



**Notice of a public meeting of  
Decision Session - Cabinet Member for Environmental Services**

**To:** Councillor Levene (Cabinet Member)

**Date:** Thursday, 20 March 2014

**Time:** 4.00 pm

**Venue:** The Snow Room - Ground Floor, West Offices (G035)

**AGENDA**

**Calling In.**

**Notice to Members - Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democracy Support Group by:

**4:00 pm on Monday 24<sup>th</sup> March 2014**, if an item is called in.

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate and Scrutiny Management Committee.

**1. Declarations of Interest**

At this point the Cabinet Member is asked to declare any personal, prejudicial or pecuniary interests they may have in the business on this agenda.

**2. Minutes**

(Pages 1 - 2)

To approve and sign the minutes of the meeting held on 11<sup>th</sup> March 2014.

**3. Public Participation - Decision Session**

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5pm on Wednesday 19<sup>th</sup> March 2014**. Members of the public may speak on item on the agenda or an issue within the Cabinet Member's remit.

Any written representations should be with the Democracy Officer by **5pm on Tuesday 18<sup>th</sup> March 2014**.

**Filming or Recording Meetings**

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at [http://www.york.gov.uk/downloads/download/3130/protocol\\_for\\_webcasting\\_filming\\_and\\_recording\\_of\\_council\\_meetings](http://www.york.gov.uk/downloads/download/3130/protocol_for_webcasting_filming_and_recording_of_council_meetings)

**4. Dringhouses and Woodthorpe Ward Winter (Pages 3 - 28) Maintenance Petition**

This report is a response to a petition submitted by Councillor Ann Reid on behalf of 179 residents of Dringhouses and Woodthorpe Ward requesting the retention of the existing salt bin and gritting position in the Ward.

**5. Annual Highway Maintenance Report (Pages 29 - 54)**

This report provides a review of the service performance in highway maintenance over the last year. The report examines issues arising and proposes programmes of work to be undertaken in the financial year 2014/15.

**6. Urgent Business**

Any other business which the Cabinet Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- E-mail – [laura.bootland@york.gov.uk](mailto:laura.bootland@york.gov.uk)

For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

**This information can be provided in your own language.**

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

This page is intentionally left blank

City of York Council

Committee Minutes

---

Meeting	Decision Session - Cabinet Member for Environmental Services
Date	11 March 2014
Present	Councillor Levene (Cabinet Member)

---

**12. Declarations of Interest**

At this point in the meeting, the Cabinet Member is asked to declare any personal, prejudicial or pecuniary interests he may have in the business on the agenda. None were declared.

**13. Minutes**

Resolved: That the minutes of the last decision session held on 9<sup>th</sup> October 2013 be approved and signed by the Cabinet Member as a correct record.

**14. PUBLIC PARTICIPATION - DECISION SESSION**

It was reported that there had been no registrations to speak under the Council's Public Participation Scheme.

**15. Litter Policy**

The Cabinet Member considered a report which detailed the way in which the Council will ensure levels of cleanliness in the public realm are maintained to an acceptable standard and seeks to highlight the need to bring about behavioural change with regards to the need for people to take responsibility for the correct disposal of litter.

The Cabinet Member noted the report and the litter policy and was happy to approve it without any further amendments.

Resolved: That the Cabinet Member approved the Litter Policy as attached at annex 1 to the officers report.

Reason: The policy will ensure cleanliness standards are maintained and continue increased ownership of the Smarter York agenda by both staff, residents and businesses.

Councillor Levene, Chair

[The meeting started at 2.30 pm and finished at 2.35 pm].



**Decision Session – Cabinet Member for  
Environmental Services**

**20th March 2014**

Report of the Assistant Director (Highways, Waste and Fleet)

**PETITION CALLING ON CITY OF YORK COUNCIL RETAIN  
EXISTING SALT BIN AND GRITTING POSITION IN THE  
DRINGHOUSES AND WOODTHORPE WARD**

**Summary**

1. This report is in response to a petition submitted to the Council by Councillor Ann Reid with 179 name and addresses of residents of the ward.
2. The petition requests that the Council retain existing salt bin and gritting position in the Dringhouses and Woodthorpe wards

**Background**

3. A copy of the petition is attached as Annex 3.
4. At the Decision Session – Cabinet Member for Environmental Services held on 9 October 2013 (report Annex 1) the Cabinet members approved amendments to the winter maintenance services following a review and public consultation of the road gritting and grit bin provision.
5. This matter was called in under standard procedures and referred to the Corporate Scrutiny management Committee on 21 October 2013 (Report Annex 2) where the original decision was confirmed.
6. The petition reads *Cllr Anne Reid on behalf of 179 residents opposed to the proposed cuts in Winter Maintenance Services and calling on the City of York Council to retain the existing salt bin and gritting provision in the Dringhouses and Woodthorpe Ward.*
7. In the Dringhouses and Woodthorpe ward there are 28 locations for grit bins following the review compared with 35 in

the previous 2012/13 season. The new criteria for the provision of grit bins provides a fair, clear and transparent system rather than the previous ad-hoc approach. In addition some bins were provided by Ward committee's but this funding is no longer available. These bins were included in the assessment process.

8. The primary gritting routes in the Dringhouses and Woodthorpe Ward for 2013/14 have remained relatively unchanged with only a section of West Thorpe and Leaside removed and reallocated to the Secondary gritting network.

### **Consultation**

9. This report is to advise the Cabinet Member of the receipt of the petition, no external consultation has taken place.

### **Options**

10. Option 1 – Consider the petition and reinstate the winter maintenance service to the 2012/13 arrangements.
11. Option 2 – Maintain the approved winter maintenance service for 2013/14.

### **Analysis**

12. Option 1 The petition relates to Dringhouses and Wood Thorpe ward area but any changes in this ward would affect all the winter maintenance service throughout the Council. Maintaining the existing primary gritting network (PGR) the same as the 2012/13 winter maintenance service will not achieve the desired savings. The 2012/13 percentage of road network treated by the PGR is 45.6%. To maintain the existing total number of highway and ward grit bins would require an additional budget of £38.8k. The existing grit bin locations had been derived by an ad-hoc basis rather than a process of need by assessment. Respondents to the consultation undertaken in Summer 2013 also indicated strong support for the Council to prioritise the gritting routes to network where it is needed most, also largely agreeing with the proposed criteria for doing so. A further £20k will be required to reinstate the primary gritting route to that provided in 2012/13.
13. Option 2 –A winter maintenance review was undertaken in 2013 which included a public consultation exercise. The revised



gritting and grit bin provision was approved by the Cabinet Member and endorsed by the Corporate Scrutiny Management committee after been called-in. The percentage of road network treated this year is 39.8% which is in line with the average APSE family group.

### **Council Priorities**

14. The City and Environmental Services directorate supports delivery of the create jobs and grow the economy, protect the environment and get York moving themes from the Council's key priorities.

### **Implications**

#### **Financial**

15. Implementing Option 1 will requiring a £38.8k increase for the maintenance of the existing grit bins across the City and a further £20k for the reinstatement of the primary gritting route to that provided in 2012/13.

#### **Human Resources (HR)**

16. There are no HR implications identified in this report.

#### **Equalities**

17. A Community Impact Assessment (CIA) was carried out at the time of the original decision and identified arrangements to be put in place for monitoring a the effect of the original decision

#### **Legal**

18. The Council in its capacity as the Highway Authority has a duty under Section 41 of the 1980 Highways Act to maintain the public highway.

#### **Crime and Disorder**

19. There are no crime and disorder implications.

**Information Technology (IT)**

20. There are no IT implications in this report.

**Property**

21. There are no property implications.

**Other**

22. There are no other implications in this report.

**Risk Management**

23. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:

Strategic Risk, arising from judgements in relation to medium term goals for the service

Physical Risks, arising from potential under investment in assets

Financial Risk, from pressures on budgets

People Risks, affecting staff if budgets decline

Measured in terms of impact and likelihood the risk score for all of the above has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

**Recommendations**

24. The Cabinet Member is recommended to:

1. Note the receipt of the petition
2. Approve option 2

Reason: The revised policy is derived from consultation and best practice guidance and allows for routes and grit bin locations to be prioritised and ranked accordingly providing a safe, efficient and effective service.

