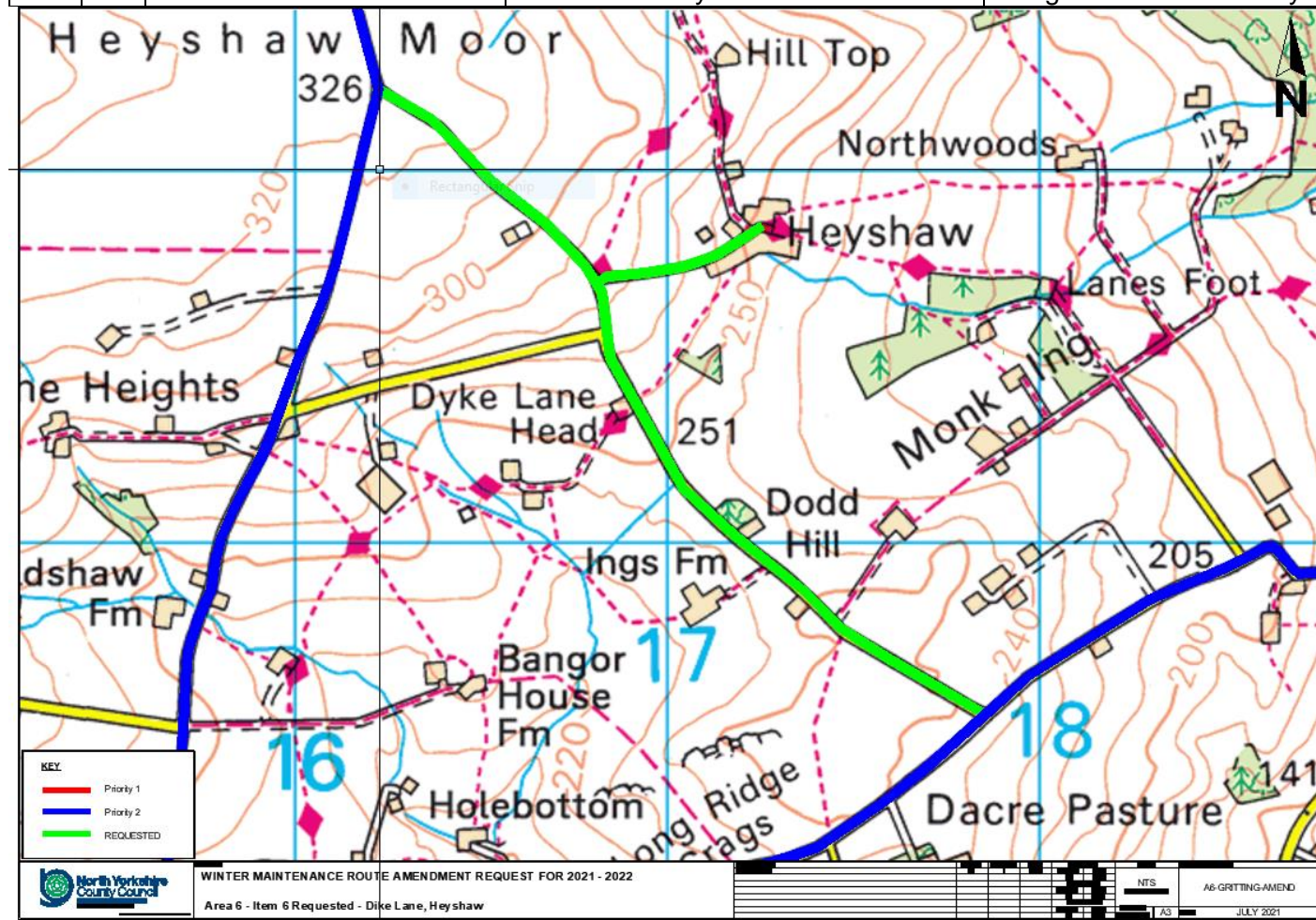
6	4	Local resident	Requested that the current footpath gritting regime is expanded particularly to include all cycleways and the busier footways outside town centres. I accept there is already a good town centre shopping street footpath service but nothing is being done outside the centres, even after several days of icy conditions. For instance Slingsby Walk, a busy footway and cycleways	Cost and resource is prohibitive. This would need a county wide decision, would set precedent that is not reasonably practicable and goes against current winter policy.	NO	
---	---	----------------	--	--	----	--



