
Executive

26th January 2017

Report of the Corporate Director of Economy and Place
Portfolio of the Executive Member for Planning and Transport

Reinstatement of Gritting Routes

Summary

1. This report presents a proposal in respect of the costs and actions required to reinstate streets previously gritted by the Council. The streets were removed post outcome of the 2013 winter maintenance consultation undertaken as a budget saving exercise. The total kilometres of network (streets) to be reinstated would be 43km. The proposed commencement date for the reinstated network is 1st February 2017.
2. This report lists the streets to be reinstated in Annex 1. A comprehensive list of all routes will be available to view on the Council's website.

Recommendations

3. Executive is recommended to:
 - a. Approve the reinstatement of the 43 km of treated network, to commence on the 1st February 2017.
 - b. Approve the use of contingency of £33k to fund the estimated additional cost of reinstating the 9th gritting route from the 1st February for the current financial year .
 - c. Note that future years' reinstatement will be subject to approval of the 2017/18 budget by Full Council.

Reason: The primary gritting routes in York are selected from the advice given in the "Well Maintained Highways, Code of Practice for Highway Maintenance". This incorporates three tiers of areas to be considered for inclusion in Primary Routes.

The levels are typically as follows:-

Level 1 – Typically footstreets and important routes from public buildings and major shopping areas i.e.g city centre and routes to the railway station.

Level 2 – Principal roads and other main important distributor roads, including roads carrying frequent bus services of at least one bus every 20 minutes (extended to 30 minutes) in one direction.

Level 3 – All other roads.

The selection of roads and area for treatment on Primary Routes are those normally of categories 1 and 2 including but not exclusively restricted by considerations of the following:-

- Wider transport priorities not included above.
- Safe and reliable access to emergency facilities including Fire and Rescue, Police, Ambulance Services and Hospitals.
- Other public service access needs and critical infrastructure where the maintenance of access may be critical.
- Public transport routes and access to stations, bus garages and depots.
- Safe and reliable access to main industrial and business centres of key importance.
- Consideration for special need for the disabled or older people i.e. adjacent to homes and sheltered housing.
- Known problems, including significant gradients, exposed areas and other topological factors.

Again the selection of routes is restricted by resources not budgetary constraints and will be limited by what is “reasonably practicable” at any time. This means that the routes highlighted here-after are those selected as Primary Routes and have met the required criteria and are of the highest priority in the City.

Background

4. Appraisal of the 2012/13 Primary Gritting Routes (PGR) was undertaken as part of the 2013 Winter Maintenance Review. The 2012/13 PGR is shown on the Map in Annex 2.

5. The City of York Council reviewed the winter maintenance service due to budget and resource pressures. An exercise was carried out to synchronise the PGR in line with the Authorities road hierarchy. It was proposed to amend the PGR to include all level 1 and 3 hierarchical categories plus any 2012/13 PGR that are on a slope that would otherwise be excluded. The Authorities road hierarchy incorporated 3 categories which were derived from the ‘Well-Maintained Highways, Code of Practice for Highway Maintenance’.
6. The proposed PGR for 2013/14 resulted in a reduction of the road hierarchy being treated from 45% to 35%. The Council used route optimisation software to reassess the PGR and it resulted in a reduction in the number of operational routes from 9 to 8.

Options

7. The options for the Executive to consider in relation to the proposed scheme are as follows:-

Option 1 – Approve the reinstatement of 43km of gritting route, commencing from 1st February 2017.

Option 2 – Approve the reinstatement of 43km of gritting route, commencing from 1st November 2017.

Analysis

8. **Option 1** – The inclusion of the 43km will meet the primary gritting goals in the City of York, and the advice given in the “Well Maintained Highways, Code of Practice for Highway Maintenance”. However there is estimated to be additional costs of c£52k to meet with equipment rentals, salt and standby personnel in a full year and £33k in 2016/17.
9. **Option 2** – As above the inclusion of the 43km will meet the primary gritting goals in the City of York, and the advice given in the “Well Maintained Highways, Code of Practice for Highway Maintenance”. This will allow for a permanent budget to be considered within the formal budget setting process.

Council Plan Priorities

10. This report contributes to one of the three key Council Plan priorities, demonstrating that it is “**A Focus on Front Line Services**”. The Highways team deliver the winter maintenance programme. This

additional route will support the team and achieves the focus on front line services.

Implications

11. **Financial** – The full year cost of adding the route to the network is approximately £52k based on a winter where 70 treatments are required. The cost will ultimately depend on the severity of the winter i.e. the number of days where gritting is required. The estimated cost within 2016/17 from a 1st February start is £33k. It is proposed that the the costs for 2016/17 are funded by a release from contingency . The contingency currently stands at £671k and this relaease of £33k will reduce the ongoing value to £638k. The ongoing costs of the reinstatement in future years will be considered as part of the 2017/18 budget considered in February 2017.

Human Resources – The additional route can be staffed within the current workforce levels.

Equalities – There are no equalities implications

Legal – The Legal implications are considered within the body of the report

Information Technology (IT) - There are no IT implications.

Crime and Disorder – There are no crime and disorder implications

Property – There are no property implications

Risk Management

12. The reinstatement of these streets improves the management of risk around potential injuries and property damage which may also give rise to claims thereby supporting the ongoing annual savings resulting from high claim repudiation rates.

Contact Details

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Report approved



13 January
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Specialist Implications Officer(s) *List information for all*

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Wards Affected: All

All



For further information please contact the author of the report

Background Papers:

Annex 1 – List of roads to be reinstated
Annex 2 – 2012/13 PGR

List of Abbreviations

PGR – Primary Gritting Routes