## Contact Details

**Author:**

Andy Binner  
Head of Highways  
City and Environmental  
Services  
Tel: (01904) 553231

**Chief Officer Responsible for the report:**

Frances Adams  
Assistant Director (Transport,  
Highways and Waste) City and  
Environmental Services

**Report Approved**  **Date** 10<sup>th</sup> March 2014

**Wards Affected:** Dringhouses and Woodthorpe

**All**

**For further information please contact the author of the report**

## Background Papers:

There are no background papers

## Annexes:

- Annex 1 Minutes of the Corporate and Scrutiny Committee (calling in ) meeting held on 21 October 2013
- Annex 2 Minutes of the Decision Session- Cabinet member for Environmental Services held on 9 October 2013
- Annex 3 Copy of Petition

This page is intentionally left blank

---

Meeting	Decision Session - Cabinet Member for Environmental Services and Cabinet Member for Leisure, Culture and Tourism
Date	9 October 2013
Present	Councillor Levene (Cabinet Member for Environmental Services) and Councillor Crisp (Cabinet Member for Leisure, Culture and Tourism)
In attendance	Councillors Jeffries, Reid and Richardson

---

## 6. **Declarations of Interest**

At this point in the meeting, Members were asked to declare any personal interests not included on the Register of Interests, any prejudicial interests or any disclosable pecuniary interests which they may have in respect of business on the agenda. None were declared.

## 7. **Minutes**

Resolved: That the minutes of the last Decision Session held on 20 August 2013 be approved and signed by the Cabinet Member for Environmental Services as a correct record.

## 8. **Public Participation**

It was reported that there were two registrations to speak under the Council's Public Participation Scheme and that three Members had also registered to speak.

Councillor Jeffries spoke in respect of agenda item 4 (Grange Lane Play area). She stated that she was disappointed that council funding was not available to carry out the work. Referring to paragraph 6 of the report, she also stated that Chapelfields Residents Association had not been asked to include the installation of a fence to their list of potential schemes and, should they decide to do so, it would be a significant amount of their £9,500 allocation.

Councillor Reid spoke in respect of agenda item 6 (Winter Maintenance). She highlighted the key points in the written submission from the Liberal Democrat Group (*attached to the on-line agenda papers for the meeting*) and stated that a petition on this issue was to be presented to Full Council.

Ms Becky Cook spoke in respect of agenda item 6 (Winter Maintenance) on behalf of residents of Grantham Drive. She drew attention to the number of accidents that had occurred in the area and stated that it was very important to retain the grit bin and to listen to the views of residents, as they had very good local knowledge about the problems.

Mrs Galloway spoke on behalf of Foxwood Residents Association in respect of agenda item 6 (Winter Maintenance). She expressed concern at the consultation process and stated that the timing was such that residents associations had not had the opportunity to include the funding of grit bins in their budgeting should they wish to do so. Mrs Galloway stated that consideration had not been given to effects on bus routes and that key issues such as the impact on cycle routes, the elderly and vulnerable, shops and schools had not been taken into account.

Councillor Richardson spoke as a ward member and on behalf of Haxby Town Council in respect of agenda item 6 (Winter Maintenance). He expressed concern at the consultation process and stated that the number of responses was poor. He drew attention to the number of elderly or vulnerable residents in the area and stated that he was against the proposed reduction in the number of salt bins.

**9. Grange Lane Play Area**

The Cabinet Member for Environmental Services and the Cabinet Member for Leisure, Culture and Tourism considered a report in response to a recent petition received from 251 residents from across York. The petition requested the installation of a dog deterring fence around the play area off Grange Lane and that more dog dirt bins and litter bins be provided close to the play equipment.

Consideration was given to the following options:

- Option a Officers from the Community and Equality team would support applications for the funding sources outlined in the report and actively pursue other funding streams if necessary
- Option b To wait for other funding sources to become available.

Members commented that the playbuilder scheme had not envisaged fencing being required. Whilst it was regrettable that funding was not available to carry out the work, option A in the report offered an opportunity to seek a way forward.

- Resolved: (i) That the receipt of the petitions be noted.
- (ii) That officers from the Community and Equality team would support applications for the funding sources outlined in the report and actively pursue other funding streams if necessary.

Reason: To support the requests from residents.

**10. Petition Calling on City of York Council to Improve the Road Surfaces Particularly in Fulford Park, Cherry Wood Crescent, Eastward Avenue and St Oswald's Road**

The Cabinet Member for Environmental Services considered a report prepared in response to a petition submitted to Council by Councillor Aspden with 66 names and addresses of residents of the named streets and surrounding area. The petition also included a further 34 website signatures. The petition requested that the Council improved the road surfaces in Fulford in particular Fulford Park, Cherry Wood Crescent, Eastward Avenue and St Oswald's Road.

The Cabinet Member considered the following options:

- Option 1 Rank the carriageways in the Fulford ward along with other grade 3 roads for inclusion in a future scheme programme as in accordance with the approved process.
- Option 2 Add a scheme to resurface the carriageway on Fulford Park to the 2013/14 programme. It was

estimated that the cost of the scheme would be £46,750.

Option 3 Add a scheme to resurface the carriageway on Cherry Wood Crescent to the 2013/14 programme. It was estimated that the cost of the scheme would be £66,250.

Option 4 Add a scheme to resurface the carriageway on Eastward Avenue to the 2013/14 programme. It was estimated that the cost of the scheme would be £42,750.

The Cabinet Member commented on the analysis of the distribution of carriageway schemes over the last three years, as detailed in paragraph 7 of the report, and on the established system that was in place to assess the priorities.

Resolved: (i) That the receipt of the petition be noted.

(ii) That Option 1 be approved (Rank the carriageways in the Fulford ward along with other grade 3 roads for inclusion in a future scheme programme as in accordance with the approved process).

Reason: The road surfaces within the Fulford ward to be assessed in accordance with the Council's evidence based prioritisation process and ranked accordingly.

## **11. WINTER MAINTENANCE REVIEW 2013**

The Cabinet Member for Environmental Services considered a report which detailed proposed amendments to the winter maintenance services following a review and public consultation on the road gritting and grit bin provision.

The Council's budget setting process had identified target savings of £60k in 2014/15 from the current winter maintenance allocation of £180k. The aim of the review was to provide a safe, efficient and effective winter maintenance service that was fit for purpose.



The scoring criteria that had been put in place, as detailed in paragraph 8 of the report, was noted.

The Cabinet Member gave consideration to the following options:

- Option 1 Maintain the road gritting regime and highway and ward grit bin provision the same as that of the 2012/13 season.
- Option 2 Implement the Primary Gritting Route (PGR), Secondary Gritting Route (SGR) and grit bin provision (158) published in the winter maintenance consultation proposal.
- Option 3 Implement option 2 with the addition of bus routes of 30 minutes frequencies or less in one direction and school bus routes not included in proposed primary gritting route. This option will reduce the number of grit bin provision to 150 due to the extension of the primary grit route.

The Cabinet Member stated that he was satisfied that option 3 presented a balance between the need to make savings and the safety of residents. The consultation that had been carried out had enabled residents to put forward their views and these had been listened to. The grit bin assessment form, annex 1 to the report, ensured that the criteria used was fair and transparent. A Community Impact Assessment had also been carried out.

Officers were thanked for the work that they had undertaken.

- Resolved:
- (i) That the grit bin assessment process be approved.
  - (ii) That Option 3 (Implement the primary gritting route, secondary gritting route and grit bin provision published in the winter maintenance consultation proposal with the addition of bus routes of 30 minutes frequencies or less in one direction and school bus routes not included in the proposed PGR)

Reason: By undertaking a review and consultation on the gritting and salt bin provision the Council has taken

residents' feedback and recommends option 3 to provide a safe, efficient and effective service.