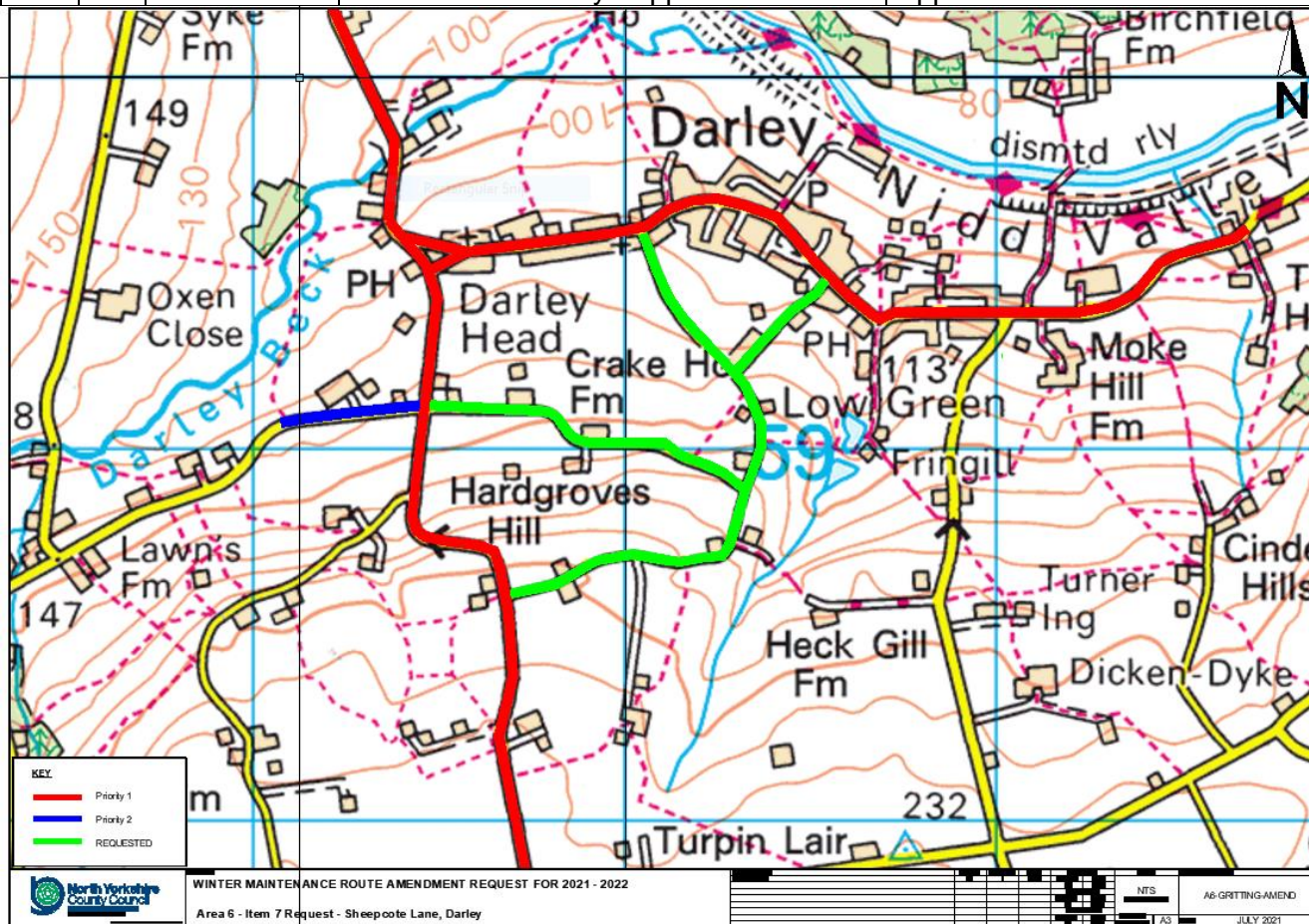
6	5	Local resident	A dairy farmer at Fewston just of the A59 on Cobby Syke Road, Harrogate. Milk is collected every other day. In the last snow they had to tow the tanker from Bents Quarry to the farm. Can we include Cobby Sykes as a P2	The area team can address concerns at the operational level but we have a number of request from those on P3 routes each year and resource, time and cost will not allow us to upgrade these to P2s, nor would this be commensurate with such routes' position in the network hierarchy.	NO
---	---	----------------	---	--	----



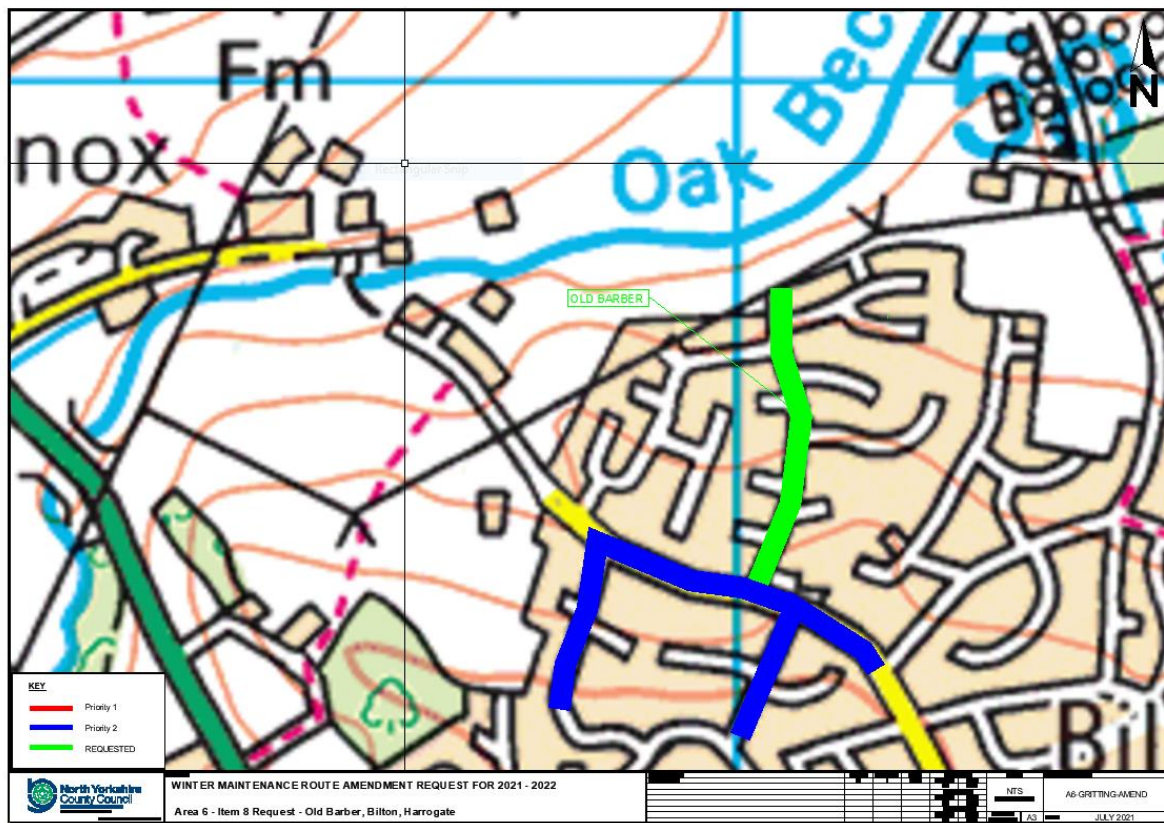
6	6	Clerk to the Council Dacre Parish Council dacreclerk@gmail.com	Access road to Heyshaw Village is on a gradient from the village to Dike Lane, Harrogate and becomes impassable when very icy or snowy. There is a dairy farm here too	Number of P3s in similar situation – changing these would impact on resource and time to complete existing P2s. would set a precedent for other villages within the county.	NO	
---	---	--	--	---	----	--



6	7	Several local residents	<p>Request that gritting be extended to include Sheepcote Lane, Darley.</p> <p>There are several houses on Sheepcote Lane, which has a steep incline. Neither Crake Lane or Walker Lane are gritted so those on Sheepcote Lane are effectively trapped</p>	<p>While this route is not on a P1 or P2 route there are grit heaps and grit bins where the gradient is steep. There is no other grounds for upgrading this lane. Extending nearby pre-existing P1 or P2 routes would be put unreasonable time and cost onto these gritting routes and would not be commensurate with either network hierarchy or the approach taken elsewhere.</p>	NO	
---	---	-------------------------	--	---	----	--