Councillor Levene – Cabinet Member for Environmental Services  
[The meeting started at 4.00 pm and finished at 4.30 pm].

---

Meeting	Corporate and Scrutiny Management Committee (Calling In)
Date	21 October 2013
Present	Councillors Galvin (Chair), Jeffries, McIlveen, Potter, Runciman (Vice-Chair), Steward, Riches (Sub for Cllr King), Barnes (Sub for Cllr Horton) and Burton (Sub for Cllr Fraser)
In attendance	Councillors Doughty, Levene, Reid and Richardson
Apologies	Councillors Fraser, Horton and King

---

#### **18. Declarations of Interest**

At this point in the meeting, Members were asked to declare any personal interests not included on the register of interests, any prejudicial interests or any disclosable pecuniary interest which they might have in respect of the business on the agenda. No additional interests were declared.

#### **19. Public Participation/Other Speakers**

It was reported that there had been no registrations to speak at the meeting under the Council's Public Participation Scheme; however one Member of Council had requested to speak in respect of the winter maintenance review.

Councillor Doughty confirmed that following representations one concession had been made in his ward in relation to the winter maintenance programme, adjacent to the primary school. Concerns were raised however that no consultation had been undertaken with Strensall Parish Council. More general city wide concerns were expressed regarding the restrictive online survey which gave residents little choice. It was felt that basic, essential services were being cut affecting vulnerable residents and he asked that the decisions were referred back to the Cabinet Member for further consideration.

**20. Minutes**

Resolved: That the minutes of the last meeting of the Committee held on 16 September 2013 be confirmed as a correct record and signed by the Chair.

**21. Called In Item: Winter Maintenance Review For The 2013/14 Season**

Members received a report which asked them to consider the decisions made by the Cabinet Member for Environmental Services at his meeting held on 9 October 2013, in relation to amendments to the winter maintenance services for the 2013/14 season. It was reported that this option had been chosen to address the majority of gritting route concerns following an analysis of the consultation data and in response to resident's feedback.

Details of the Cabinet Members decision were attached as Annex A to the report and the original report to the Cabinet Member attached as Annex B. The decision had firstly been called in by Cllrs Reid, Ayre and Aspden on the grounds that:

- The consultation on the proposed changes was inadequate. It was only available online so excluded residents who do not or cannot use the internet, there was limited choice, leading questions, and no room for "any other comments". Throughout the process there has been a consistent lack of proper engagement with residents on the proposed cuts.
- The key issues identified by residents, based on the comments from the consultation, were the concerns over cycle routes, elderly and vulnerable residents, and schools and shops. However, there is a lack of evidence that resources have been targeted to address these issues.
- The report confirms that the Council will be treating a lower percentage of the road network than our APSE family group and around two-thirds of salt bins will be lost.
- The consultation and approved report lacked information and were difficult to understand for

residents, residents groups or opposition councillors. They should have included:

1. List of current salt bins and a simple yes/no as to whether they will continue.
  2. List of primary gritting routes and a simple yes/no as to whether they will continue.
  3. List of secondary routes and a simple yes/no as to whether they will continue.
- It is difficult to understand how this can be a comprehensive winter maintenance report when salt bin provision by other organisations such as Parish Councils and Residents Associations or even by other parts of City of York Council (such as Housing and Parking) were not included.
  - The report talks about an “adopted criteria” for salt bins, but does not explain precisely what this criteria is, who approved it, or when it was approved.
  - We do not believe that even this criteria has been applied consistently – the report ignores the fundamental difference between gritting roads for traffic and providing self-help bins for pedestrians. Gritting a road does not help pedestrians and justifying the removal of another 8 bins because they are now on a PGR (Primary Gritting Route) is nonsense. Either a location meets the criteria or it doesn't.
  - Cllr Levene was quoted in the paper as saying that bins would be provided where there are schools, elderly people's homes and gradients. However, many of the bins being removed meet this criteria. Just taking the west of York this includes:
    - On inclines - Barkston Avenue, Chapelfields Road/Marston Avenue, Ridgeway, St Stephen's Mews, Grove Terrace/Front Street at the junction of Tadcaster Rd and Pulleyn Drive at the junction of Grantham Drive and Howe Hill Close.
    - At schools - loss of salt bin at Dringhouses School, loss of salt bin at

crossing patrol area on Askham Lane for Westfield Primary School, loss of salt bin at Carr School

- Furthermore, cuts will hit Elderly Persons accommodation near Abbeyfields House off Royal Chase, Vyner House and Gale Farm Court.
- Salt bins will be lost at key community facilities such as Acomb Explore and bus routes such as Woodlands/Straylands Grove in Heworth Without and the Middlethorpe Estate off Tadcaster Rd will be taken off Primary Gritting Routes.
- The CIA (Communities Impact Assessment) is unsatisfactory as it doesn't fully consider what the impact will be on vulnerable residents and doesn't take into account that large groups of residents were excluded from the consultation as it was online only.
- No proper cost analysis of the Snow Warden scheme is included despite the role this system will play in future winter maintenance provision. A breakdown of the cost of providing this scheme (equipment, training, etc) should have been included and then compared to the cost of providing salt bins.

Councillor Reid addressed the meeting on behalf of the Calling In Members. She expanded on the ten reasons given for the call in referring to the petition presented to Council on 10 October 2013. The petition had been signed by a number of residents opposed to the proposed cuts to the winter maintenance services whose signatories from across the city had now risen to 600. Reference was made to her Groups lengthy submissions to the Cabinet Member following which no changes had been made to the proposals. Concerns were also expressed at the criteria put forward for the provision of bins which did not appear to have been consistently applied.

Subsequently the decision had been called in by Cllrs Richardson, Doughty and Barton for the following reasons:

1. On the grounds that the consultation was by online access only, this excluded residents not online from taking part in what was a City Wide Consultation.
2. The proportion of roads gritted in Haxby and Wigginton under the plan (bus routes) do not provide protection to the 2958 pensioners who are vulnerable to injuries from slipping on ice. Residents need clear roads to access the bus services and to access the schools in the area. One of the four primary schools in the area, Wigginton Primary School, is by passed by the PGR.
3. The ward salt bins were provided on the grounds that a need was evident and the service was warranted. The practice of leaving bins empty is causing confusion with residents and infers Councillors and Officers have made incorrect decisions in the placing of salt bins.

Councillor Richardson spoke on behalf of the second group of calling in members making reference to the questionnaire which had only being available online, difficulties in accessing the survey and in viewing the accompanying maps. Reference was also made to the low response rates and the effects of the cuts on elderly residents.

Councillor Levene, as Cabinet Member for Environmental Services went through in detail the individual reasons given for the call in, pointing out that hard copies of the consultation document had been available on request. It was confirmed that publicity had been undertaken through press releases and contact with Parish Council's, Residents Associations and community groups with the consultation extended from 4 to 5 weeks. It was pointed out that school bus and less frequent bus routes had been reinstated for gritting and that the criteria for assessment of grit bin locations had also been agreed at his Decision Session. It was confirmed that Mill Lane adjacent to Wigginton Primary School would also now be gritted.

In answer to questions Officers provided details of the number of snow wardens confirming that recruitment was ongoing and that there were around 6 'adopted bins' provided around the city at a cost of £50 per bin. A copy of the technical/operational document, used to score criteria for provision of grit bins was circulated at the meeting. Officers confirmed that a copy of this would be provided for Members following the meeting together

with further information on the cost of the snow warden's scheme.<sup>1</sup>

Members were then asked to decide whether to confirm the decision made by the Cabinet Member (Option A) or to refer it back to the Cabinet Member for re-consideration (Option B).

After a full debate, Cllr Potter moved and Cllr Riches seconded that Option A be confirmed and the Cabinet Members decision be confirmed.