6	8	<p>Cllr.Geoff Webber Cllr.Geoff.Webber@northyorks.gov.uk On behalf of a local resident</p>	<p>I live at the bottom of Old Barber.</p> <p>Every winter the hill is steep & slippery when there is any sort of ice and snow causes mayhem. Salt bins empty very quickly and we are often left without any to even do it ourselves.</p> <p>It is also left down to a few of us as there are many elderly residents who are frail and should not be attempting this. Drivers losing control on snow and ice.</p>	<p>No more of a priority that other areas in similar locations. Already have salt bins and heap provision.</p>	<p>NO</p>	
---	---	---	---	--	-----------	--



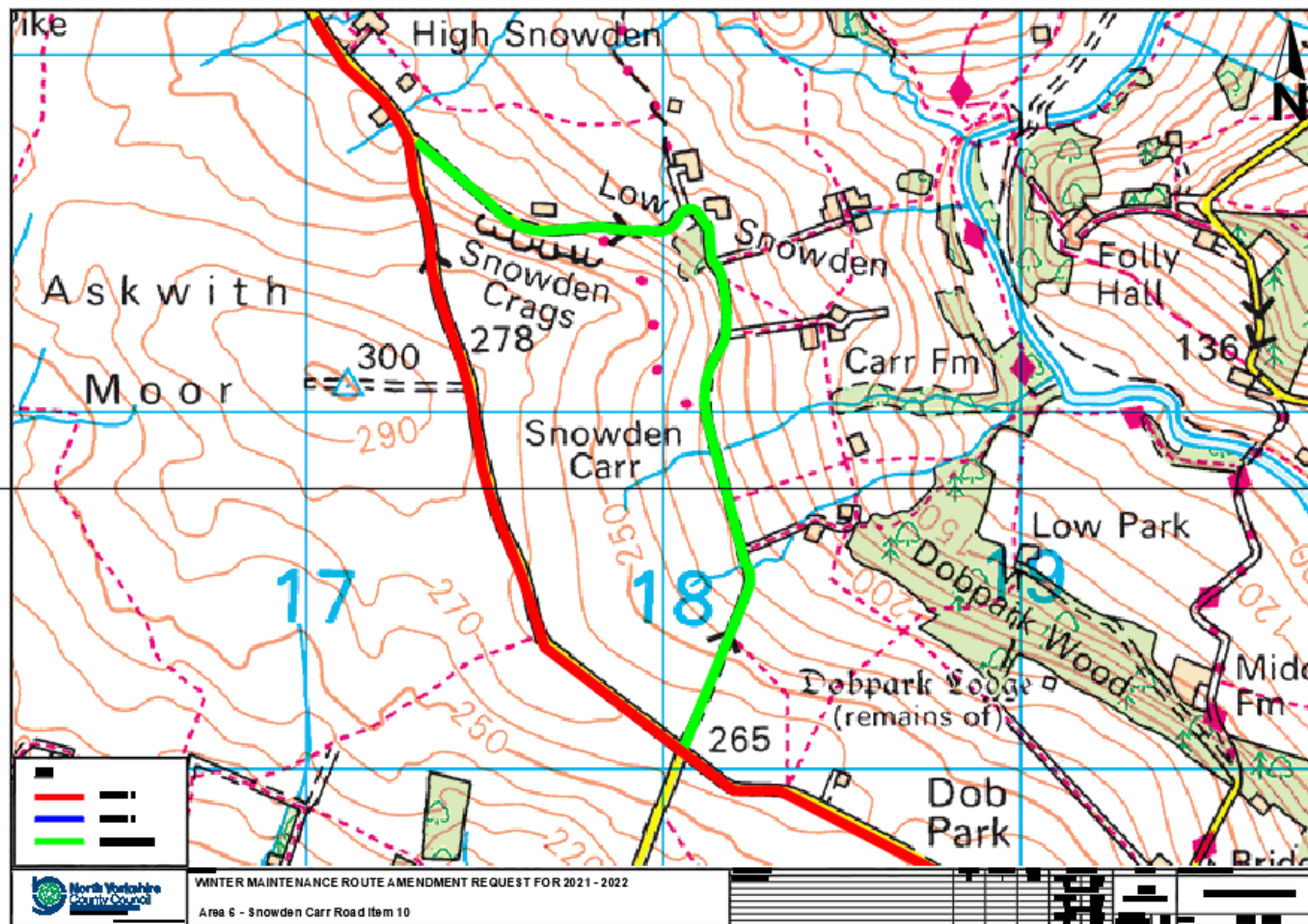
Area 6
Item 8

6	9	Local resident	Customer would like to request for Mill Lane and Chapel Hill, Harrogate to be added to the snow plough / grit route. They say there's a local farmer (contractor) down the road with a snow plough however they are sent to Harrogate. All local residents in and around Chapel Hill are stuck. .	No more of a priority that other remote areas in similar locations. Upgrading this route would not be commensurate with either network hierarchy or the approach taken elsewhere. Also there are grit heaps provided	NO	
---	---	----------------	---	--	----	--

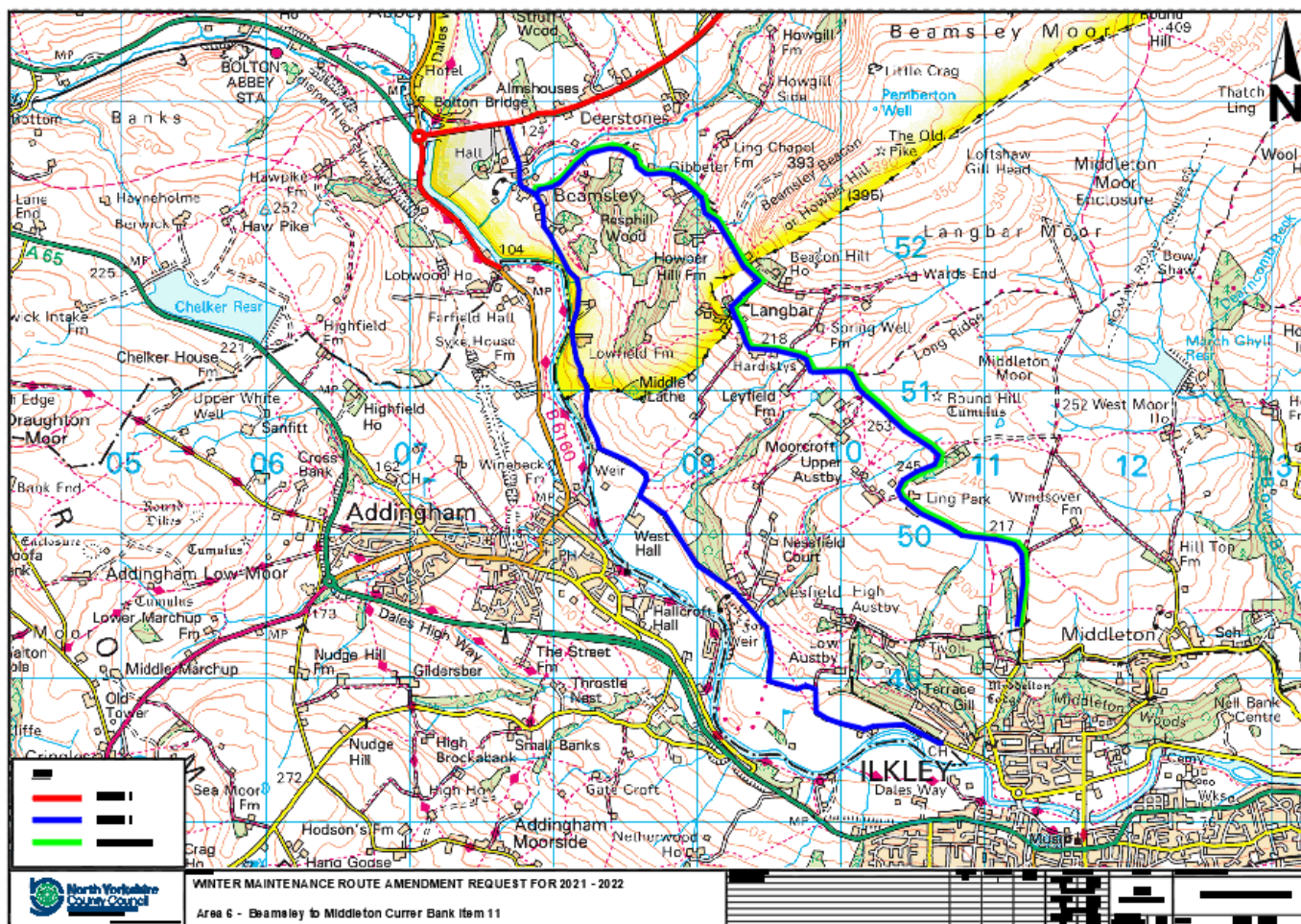


APPENDIX A

6	10	Local resident	Snowden Carr Road, Low Snowden - Request to be considered for snow ploughing/gritting. cars got stuck in snow	No more of a priority that other remote areas in similar locations. Also there are grit heaps provided. Plus upgrading this route would not be commensurate with either network hierarchy or the approach taken elsewhere.	NO	
---	----	----------------	---	--	----	--