Cllr Runciman then moved and Cllr Jeffries seconded that Option B be approved and the matter referred back to the Cabinet Member with a request that he reviews his decision to ensure that:

1. All deleted salt bins at schools, elderly persons homes, sheltered housing, community hubs (libraries and shops) and for pedestrian routes on a gradient are restored.
2. A review of remaining deleted bins is undertaken disregarding the gritting position on the nearby highway, taking into account the financing of the snow warden scheme, and corporate priorities for public safety and a thorough Communities Impact Assessment. That the outcome of this review is shared with Parish Council's, and Residents Associations to allow the prioritisation of local funding to consider those salt bins which might be deleted from the network.
3. Gritting routes are restored on all bus routes to ensure that they are able to keep running in the winter, and that communities do not have the threat of disconnection from public transport.
4. Cabinet reviews the equalities issues of conducting on-line only consultations in holiday periods.

On being put to the vote five Members voted for Option A to confirm the decision and four voted against for Option B and it was

Resolved: That Option A be approved and that the decision of the Cabinet Member be confirmed.



Reason: In accordance with the requirements of the Council's Constitution.

Action Required

1. Provide salt bin scoring document together with details of Snow Warden costs for Committee Members.

AB

Cllr J Galvin, Chair

[The meeting started at 5.00 pm and finished at 6.10 pm].

This page is intentionally left blank

Cllr Ann Reid on behalf of 179 residents opposed to the proposed cuts in winter maintenance services and calling on City of York Council to retain existing salt bin and gritting provision in the Dringhouses and Woodthorpe Ward.

Debra	Martin	57	Chaloner's Road
Katie	Martin	57	Chaloner's Road
Lucy	Martin	57	Chaloner's Road
Angela	Sunderland	57	Chaloner's Road
Margaret	Farmery	113	Chaloner's Road
Leonard	Sellers	113	Chaloner's Road
June	Johnson	125	Chaloner's Road
Kenneth	Spencer	125	Chaloner's Road
Doris	Croft	149	Chaloner's Road
Alexandra	Leahy	74	Chaloner's Road
Daniel	Leahy	74	Chaloner's Road
John	Leahy	74	Chaloner's Road
Joanne	MacPherson	130	Chaloner's Road
Dawn	Potter	142	Chaloner's Road
Joanne	Potter	142	Chaloner's Road
Matthew	Potter	142	Chaloner's Road
Michael	Potter	142	Chaloner's Road
Pauline	Moyse	148	Chaloner's Road
Richard	Moyse	148	Chaloner's Road
George	Lowe	43	Leeside
Rita	Lowe	43	Leeside
Maria	Page	52	Leeside
Aileen	Chapplow	101	Middlethorpe Grove
Eric	Walkington	4	Middlethorpe Grove
Roy	Little	26	Middlethorpe Grove
Alan	Leadley-Yoward	58	Middlethorpe Grove
Maureen	Leadley-Yoward	58	Middlethorpe Grove
Gillian	Busby	5	Acomb Wood Drive
Stephen	Eccles	5	Acomb Wood Drive
Irene	Charlton	7	Acomb Wood Drive
John	Hall	2	Acomb Wood Drive
Elizabeth	Clarkson	14	Drive
Amanda	Morrison	35	Dringfield Close
June	Morrison	35	Dringfield Close
Marjorie	Williamson	9	Highmoor Road
Norman	Storr	97	Moor Lane
Charles	Croft	99	Moor Lane
Marion	Croft	99	Moor Lane
Ernest	Hendry	82	Moor Lane
Janet	Berry	110	Moor Lane

Michael	Dickinson	3	Moorcroft Road
Moira	Dickinson	3	Moorcroft Road
Eunice	Thompson	17	Moorcroft Road
Gail	Hinde	19	Moorcroft Road
Paul	Hinde	19	Moorcroft Road
Patricia	Norman	34	Moorcroft Road
Joyce	Harrison	48	Moorcroft Road
Andrew	Cuthbert	56	Moorcroft Road
Caroline	Goldthorpe	16	Ryecroft Avenue
Christine	Prior	24	Ryecroft Avenue
James	Prior	24	Ryecroft Avenue
Michael	Boyes	46	Ryecroft Avenue
Lynne	Bembridge	56	Ryecroft Avenue
Paul	Bembridge	56	Ryecroft Avenue
Lynn	Jukes	5	Trent Way
Thomas	Jukes	5	Trent Way
Janet	Smith	121	Wains Road
Carol	Alderman	135	Wains Road
Samantha	Alderman	135	Wains Road
Lillie	Craven	8	Wains Road
Alan	Dutton	16	Wains Road
Charis	Dutton	16	Wains Road
David	Harvey	164	Wains Road
Kathleen	Harvey	164	Wains Road
John	Henderson	5	Wharfe Drive
Sheila	Henderson	5	Wharfe Drive
Ann	Aitken	27	Alness Drive
Richard	Aitken	27	Alness Drive
Milton	Robinson	37	Alness Drive
Linda	Gall	41	Alness Drive
Elizabeth	Parrott	47	Alness Drive
Andrew	Cantle	57	Alness Drive
James	Cantle	57	Alness Drive
Julie	Cantle	57	Alness Drive
Michael	Cantle	57	Alness Drive
Linda	Mills	75	Alness Drive
Peter	Mills	75	Alness Drive
Susan	Chubb	12	Alness Drive
Julie	Longworth	64	Alness Drive
Robin	Longworth	64	Alness Drive
Kenneth	Hobbs	5	Annan Close
Peter	Hopkins	18	Annan Close
Sandra	Hopkins	18	Annan Close
Michael	Shephard	22	Annan Close
Annette	Sutherland	8	Bannisdale
William	Sutherland	8	Bannisdale
June	Proctor	9	Hillcrest Gardens
Carole	Clift	15	Lycett Road
Jean	Weston	37	Lycett Road
Anne- Marie	Baggaley	47	Lycett Road
Stephen	Sawyer	18	Lycett Road
Phillip	Metcalfe	24	Lycett Road
Elizabeth	Sanders	26	Lycett Road

Patricia	Wright	60	Lycett Road
Graham	Mordue	74	Lycett Road
Catherine	Pickard	5	Middlethorpe Drive
Charles	Pickard	5	Middlethorpe Drive
Maria	Pickard	5	Middlethorpe Drive
Phoebe	Clements	19	Middlethorpe Drive
Margaret	Livingstone	41	Middlethorpe Grove
Ann	Oxley	51	Middlethorpe Grove
Douglas	Oxley	51	Middlethorpe Grove
Kay	Roantree	9	Eden Close
Ivy	Bevan	37	Eden Close
Anthony	Shepherdson	51	Eden Close
Ruth	Shepherdson	51	Eden Close
Elizabeth	Calpin	32	Eden Close
Raymond	Calpin	32	Eden Close
Michael	Shawe	56	Eden Close
Cheryl	Carr	66	Eden Close
Heather	Morris	29	Grassholme
Philip	Morris	29	Grassholme
John	Wilson	41	Grassholme
James	Campbell	43	Grassholme
Maureen	Campbell	43	Grassholme
Doreen	Ferguson	49	Grassholme
Martyn	Buckman	19	Pulleyn Drive
Julia	Spink	12	Regency Mews
Judith	Kew		Royal Chase
Caroline	Clarke	4	Royal Chase
David	Clarke	4	Royal Chase
David	Scott	3	Slingsby Grove
Linda	Scott	3	Slingsby Grove
Anne	Golding	31	The Horseshoe
Guy	Golding	31	The Horseshoe
Michael	Golding	31	The Horseshoe
Elizabeth	Harrison	14	The Horseshoe
Michael	Harrison	14	The Horseshoe
Bridget	Barry	32	The Horseshoe
Daniel	Barry	32	The Horseshoe
Michael	Johnson	8	Grassholme
Helen	Wright	8	Grassholme
Barbara	Bevan	20	Grassholme
George	Bevan	20	Grassholme
Eric	Hodgson	36	Grassholme
Susan	Hodgson	36	Grassholme
Edward	Pickering	50	Grassholme
Jane	Pickering	50	Grassholme
Beryl	Pile	64	Grassholme
Evelyn	Smith	17	Lindale
Julia	Carroll	4	Lindale
Roland	Pattison	4	Lindale