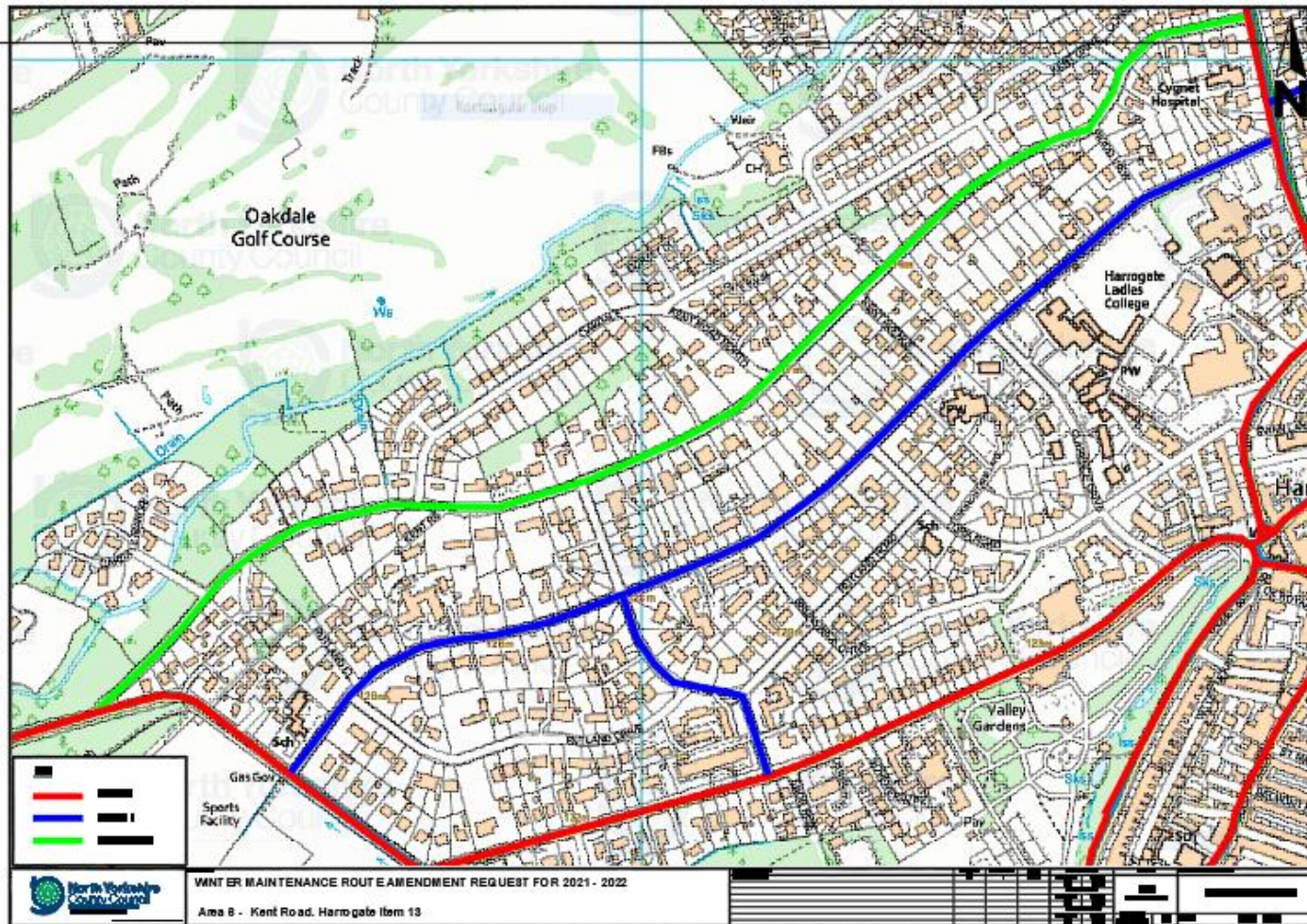
6	11	Local resident	I have noted the road from Beamsley - Lanshaw Bank, over the top to Langbar - Currer Lane, and down to Middleton Ilkley - Hardings Lane, has not been gritted over the last couple of weeks. Please can you add this to your list?	The route is currently part of a Priority 2 route and this is commensurate with the network hierarchy and the approach taken elsewhere.	NO	
---	----	----------------	--	---	----	--