Keith	Richardson	14	Lindale
Margaret	Veal	16	Lindale
Michael	Veal	16	Lindale
George	Glew	18	Lindale
Janet	Glew	18	Lindale
Graeme	Middleyard	1	Miterdale
Janet	Middleyard	1	Miterdale
Andrew	Booth	61	Acorn Way
Linda	Booth	61	Acorn Way
Eileen	Hill	62	Acorn Way
Lorraine	Lewis	64	Acorn Way
June	Ibbotson	80	Acorn Way
Christine	Starkey	82	Acorn Way
Susan	Gabbatiss	90	Acorn Way
John	Acey	10	Nairn Close
Particia	Bellini	14	Nairn Close
Robert	Bellini	14	Nairn Close
Allan	Fenner	14	Nairn Close
Eileen	Ingham	74	Ryecroft Avenue
Peter	Ingham	74	Ryecroft Avenue
Carol	Moody	14	Spey Bank
Edward	Moody	14	Spey Bank
Isobel	Goforth	18	Spey Bank
Patricia	Duff	1	Stonethwaite
James	Wormald	13	Stonethwaite
Valerie	Wormald	13	Stonethwaite
Annette	Webster	10	Stonethwaite
Frederick	Darvill	9	Troutbeck
Brian	Wimsey	9	Kensington Court
Shannon	Cathcart	20	Dringfield Close
Lee	Roberts	20	Dringfield Close
Angela	Wilson	66	Grassholme
Raymond	Wilson	66	Grassholme
David	Morris	13	Troutbeck
Claire	Bedford	76	Acorn Way
Michael	Bedford	76	Acorn Way
Michelle	Cox	129	Wains Road

Account Name	Account Number	Account Type	Account Balance
Account 1	1001	Checking	\$1,234.56
Account 2	1002	Savings	\$5,678.90
Account 3	1003	Investment	\$12,345.67
Account 4	1004	Retirement	\$23,456.78
Account 5	1005	Health Savings	\$3,456.78
Account 6	1006	Education	\$4,567.89
Account 7	1007	Charitable	\$1,234.56
Account 8	1008	Trust	\$9,876.54
Account 9	1009	IRA	\$15,678.90
Account 10	1010	401(k)	\$20,123.45
Account 11	1011	529 Plan	\$2,345.67
Account 12	1012	528 Plan	\$3,456.78
Account 13	1013	Ugma	\$4,567.89
Account 14	1014	UTMA	\$5,678.90
Account 15	1015	Trust	\$6,789.01
Account 16	1016	Trust	\$7,890.12
Account 17	1017	Trust	\$8,901.23
Account 18	1018	Trust	\$9,012.34
Account 19	1019	Trust	\$10,123.45
Account 20	1020	Trust	\$11,234.56





---

**Decision Session - Cabinet Member for  
Environmental Services**

**20 March 2014**

**Report of the Assistant Director (Highways, Waste and Fleet)**

**Annual Highway Maintenance Report**

**Summary**

1. This report provides a review of the service performance in highway maintenance over the last year. The report examines issues arising and proposes programmes of work to be undertaken in the financial year 2014/15.

**Background**

2. The highway maintenance service covers a wide range of activities. It is delivered by a number of in-house teams, working in conjunction with external service providers. The Highway Maintenance Services (HMS) team in City and Environmental Services (CES) has overall management responsibilities for the highway assets. The team determines works programmes for members to consider and arranges for smaller scale routine maintenance works to be carried out on a priority basis. The Civils team in HMS carries out most of the work activities with the exception of street lighting which is provided by a separate in-house team in the same service group.
3. Larger LTP/CYC capital and revenue schemes are designed and managed by the design team in HMS. Works are procured through the Specialist Surfacing Framework Agreement in conjunction with other authorities in the Tees Valley Alliance. Minor works are carried out by the Civils team within HMS and through 2013/14 the team also acted as Principal Contractor on all larger schemes. This arrangement was found to be a success and has been adopted for future years.
4. Communities and Neighbourhoods Services, Public Realm team act as the corporate manager for grass cutting and for amenity and landscaped areas requiring maintenance.

## **Review of 2013/14 and Proposals for 2014/15**

### Adoptions

5. Over the past year the highway network has increased by 4.2 kilometres of carriageway and 6.0 kilometres of footway due to adoptions and new development.

### Drainage

6. Members allocated £200k for high priority drainage works in 2013/14. Working with the Flood Risk Management team a number of areas were identified for investigation and remedial works, prioritised in accordance with the criteria previously approved by members (City Strategy EMAP 2 June 2008) as detailed below:
  - Locations where flooding affects, or is quite likely to affect, property
  - Locations adjacent to well used footways
  - Locations adjacent to footways near elderly person's homes
  - Locations where standing water are at a critical location for vehicle braking or turning
  - Locations where flooding problems are frequent and have been persistent for some years
  - Locations where flooding is particularly extensive
7. These include several of the locations previously identified as suffering persistent ponding problems, together with other new locations where problems occurred as a result of heavy rainfall events. Many of the flooding areas require joint investigation with other Risk Management Authorities, mainly the Internal Drainage Boards and Yorkshire Water Services, to establish ownership and liabilities.
8. The proposed drainage allocation of £200k in 2014/15 will enable this maintenance of drainage assets to continue, assisting in the management of surface water flood risk, as recommended in the Surface Water Management Plan approved by Cabinet in 2012. The allocation is part of 5 year capital rolling programme totalling £1m.

9. The customised drainage network developed within the Exor Highway Management System is enabling highway drainage assets to be recorded electronically, and increase the efficiency of investigation and maintenance works in the future. Future development will look to include the use of mobile GIS enabled devices to record on-site investigations directly to the system, which could also be used during flood emergency situations for live updates to Silver Command.
10. Once the main areas of recurring flooding are addressed, the drainage serving the main spinal road networks into the City will be systematically surveyed (as the vast majority of the existing gullies on these roads have no recorded pipe networks serving them).

#### Street Lighting

11. The Amey SL maintenance contract came to an end on 30 September 2013 and the service was transferred in-house and all staff was TUPE to the Council. A consultation is ongoing with staff to restructure the team to eliminate duplication and create efficiencies.
12. The current energy supply contract is procured through arrangements with YPO. The consortium procures energy on behalf of a number of authorities from greener more environmentally friendly sources whilst reducing the financial impact from a fluctuating market. The current arrangement expires in April 2015 and the Council will be assessing the market to determine the most cost effective energy procurement for future years.
13. It is proposed to undertake steel structural testing in 2014/15 of those columns previously identified as 'Fair' with a 3 year inspection period. There are approximately 2300 columns to test and a £170k CRAM bid for 2014/15 has been approved to replace those identified as either 'Bad' or in need of immediate action.
14. The target response time for the repair of street lighting faults from the time of notification is two working days. The existing work

practices of attending faults “after hours” are continuing to deliver times well below this, thus providing a good level of service.

15. Street Lighting is currently continuing to trial new technologies and techniques in order to reduce energy usage and carbon emissions. A successful trial of LED lighting has been carried out this year on four streets within the Council area. As a result of the trial a tender through the YPO arrangement has been invited to supply LED lanterns to replace the current 35 watt sox lighting stock.

#### Resurfacing and Reconstruction Works (R&R)

16. The Low Ousegate footway scheme has been delayed due to the works in the area by British Gas to refurbish their gas network and will therefore be carried over into 2014/15. It is anticipated that the remainder of the footway schemes in the 2013/14 programme will be completed this year.
17. The Surface Dressing and Micro Asphalt programme in 2013/14 will be completed this financial year and the current works are performing well with no failures being observed.
18. The two trials of alternative surfacing materials for use on concrete carriageways are both continuing to perform well. The preferred option for future concrete carriageway overlays is a grouted macadam option which performed better of the two materials in the trial sites.
19. The carriageway resurfacing programme is on target with the majority of schemes already completed. Due to the Tour de France event it was necessary to bring forward the Goodramgate carriageway scheme as this was on the parade route. Also due to the Kings Square reinvigorate York programme it will be necessary to carry over the Colliergate carriageway and footway schemes into 2014/15.
20. On 6th July 2014, York hosts Stage 2 of The Tour de France Grand Départ. Additional funds have been made available to make good any defects to accommodate the requirements of the parade and race route within the Council area.

Basic Maintenance (BM)

21. The previous severe winter weather conditions and the hydraulic pressure of recent heavy rainfall have had a detrimental effect on the condition of the highway. The resulting potholes and surface deterioration have been repaired with materials and resources that were available at the time.
22. The More for York process introduced a computerised works system that interfaces the call centre with the inspectors and the BM gangs. This includes the use of mobile devices by both the inspectors and BM gangs. Although the process was introduced in 2010 there are problems with the software and the perceived savings have not materialised. There has been a corporate decision to replace the software and tenders were invited and an evaluation progress has been completed with a preferred bidder recommended. It is anticipated that the rollout of the new software will start early in 2014/15 and will be an opportunity to incorporate an end to end analysis of the basic maintenance business process.
23. The 'area working' system operates well to ensure that there is greater coordination of work instructions. The highway inspectors work closely with the supervisors to manage the BM gangs in each area leading to a more efficient service. Due to efficiencies and previous budget restraints the BM operations operate with 2 highway inspectors with a bituminous gang allocated to both of them. In addition there is a mason gang that predominately operate in the city centre repairing defects of paving slabs, setts and kerbs.
24. Routine and ad-hoc inspections and the 'area working' system has again demonstrated the effectiveness of this service through the continued high repudiation rate with regard to third party public liability claims. Information over the last 11 years is shown in the table below.

<b>Year</b>	<b>Total number of claims</b>	<b>Claims closed</b>	<b>Claims settled at zero cost</b>	<b>Claims open</b>	<b>Repudiation rate</b>
<b>2002-03</b>	258	258	215	0	83%
<b>2003-04</b>	198	198	168	0	85%
<b>2004-05</b>	198	198	168	0	85%
<b>2005-06</b>	158	157	135	1	86%
<b>2006-07</b>	137	137	118	0	86%

<b>Year</b>	<b>Total number of claims</b>	<b>Claims closed</b>	<b>Claims settled at zero cost</b>	<b>Claims open</b>	<b>Repudiation rate</b>
<b>2007-08</b>	126	126	110	0	87%
<b>2008-09</b>	143	141	129	2	91%
<b>2009-10</b>	237	230	219	7	95%
<b>2010-11</b>	208	199	182	9	91%
<b>2011-12</b>	123	112	106	11	95%
<b>2012-13</b>	201	154	139	47	90%

25. The bus shelter maintenance service for 2014/15 will be provided in-house by the Civil's team. It is the aim of the Council to involve the community payback teams in the future cleaning of the bus shelters. The operation has been a success and it is proposed to extend this service into future years.

#### Asset Management

26. In July 2013 the Council reported a draft non-auditable highway asset valuation for the year 2012/13 in accordance with the CIPFA guidance. The valuation of the highway assets including carriageway, footway, structures, street lighting, traffic signals, street furniture and land was £2.23 billion. The 2012/13 valuation for the first time includes an element for land and this amount to £1.1 billion of the overall value.
27. The proposal for the financial year 2013/14 is the submission of a draft auditable valuation and the Council is waiting for guidance from CIPFA on the method and what assets are to be included.
28. The asset team continues to refine the use of hand held computer technology to log the annual condition survey in a computer database. The refined method can be used to identify those sections of a street where the condition varies along its length. This method gives a more representative condition of the network, as the process is able to record different grades along a section of highway rather than previously being predominately street based.
29. In 2013 the Council increased the number of condition gradings from 3 to 5. The new categories are 1-Very good, 2- Good, 3- Fair, 4-Poor and 5 Very poor. The introduction of the 5 categories has helped the asset team to identify treatment groups more easily and

adopt a whole lifecycle approach to carriageway and footway maintenance.

30. The condition data and the machine survey information are used to determine the list of carriageway and footway schemes for 2013/14. The more detailed recording of survey data has given the opportunity to target sections of highway in most need. HMS is adopting a more whole lifecycle approach to optimize the treatments identified. The adoption of an asset based methodology for assessing programmed maintenance will lead to an improved treatment model for the highway network and other assets. The processes will improve the way HMS react to adverse situation on the network
31. A survey of the Council's traffic signal assets is now complete and will be loaded into the asset register and be used on corporate GIS layers and energy submissions to our suppliers.

#### Bridges

32. At present the Council does not have a dedicated bridge manager and specialist structures advice is currently being sought and provided from a neighbouring authority. In December 2013 the Council appointed a dedicated specialist Engineer to provide an in-house resource to undertake asset management of the Council's bridge stock. Only essential maintenance activities and inspections have therefore been undertaken during 2013/14. A prioritised programme of maintenance and inspections will be undertaken during 2014/15.
33. The capital programme of the refurbishment to Severus and Piccadilly bridges for 2013/14 have been delayed and are to be carried over into 2014/15 along with their funding. Investigations have indicated that a further £200k will be required to complete the works on both bridges.

#### Winter Maintenance

34. A review of the winter maintenance service, including a fundamental review of gritting rounds and salt bins provision was undertaken in 2013. The review included a public consultation exercise during August and September and all departments and organisations involved with the service were asked to comment.

35. A revised gritting and salt bin provision was approved at a Cabinet Member for Environmental Services Decision Session on 9 October 2013. The primary gritting route was brought in line with the road hierarchical network with the addition of bus routes of 30min or less intervals in one direction and school bus routes. This had the effect of reducing the primary gritting network by 5.8% with those being removed added to the secondary route. The new arrangement brings the Council in line with other authorities in the APSE family group.

In addition a grit bin assessment criteria was approved and this was used to assess all highway and ward bins to rank them in order of priority. There were 158 grit bins approved during the review and there has been continuing dialog with resident associations and parish councils' with such organisations adopting grit bins that were being removed.

36. Approaching the middle of February 2013 the designated network for precautionary gritting has been treated on 40 occasions compare to an annual average of 65. The designated footways have been treated only once with some ad-hoc treatments to deal with public and member requests for assistance to other non-designated footways. At the time of writing this report, there is still the possibility of adverse winter weather over the remainder of this financial year, which could result in an increase in the number of precautionary grits. Due to the relatively mild winter to date the Winter Maintenance Control Group has not been convened.
37. The Council continue to promote the use of snow wardens and requests for assistance from areas not covered by the winter maintenance policy will be dealt with as resources became available.
38. The off road and shared cycle routes have been treated once using the 4 new mini tractors equipped with snow brushes and salt spreaders. These have been very effective in returning the cycle routes back to a usable condition.
39. During the annual review of the service we have looked at various alternative methods of footway and cycleway treatments. We have concentrated on mechanical methods of snow removal from these areas. The 4 mini tractors which were trialled last winter have proved to be extremely effective both in terms of speed of treatment



and savings on manual labour. These have now been added to the winter maintenance fleet.

### Grass Verge and Tree Maintenance

40. The grass cutting service performed well this year with favorable weather conditions enjoyed for the majority of the cutting season, therefore leading to few operational issues.
41. Generally everything has gone well with tree maintenance and no serious accidents have occurred as a result of tree failures. Tree diseases are increasing year on year possibly due to global warming and as such we have lost a lot of trees through drought. We have also lost many trees during storms this winter but it's clear from past proactive work that many of the trees now falling onto the highway are from private land. Section 154 notices to dangerous tree land owners sadly don't seem to be prompting action which is of concern. Tree replacement planting is currently underway and should be finished by March but it is not possible to replace the last few years' tree losses.
42. One quarter of the highway trees have been inspected for safety as they are checked on a 4 yearly cycle. The trees surveyed are recorded on the Arboriculture Managers Database have now been successfully plotted as layers on our York map and local view to enable staff and the public to check tree positions and species within our boundaries whilst making enquiries. From the council web site search for online maps "Yorkmap" and the trees plotted can be viewed.
43. The budgets for grass cutting and tree maintenance have been transferred to CANS and are not included in this report's annexes. Information on the grass and tree maintenance operations will be reported by CANS in the future.