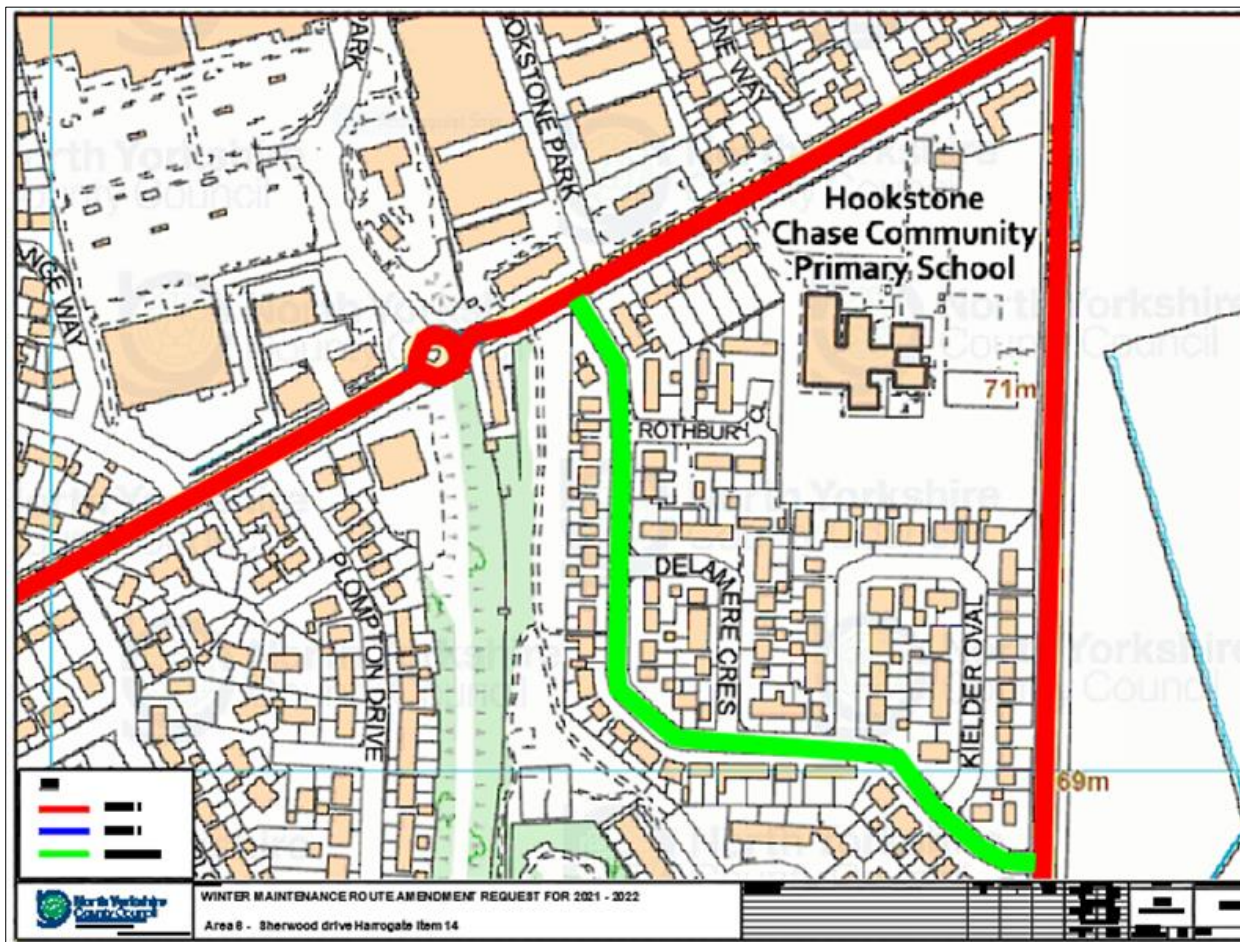
6	12	Local resident	East Park Road, Spofforth. Request for road to be gritted.	Local residential road and forms part of the Priority 3 network. This is commensurate with the network hierarchy and the approach taken elsewhere.	NO	
---	----	----------------	---	--	----	--