### Performance Indicators

44. The new performance framework for local authorities has produced a single set of national indicators and those impacting on the services in highway infrastructure are shown below:
  - NI 168 – principal roads where maintenance should be considered (using the machine based SCANNER technique)
  - NI 169 – non-principal roads where maintenance should be considered (again using SCANNER)

- BVPI 224b – Unclassified roads network where maintenance should be considered (using visual based CVI survey). This indicator has been removed from the national indicator set but councils are encouraged to continue to produce this figure to demonstrate condition trends.

Indicator/Year	2009/10	2010/11	2011/12	2012/13	2013/14
NI 168 (%) Principal Network	4	3	2	2	2
NI 169 (%) Non-principal Network	6	5	6	5	4
BVPI 224b (%) Unclass Network	7	9	11	10	10

Table of results over the last 5 years

45. The condition of both of the Council's principal and non-principal classified road network compares favourably with most other Council's network. The latest APSE service report for 2012/13 places both indicators in the top quartile mark. In comparison the unclassified network has deteriorated since 2009/10 to between 10 and 11% requiring maintenance works.
46. Both of the national indicators are linked into the DfT Departmental Strategic Objective to sustain economic growth and improved productivity through reliable and efficient transport networks.
47. In addition to the national indicators the Council carry out an annual condition survey grading the footway and carriageway 1 to 5 with 5 being the poorest. The table below shows the 2013 survey for both carriageway and footway assets.

Network	Condition Grade (%)				
	1	2	3	4	5
Principal Roads	31.5	35.6	26.5	6.3	0.1
Non-Principal Roads	6.2	26.2	50.9	14.7	2.0
Unclassified Roads	2.8	35.3	44.8	11.3	5.8
All	6.3	33.7	44.0	11.5	4.5
Footways	3.1	42.1	51.0	3.5	0.3

48. There is deterioration in the unclassified road network as mentioned in Para 45 and the result of the Big York Survey indicates residents concerns as to the condition of the carriageways and footways assets. This has led to the decision by the Council to invest £2.3m during 2014/15 and further details will be presented to the Decision Session – Cabinet Member for Environmental Services in April 2014.

#### Traffic Management Act (TMA)

49. All works carried out by HMS including street lighting is now being noticed in accordance with Traffic Management Act. A dedicated officer in the back office has been nominated and the level of workload encountered is being monitored.

### **Budgets and Works Programme Proposals for 2014/15**

#### **Highway Maintenance Budgets 2014/15**

50. The revenue budget distribution has been adjusted to accommodate the savings agreed by full council on 27 February 2014.
51. CYC capital funding for highways in 2014/15 remains the same as last year at £750k. Both the bridges element and street lighting carbon reduction allocations of £200k remains the same as 2013/14 with an additional £170k for street lighting column replacement. The LTP structural maintenance allocation decreased by £72k and but it is anticipated to increase in coming years and the government invest in structural maintenance.

52. Previous years of severe winter conditions with extreme freezing temperatures have accelerated the deterioration of the highway network. The recent cold snap has triggered additional central government funding for repairs over a 2 year period. The additional allocation for 2013/14 and 2014/15 are £318k and £173k respectively. The condition of the roads and footpaths will continue to be monitored over the coming years to establish network trends.

### **Highway Programmes for 2014/15**

53. As set out in the Advanced Design of Programmes report to the Cabinet Member Decision Session on 5 December 2013, full detail of the proposed programmes of work forms part of this report.
54. The detailed programmes are attached in Annexes 3, 4 and 5 covering carriageway, footway, street lighting, drainage and bridge works funded by CYC/LTP capital.

### **Consultation**

55. Due to the nature of this report no consultation has been undertaken.

### **Corporate Priorities**

56. Through the proposed measures CES supports delivery of the Create jobs and grow the economy, Get York moving, Build strong communities, Protect vulnerable people and protect the environment priorities from the Council Plan.

### **Implications**

#### **Financial Implications**

57. The capital and LTP funding is shown in Annexes 1 to 5. The highway maintenance service will be provided in accordance with the prescribed budgets and there are no financial implications.

#### **Human Resources (HR) and other implications**

58. There are HR implications due to the reduced revenue and capital budgets approved at full Council on 27 February 2013. The implications have been identified in the budget report and processes applied.

### **Equalities**

59. This report has taken into consideration the impact of the Council's Equality Strategy when recommending the proposed budget allocation and highway maintenance operations. Equalities Impact Assessment (EIA) is addressed in the global budget saving assessment.

### **Legal**

60. The Council has a statutory duty to carry out highway maintenance under Section 41 of the Highways Act 1980 and this report sets out the proposals and budgets to allow this to happen in the forthcoming financial year.

### **Crime and Disorder**

61. There are no crime and disorder issues.

### **Information Technology (IT)**

62. There are no IT implications in this report.

### **Property**

63. There are no property implications.

### **Other**

64. There are no other implications in this report.

### **Risk Management**

65. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:
- Strategic Risks, arising from judgements in relation to medium term goals for the service
  - Physical Risks, arising from potential underinvestment in assets
  - Financial Risks, from pressures on budgets
  - People Risks, affecting staff if budgets decline
66. Measured in terms of impact and likelihood the risk score for all of the above has been assessed at less than 16. This means that at this point the risks need only to be monitored, as they do not

provide a real threat to the achievement of the objectives of this report.

### Recommendations

67. The Cabinet Member is recommended to:

- (i) Note the review of 2013/14 and proposals for 2014/15
- (ii) Approve the allocation of budgets for 2014/15
- (iii) Approve the implementation of the proposed programme

**Reason:** To ensure delivery of highway maintenance services in an efficient and cost effective manner.

### Contact Details

<b>Author:</b>	<b>Chief Officer Responsible for the report:</b>			
Andy Binner Head of Highway Infrastructure City & Environmental Services Tel: (01904 553231)	Frances Adams Assistant Director (Highways, Waste & Fleet) City & Environmental Services			
	<b>Report Approved</b>	√	<b>Date</b>	11 <sup>th</sup> March 2014
<b>Wards Affected:</b> All Wards			<b>All</b>	✓
<b>For further information please contact the author of the report</b>				

### Background Papers:

#### Annexes:

- Annex 1 - Summary of Budgets and Annexes
- Annex 2 - Highway Maintenance Revenue Budgets
- Annex 3 - City of York Council Structural Maintenance Programme
- Annex 4 - LTP Structural Maintenance Programme
- Annex 5 - Additional Government Funding 2014/15

## SUMMARY OF BUDGETS AND ANNEXES

Annex Description	Comment	2013/14 £k	2014/15 £k
Annex 1- Summary <ul style="list-style-type: none"> <li>• Budgets and annexes</li> </ul>	Total highway maintenance budget	<u>6,061.90</u>	<u>5,870.90</u>
Annex 2 - Revenue Totals <ul style="list-style-type: none"> <li>• Revenue budgets as detailed in Annex 2</li> </ul>	Total Revenue	<u>2,637.90</u>	<u>2,493.90</u>
Annex 3 – CYC Capital for structural maintenance <ul style="list-style-type: none"> <li>• Capital footway programme</li> <li>• Capital carriageway programme</li> <li>• Capital drainage programme</li> <li>• Capital bridge programme</li> <li>• Capital street lighting carbon reduction programme</li> <li>• Capital street lighting column replacement programme</li> </ul>	Total CYC capital	610.00 140.00 200.00 200.00 200.00 <u>1,350.00</u>	654.50 95.50 200.00 200.00 200.00 170.00 <u>1,520.00</u>
Annex 4 – LTP structural maintenance <ul style="list-style-type: none"> <li>• LTP principal roads programme</li> <li>• LTP non principal roads programme</li> <li>• LTP unclassified roads programme</li> <li>• LTP surface dressing programme</li> <li>• LTP surface treatment programme</li> <li>• LTP footway programme</li> <li>• Additional DfT Highway Maintenance Funding</li> </ul>	Total LTP structural maint.	225.25 273.25 697.25 200.50 69.25 290.50 318.00 <u>2,074.00</u>	49.00 200.50 710.75 228.25 199.00 296.50 173.00 <u>1,857.00</u>

This page is intentionally left blank



## ANNEX 2

## HIGHWAY MAINTENANCE REVENUE BUDGETS

	2013/14 Budget £k	2014/15 Budget £k
<b><u>Street Lighting (NH101)</u></b> Street Lighting Works, Street Lighting Energy, Illuminated Bollards & Signs	1,276.1	1,222.1
<b><u>General Maintenance (NH105)</u></b> Bus Shelters, Street Furniture, Non Illuminated Signs, Cycle Paths, Emergency Works, Street Nameplates, Safety Fencing	87.9	78.9
<b><u>Structures(NH204)</u></b> Routine Maintenance & Bridge Inspections	88.7	85.7
<b><u>Carriageway and Footway Maintenance(NH404)</u></b> Road Markings, Anti Skid Surfacing, Programmed Works	110.1	98.1
<b><u>Basic Maintenance(NH406)</u></b> Area Working – Carriageway, Footway and non-illum Bollards	593.8	573.8
<b><u>Drainage(NH508)</u></b> Gully Cleaning ( Routine & Reactive), Drainage repairs, Warping	251.8	225.8
<b><u>Highway Asset Management(NH610)</u></b> Highway Management System & Condition Testing	40.2	40.2
<b><u>Winter Maintenance Service(NH625)</u></b> Winter Maintenance	189.3	169.3
<b>Total Revenue Maintenance Base Budget</b>	<b>2,637.9</b>	<b>2,493.9</b>

This page is intentionally left blank

## CITY OF YORK COUNCIL STRUCTURAL MAINTENANCE PROGRAMMES

## City of York Council Capital Footway Programme 2014/15

	<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
	<b>Unclassified</b>		
1.	Goodramgate (Part)	Guildhall	55,000
2.	High Ousegate (Part)	Guildhall	50,000
3.	Coney Street (Part)	Guildhall	52,000
4.	Cornlands Road (Part)	Westfield	24,000
5.	Broadway (Part)	Fishergate	45,500
6.	Burton Stone Lane (Part)	Clifton	28,250
7.	Fifth Avenue (Part)	Heworth	11,750
8.	Osbalwick Village (Part)	Osbalwick	77,000
9.	Malton Road (Part)	Heworth	27,500
10.	Wetherby Road (Part)	Westfield	15,000
11.	Garfield Terrace	Holgate	15,500
12.	Long Ridge Lane (Part)	Rural West York	37,250
13.	Green Lane (Part)	Westfield	10,750
14.	Church Balk	Derwent	74,500
15.	Fourth Avenue	Heworth	26,750
16.	Main Street, Poppleton	Rural West York	26,750
17.	Nunthorpe Avenue	Micklegate	7,000
	<b>Footway Slurry Sealing</b>		
	Various Locations	Various	70,000
		<b>Total</b>	<b>654,500</b>

**City of York Council Capital Programmed Maintenance 2014/15****Major Carriageway Patching**

<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
Various Locations	Various	10,500
	<b>Total</b>	<b>10,500</b>

**Concrete Repairs**

<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
Various Locations	Various	75,000
	<b>Total</b>	<b>75,000</b>

**Back Lanes**

<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
Various Locations	Various	10,000
	<b>Total</b>	<b>10,000</b>

**City of York Council Drainage Capital Programme 2014/15**

<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
Various Issues	Various	200,000
	<b>Total</b>	<b>200,000</b>

**City of York Council Capital Bridge Programme 2014/15**

<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
Severus Bridge	Holgate	100,000
Piccadilly Bridge	Guildhall	100,000
	<b>Total</b>	<b>200,000</b>

**City of York Council Capital Street Lighting Programme 2014/15****Carbon Reduction (LED Replacement)**

<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
Various Locations	Various	200,000
	Total	<hr/> 200,000

**Column Replacement**

<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
Various Locations	Various	170,000
	Total	<hr/> 170,000

**Total City of York Council Structural Maintenance  
£1,520,000**

## ANNEX 4

## LTP STRUCTURAL MAINTENANCE PROGRAMMES

## LTP Principal Roads Programme 2014/15

	<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
1.	A1079/1036 Lawrence Street/Walmgate Junction	Guildhall	49,000
Total			49,000

## LTP Non Principal Roads Programme 2014/15

	<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
<b>C Roads</b>			
1.	C92 Corban Lane (Part)	Skelton, Rawcliffe & Clifton Without	66,000
2.	Top lane, Copmanthorpe	Rural West York	84,500
3.	C302 Greengales/Wheldrake Lane (Phase 2)	Wheldrake	50,000
Total			200,500

## LTP Unclassified Roads Programme 2014/15

	<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
1.	Heworth/Heworth Village	Heworth	146,750
2.	Hamilton Drive (Phase 2)	Holgate	80,000
3.	Flaxman Croft, Copmanthorpe	Rural West York	79,500
4.	Alcuin Avenue	Hull Road	103,500
5.	The Ruddings	Wheldrake	88,000
6.	Crossways	Hull Road	68,000
7.	Goodramgate	Guildhall	120,000
8.	Church Street	Guildhall	25,000
Total			710,750

**LTP Surface Dressing Programme 2014/15**

	<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
<b>A Roads</b>			
1.	A1237 Wetherby Road Rbt to Harrogate Road Rbt	Rural West York	161,500
<b>C Roads</b>			
1.	C92 Towthorpe Road	Strensall	66,750
			Total 228,250

**LTP Surface Treatment Programme 2014/15**

	<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
<b>B Roads</b>			
1.	B1228 Elvington Lane (Part)	Derwent	51,500
<b>C Roads</b>			
1.	C286 Moor Lane (Part)	Dringhouses & Woodthorpe	56,250
<b>Unclassified</b>			
1.	Windsor Drive		
2.	Middlecroft Drive (Part)	Haxby & Wigginton	50,500
3.	Whenby Grove Geldof Road	Strensall	26,500
		Huntington & New Earswick	14,250
			Total 199,000

**LTP Footway Programme 2014/15**

	<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
<b>A Roads</b>			
1.	A1036 Cemetery Road (Part)	Fishergate	20,750
<b>C Roads</b>			
1.	C293 Field lane (Part)	Heslington	31,750
2.	C94 Haxby Road (Part)	Huntington & New	24,250
3.	C92 Huntington Road (Part)	Easwick	71,500
4.	C408 East Parade	Huntington & New	36,000
5.	C90 York Road (Part)	Easwick	11,750
6.	C296 Sim Balk Lane (Part)	Heworth	33,000
7.	C408 Tang Hall Lane	Strensall	67,500
		Bishopthorpe	
		Hull Road	
			296,500

**Total LTP Structural Maintenance  
£1,684,000**



## ANNEX 5

**DFT ADDITIONAL HIGHWAYS MAINTENANCE CAPITAL FUNDED PROGRAMMES****Surface Treatment Programme 2014/15**

	<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
1.	Osballdwick Village	Osballdwick	43,500
		<b>Total</b>	<b>43,500</b>

**Major Carriageway Patching**

	<b>Road</b>	<b>Ward</b>	<b>Estimate (£)</b>
1.	Various Locations	Various	129,500
		<b>Total</b>	<b>129,500</b>

**Total DfT Additional Highways Maintenance**  
**£173,000**

This page is intentionally left blank