6	13	Resident	Lack of gritting on Kent Road, Harrogate and surrounding roads. Cars were abandoned in last snow events	This is a local residential road and upgrading it would not be commensurate with either network hierarchy or the approach taken elsewhere.	NO	
---	----	----------	---	--	----	--



6	14	Local resident	Sherwood Drive, Harrogate be gritted as it is difficult to get down road when icy or snowy	This is a Cat 4b residential roads. Upgrading it would not be commensurate with either network hierarchy or the approach taken elsewhere.	NO	
---	----	----------------	--	---	----	--



Area 7. 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	Business and Environmental Services		
Service area	Highways & Transportation		
Proposal being screened	Winter Gritting Routes for 2021-22 season		
Officer(s) carrying out screening	Nigel Smith		
What are you proposing to do?	Annual review of the Council's winter maintenance service – in particular the gritting routes used across the County.		
Why are you proposing this? What are the desired outcomes?	Each year a review of the winter maintenance service is undertaken. Requests for amendments to the gritting routes are considered. Requests might come from customers, Parishes or from Councillors. The main driver is to ensure that Councillors can consider requests for amendments to the current service in the context of the County Council's Policy and the need to ensure uniformity of service across the County.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No. Only a very small number of amendments are considered, which could if agreed be catered for within the existing winter service budget and winter reserve funds.		
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? No If Councillors agreed to requests for amendments, the result would be an enhancement of service in a small number of sites. 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 Equality rep 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		√	

APPENDIX B

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:	√	Continue to full EIA:
Reason for decision	Any decision that resulted in the changes requested being enacted would bring about an increase in service level. No change to the existing winter gritting arrangements as recommended by officers would bring no dis-benefits i.e. no drop in level of existing service would result. As such, with either decision there is no significant adverse impact as defined above therefore EIA not relevant.		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	<i>10/08/2021</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	AMENDMENT TO WINTER GRITTING ROUTE REQUESTS
Brief description of proposal	Consideration of route upgrade requests from public, parish / town councils and other bodies
Directorate	BES
Service area	H&T / Highway Ops
Lead officer	Nigel Smith
Names and roles of other people involved in carrying out the impact assessment	Nigel Smith – Head of highway Operations
Date impact assessment started	July 2021



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	AMENDMENT TO WINTER GRITTING ROUTE REQUESTS
Brief description of proposal	Consideration of route upgrade requests from public, parish / town councils and other bodies
Directorate	BES
Service area	H&T / Highway Ops
Lead officer	Nigel Smith
Names and roles of other people involved in carrying out the impact assessment	Nigel Smith – Head of highway Operations
Date impact assessment started	July 2021

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 – this is a binary consideration as to whether route upgrades will be supported or not in relation to our current winter service policy and need

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.

Officer recommendations are not to approve any of the route requests but if any approved by Corporate Director in consultation with Executive Member for access then it would increase the cost of delivering the winter service

APPENDIX C

<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	X		<p>No increase in emissions due to travel if recommendations of officers not to approve route requests are followed.</p>		
	Emissions from construction	X				
	Emissions from running of buildings	X				
	Other	X				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X				
<p>Reduce water consumption</p>		X				
<p>Minimise pollution (including air, land, water, light and noise)</p>		X		<p>No increase in air pollution due to additional gritter journeys if recommendations of</p>		

APPENDIX C

<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 relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</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>officers not to approve route requests are followed.</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>		n/a				

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

We are constantly reviewing delivery of winter service ensuing treatments are only undertaken when conditions dictate

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.

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.

Sign off section

This climate change impact assessment was completed by:

Name	Nigel Smith
Job title	Head of Highway Operations
Service area	Highway Operations / H&T
Directorate	BES
Signature	N Smith
Completion date	10 August 2021

Authorised by relevant Assistant Director (signature):

Date: